
Ottawa Electric Railway

From Canadian Railway and Marine World/Canadian Transportation - showing date and page number

01-Apr-1898 Page 51

The first city in the world to have established in it a special electric heating service from a central station was Ottawa. Electric mail cars were first used in Ottawa on 9 Nov 1893 to convey Her Majesty's mails from the central post office to the railway stations.

01-Jul-1898 Page 138

The conductors recently demanded \$1.50 a day for 9 hour's work. The company refused the demand and compromised on \$1.35 or 15 cents. an hour for a 9 hour day.

A movement is on foot in Ottawa to secure a citizens' vote on the question of operating the street railway on Sunday.

01-Sep-1898 Page 166

City Council has decided to submit the Sunday street car question to the popular vote next January. There are two obstacles in the way of operation of streetcars in Ottawa on Sunday, the prohibitive act of the Ontario legislature and a clause in the street railway company's charter forbidding Sunday cars.

The men are asking for a nine hour day at the present rate of pay \$1.50. The company has offered \$1.43 for a ten hours day which the men refuse. It is not known whether they will strike or continue the 11 hour day.

01-Sep-1898 Page 193

This company which has been having trouble with its employees on account of hours and wages, has decided to pay 15 c. an hour to employees of 3 years standing, 14 2/7 c. to employees of two years standing and 14 c. for those of less than 2 years standing. This, it is thought, will prevent a strike, as it meets the demands of 80 out of 136 motormen and conductors. Spare men will be allowed 13 c. and hour but the Co. will not recognize the Union. In this settlement both sides made compromise that enables the employees to come out of the negotiations with a considerable gain, their day having been reduced an hour without any corresponding reduction in wages.

It is expected the Co. will extend its line from Rockcliffe Park to the Rifle Range next year, the Dominion government having promised to furnish free old steel rails taken up from the Intercolonial Ry.

The suburb of Britannia wants the Ottawa Co.'s lines extended to that place.

01-Oct-1898 Page 216

The crowds during the recent Central Canada Exhibition were so large that the Street Railway had difficulty in handling them, the equipment being insufficient. A number of open cars will be built during the winter.

01-Nov-1898 Page 243

The City Council has taken action to compel the Electric Ry. to extend its track to the Exhibition grounds in accordance with its contract with the City. An injunction has been applied for to restrain the Co. from operating the railway already built until the track has been extended as above mentioned. The Co. has declined to proceed with the extension on account of not having received the sanction of the Privy Council Railway Committee to cross the Canada Atlantic tracks. The application is still pending and, if it is granted, the Co. will probably go on with the extension.

It is said the Co. has in view the extension to Britannia, but that nothing will be done before next spring.

01-Dec-1898 Page 272

The Railway Committee of the Privy Council has refused the application of the company for permission to cross the Canada Atlantic Ry. tracks at Elgin Street, so as to continue the line to the Exhibition Grounds. (Nov. pg. 243).

The cost of the proposed extension to Britannia, which is not likely to be taken up before next spring, is estimated at \$125,000. It is also suggested that the road be extended to Rockland, 22 miles.

J. Sheppard is suing the Co. for wrongful ejection from a car. Several weeks ago, he alleges, he boarded a car and at the time was smoking a cigar. He entered the car at the front vestibule and merely held the cigar in his mouth while taking a car ticket from his pocket book. He further alleges that he was forcibly ejected by the conductor without remonstrance and in attempting to reboard the car a second time at the rear entrance he was again pushed off and in the fall sustained a severe sprain of the ankle, with which he has since been laid up.

01-Jan-1899 Page 17

5th annual report - extracts.

During the year 6 open and 6 closed cars have been added to the rolling stock.

A loop has been put in at the CPR station and connections have been completed at the Chaudiere and Hull for handling freight cars.

On January 2, 1899 a plebiscite was taken by the city on the question of Sunday cars, which resulted in a large majority in their favour and the Co. is now taking steps to carry out the decision of the people. Legislation to this end will be applied for. The Company is prohibited from running its cars on Sundays by the Ontario statute, passed in 1897, which forbids the running of Sunday cars except it be to keep the tracks clear of snow and ice or for other acts of necessity or charity.

The company gives notice of application to Parliament to authorize it or to confirm its power to extend its line to Bells corners and elsewhere in the township of Nepean and in the Township of Gloucester.

The illustration on p. 61 shows a car which gladdened the hearts of thousands of children in Ottawa on Christmas Eve. The idea of a Santa Claus car originated with W.Y. Soper, of Athern & Soper, who under the nom de plume of Santa Claus, had letters in the local daily papers for several days before Christmas. These letters were dated from various points between the North Pole and Ottawa and announced that on the afternoon and evening of the day before Christmas Santa Claus attended by a suite of brownies, would go through the streets of the city on top of an electric car and would distribute oranges to the children as he passed. The last letter gave a timetable of the hours at which the car would reach various points on its route. The jolly saint, blowing a tally-ho horn and surrounded by brownies, passed through the streets on the afternoon and evening of December 24th and very large crowds turned out to see him. The car was decorated on each side with appropriate Christmas mottoes, framed in evergreens and incandescent lights; on the front dashboard was the date 1898 and on the rear 1899; the windows were filled up with toys and boxes in bright coloured wrappings. During the trip, about five thousand oranges were thrown out to the children. The car was in no sense an advertisement, but was solely for the purpose of giving an afternoon's amusement to the youngster's of Ottawa, It was a most liberal and commendable treat.

The application to the Ontario Legislature to allow this Co. to operate cars on Sundays, the people having voted in favour thereof, caused a hot fight before the Private Bills Committee of the Ontario Legislature Mar. 8. The Mayor and other Ottawa officials appeared in support of the measure and a deputation from the Lord's Day Alliance opposed it. The bill passed by a vote of 34 to 13.

Work is progressing favourably on the extension the Co. is making to its power house at the Chaudiere. A force of 20 men are at work blasting and carting away the rock. The drill and hoists in operation are worked by steam. About 25,000 cubic yards of rock will be removed deepening the cut 35 ft. Six 50 foot wheels will be put in place and a 1,500 h.p. dynamo operated direct from them. This is to furnish a duplicate source of power for the running of the system. The building containing the machinery will be beneath the street level and constructed entirely of concrete and iron. The work, which will entail an outlay of \$60,000 is expected to be completed by June.

The Ottawa Electric will extend its track 2 miles to Rockcliffe rifle range, if the Dominion Government will give satisfactory assistance. The Co.'s bill, now before Parliament, has occupied a large amount of time both in committee and the Commons. The principal fight has been over the proposal to operate on Sundays. An early statute affecting the Co. forbids this. It seems probable this provision will be repealed, and that the Co. will be left subject to Ontario legislation in this respect. The Co. is asking power to build through the townships of Hintonburg and Nepean.

The OER has got its desired legislation through the House of Commons despite vigorous attempts to change it. The company is given the power to extend its line from some point on its present line in the municipality of Hintonburg or Nepean to Bell's Corners, the extension to be begun within 18 months and completed within 3 years. The most important clause in the Act reads:-
"Notwithstanding anything contained in the statutes of 1892, chap 53, sec 6, it is hereby declared and enacted that the following words in the Ontario statutes of 1898, chap 45, sec 2: 'no car of any description shall be run between midnight of Saturday and midnight of Sunday,' are not and shall not be applicable to the Ottawa Electric R. Co."

It is rumoured the Co. will soon take the preliminary steps to secure entrance to Aylmer. Park property will, it is said, be secured at the summer resort, a large hotel will be erected, and various attractions will be provided. Right of way from Ottawa, it is understood, will be secured over the Pontiac Pacific Jct. Ry. It is likely that, should an undertaking be arrived at between the two companies, the construction work on the railway and Interprovincial bridge will be hastened to completion.

The City Council has given the Co. power to run on Sunday on the same terms as heretofore existing between the City and the Co. on condition that the Co. pays the City, in addition to the sum heretofore paid per mile, a proportionate amount for each Sunday and issues tickets for use on Sundays only at the reduced rate of 28 for \$1, or 7 for 25c and children's tickets at 40 for \$1 and 10 for 25c. The Sunday service was inaugurated July 23 when the cars were largely patronized.

The OER donated \$400 to the Associated Charities of the City out of the proceeds of the first Sunday's traffic on July 23. The row in the City Council over the by-law granting the Co. permission to run on Sundays has ended, the by-law having been finally passed.

The line to Britannia will start about 500 ft. from Holland Avenue, Hintonburg, and will run parallel to the Richmond Road and at a distance of 300 yards from it. The line will be 4½ miles long and the terminus will be at the beach about an eighth of a mile past Britannia. A station will be erected at the village and another at the lake shore. E.E. Perrault C.E. is laying out the line. Construction work will be very solid, the rails being 70 lb. These will be ordered forthwith. Construction will be started as speedily as possible and the line will be in operation this autumn. The line will be double track giving direct connection with all parts of the city. The beach to which the line runs is an ideal one for bathing. No steps have been taken to arrange for the laying out of a park which will be undertaken later - Citizen.

Honey and Smith have the contract for building an electric railway for this Co. from Ottawa to Britannia, on Lake Dechene, 7 miles and it is expected to have it completed by Nov. 1.

01-Nov-1899

Page 337

Good progress is being made with the 4½ miles line from Hintonburg to Britannia and it is expected to complete it in early December. Some portions of the work are heavy. It includes several cuts, one through solid rock, a number of fills and some large culverts. Rails weighing 72 lbs. are being used. Four cars are being built, one a combination baggage and passenger, 35 ft. long to seat 40 passengers; the other 3 passenger cars, 50 ft. long to seat 40 passengers (sic) (Sep. pg.277.)

The City Council is negotiating with the Co. to run a spur line to the Varsity oval. It is proposed to have a belt line out Nicholas St. from Theodore, along Somerset St. to King, thence down King to Theodore again. President Athern shows no disposition to refuse to build the projected line. and it will consequently be constructed early next spring if the idea meets with the approval of the Council and of the people.

01-Dec-1899

Page 371

The line being built between Ottawa and Britannia will be a double track railway throughout. It will connect with the city tracks at Holland Avenue and will run through the most picturesque country, commanding a fine view of the Ottawa River, to a sandy beach at Britannia-on-the-Bay. The rails are 72 lbs. standard railway section, with long fishplates, each having 6 bolts. The ties are placed at 2 ft. centres. Bonding is done with 4/0 copper wire. The centre pole construction is used throughout. The trolley wire is of the figure 8 shape and will entirely avoid the flashing at the supports which occurs in the use of the ordinary round wire. The poles will be painted for the whole distance, as well as the fence posts on either side of the right of way. The rolling stock will consist of closed and open cars, each 50 ft. in length, mounted on double trucks. Each car will be equipped with four 50 h.p. latest type Westinghouse motors. The line is almost straight and will permit of very high speed being attained. The cars will run into the City of Ottawa and round what is known as the Sandy Hill loop. At the Britannia end they will also turn by going round a loop, thus avoiding the turning of the trolley at any portion of the line. (Nov. pg.337.)

01-Jan-1900

Page 29

The first car was run on the extension to Britannia Dec. 18, when the track was completed to within about a mile of Britannia. It is expected to complete the extension early in January. The Co. has purchased 12 acres of land at Britannia for park purposes. (Nov.'99 pg. 337.)

01-Feb-1900

Page 57

In order to provide against the disablement which an accident to the Co.'s power house would probably cause, a duplicate power plant consisting of a set of horizontal water wheels of a capacity of 1,800 h.p. directly connected to a generator of a similar capacity, is being installed. The new plant will be housed in fire-proof buildings.

(The Britannia line) will be ready about May 1 next. The western terminus is beautifully situated on the bay and is the only absolutely safe beach for bathing in the neighbourhood of Ottawa. This line should become very popular as the route is very picturesque.

Late last season, the city having decided to lay an asphalt roadway on Wellington Street between Lyon and the junction of Sparks Street, the Co. renewed its tracks for this distance putting down a 72 lbs. rail instead of the then existing 56 lbs. rail.

There is a financial statement and list of officers as well as comments on funding city street maintenance.

01-Mar-1900

Page 93

The extension to Britannia is now practically completed but will probably not be operated until early May as the traffic before then would not be of a paying character and the equipment is not yet completed. A promenade to extend about 800 feet into the river is being erected at Britannia Bay by the Co. (Jan. pg. 29.)

01-May-1900

Page 148

The Co. came out of the recent Hull-Ottawa fire in very good shape. The Co.'s old power house was destroyed, but the new power house, in which a 2,000 h.p. generator had just been installed, received only slight damage to the roof. The generator, itself, was uninjured and is in full operation. The Co.'s service was interrupted for only 3 or 4 hours. The cars were in operation the evening of the day of the fire. In the burned district the only machinery moving or able to move on the day after the fire was that in the Electric Co.'s new power house and two power houses of the Ottawa Electric Light Co. It is likely that the Electric Ry. will duplicate its present power house on the site of the old power house.

01-Jan-1901

Page 10

In August last arrangements were completed with the Dominion Rifle Association to extend a double track line from the Rockcliffe terminus to the new rifle range, about two miles, the Association agreeing to supply rails, ties and free right of way. The line was opened in time for the annual matches of the DRA in September and proved most popular. As anticipated the Britannia line was opened on May 24 and throughout the summer and fall did a very heavy business. The stone pier built 1,000 ft out into the bay, was a great attraction, and when the work of laying out the ground is completed the place will be unsurpassed in the country as a summer resort. In Oct. work was commenced on the paving of Somerset Street from Bank Street to Bay Street with asphalt. This work, along with Bell Street from Emily to the CAR bridge was completed in November. The further extension of the Bell Street line to the southerly end of Bell Street will be carried out next spring. On April 26 powerhouse no. 1 was destroyed by the fire which swept over Ottawa and Hull. The insurance money received will be sufficient to replace the power house, but a certain loss will result from damage to tracks, overhead work, and bridges throughout the city and Hull. This loss will be provided out of the contingent account. The increase in business during the past year has been most gratifying and should be maintained throughout the coming year, when we will have the full advantage of the new extensions to Britannia-on-the-Bay and the Rockcliffe rifle range.

Freight Cars on Street Railways.

An important decision has recently been rendered by Chancellor Boyd in the case of the city of Ottawa vs. the Ottawa Electric Ry. Co., which has for many years assumed the right to run freight cars on the streets of Ottawa, and has always contended that that right was given to it by the various acts by which it is incorporated. The action was commenced in Oct., 1900, and sought to compel the Co. to construct a railway line from the westerly end of Emily St. to the southerly end of Bell St., commonly known as the Bell St. extension. Coupled with this claim was a claim for an injunction to restrain the Co. from operating freight cars upon Sussex St. particularly and generally upon other streets of the city. With regard to that part of the case in which the city sought to compel specific performance of the construction of the Bell St. extension, the court has held that specific performance cannot be enforced, but that, inasmuch as the Co. has agreed with the city to construct a line and had made a breach of this contract, the Co. is liable to the city for any damages which the city can prove to have sustained. A reference is therefore directed to the Master at Ottawa to ascertain what damages have accrued from the non-construction of this extension. The damage is damage to the Corporation, as such, and it seems difficult to understand what possible damage the Corporation, as such, could have suffered.

The defence which the Co. raised to the claim for an injunction to restrain the running of freight cars was : 1st. That the Co. possessed the power to run freight cars under its charter and, 2nd, that even if power to operate freight cars was not conferred by the statutes under which the Co. is incorporated, the city by reason of its having allowed sidings to be made into the lumber yards of the Edwards Co., on Sussex St. and into the yards of various manufactories on the Chaudiere, the only object of which could have been to enable freight cars to be loaded or unloaded in such places and drawn over the lines of the Co.'s railway, was now stopped from saying that the Co. had not power to draw freight cars on its lines of railway. Chancellor Boyd considers that the Company has power to operate freight cars, subject to the consent or approval of the city, and that this consent and approval has been given. Following is his judgment in full :

By statute of old Canada the Ottawa City Passenger Railway Co. was incorporated in 1866 (29-30 Vie., cap. 106). By this act the Co. was authorized to carry passengers, and also freight upon and over the streets of Ottawa (as mentioned) "by the force and power of animals," (sec. 4). By act of Ontario in 1868 this first act was amended so as to enable the street railways to connect with other lines named, for the transport of passengers, freight and traffic, provided that upon the Ottawa C. P. Ry. no power should be used other than " the power and force of animals." (31 Vie., cap. 95, sec. i.) Sec. 2 provided that unless and until permission had been given by resolution of the City Council no freight cars shall be run over the tracks of the Co. between the hours of 7 a.m. and 9 o'clock p.m. (sec. 2). By sec. 4 several clauses of the Railway Act of the late Province of Canada (Con. Stat. Can. 1859-66) were incorporated with that act of 1868 in so far only as the same are not inconsistent with or repugnant to any of the provisions of the acts of 1866 and 1868. Of these sec. 9(11) gives power to carry persons and goods on the railway and " goods " includes " things of every kind conveyed." sec. 7 (11).

An important change took place in the constitution of the Co. in 1892 by the Dom. Stat. of 55-6 Vict., cap. 53, whereby the extension of the line was authorized from Ontario to Quebec and the undertaking of the Co. was declared to be a work for the general advantage of Canada, (secs. 1 and 6.) By sec. 3 the Co. may take, transport and carry passengers, etc., and may operate the railway by the force or power of electricity, or of the atmosphere, or of animals, or of cable, or by mechanical power, or by any combination of them, but not by steam; and by sub. sec. 2 of this section the Co. as to that part within the City of Ottawa shall exercise any new or additional powers conferred by this act as to the location, construction and operation of the railway only upon such streets and on such terms and conditions, and for such periods as the Council of the City approves. This "new power" conferred as to the operation of the road was the ability to use electric instead of animal force and forthwith electricity was substituted for horses as the motive power.

The powers contained in acts of 1866 and 1868 were not to be impaired by this legislation of the Dominion, but the operation of so much of the line as was within Ontario by any new or additional powers thereby conferred was to be subject to the statutes of Ontario in force from time to time in relation to street railways, (sec. 6.) By the Street Railway Act then and now in force it was enacted that the Co. may also carry freight if so authorized by a by-law of the municipality. (R.S.O., cap. 288, sec. n (2), 1897). At this point then it is pretty clear that the power to carry freight on the streets by the new agency of electricity is an employment of new and additional power conferred by the statute of Canada, 1892, and is to be brought into operation according to the provisions of the Ontario St. Ry. Act, that is, it must be sanctioned by the by-law of the municipality. The general approval indicated as required from the City Council in sec. 3, sub-sec. 2 of the Canada Act is thus pointed and particularized into an approval manifested by by-law in that behalf. A resolution by the Council giving approval would fall short technically and perhaps substantially of what is called for by the Street Railway Act.

But it is pointed out for the defendant that the provisions of the Street Railway Act in the Rev. Stat. of 1887 and 1897 do not apply to or affect any street railway company existing or incorporated before Feb. 1, 1883 (sec. 24 of 1887 and sec. 46 of 1897). As the Dominion leaves it to the Province to say by street railway legislation how the new power of electricity shall be exercised, that Province may in effect legislate so as to exempt this Co., though constituted a Dominion company, from the provisions of the Street Railway Act, and therefore to exempt it from having a bylaw as a prerequisite to the carriage of freight. The Ontario legislation in this view and aspect is silent as to the employment of the new power, and it rests on the effect of earlier legislation.

Now the City Passenger Railway had from the first the power to transport freight on its lines by horse or animal power. New facilities were given to it afterwards by the Dominion to carry freight by means of electricity. Then the Dominion Act of 1892 says the new power is to be exercised on such terms, etc., as the City Council approves. Having regard to the earlier act of 1868, sec. 2, it appears that the City Council may by resolution permit the use of freight cars during the daytime (between 7 a.m. and 9 p.m.) Its approval of such use of the tracks for freight during the day is to be manifested by resolution, and the like approval for the carriage of freight at night may fairly be regarded as sufficient.

On Sussex St. the construction of the pavement and tracks has been with a view to the carriage of freight and freight cars, and was supervised by the City Engineer. The Council has given its sanction by resolution to connect the lumber yard of the Edwards Co. with the track on Sussex St., and the city has also made connection at the other end of Sussex St., the only significance of which is to permit and approve of the carriage of lumber from the Edwards Co. along this street to the cars at the central depot. This has been the method of operating one part of this track on Sussex St. since 1896, and, in the absence of any evidence that the resolution has been rescinded or other act of disapproval equally notorious, I do not think the present litigation to end summarily this course of conduct originally approved by the City Council, should succeed. This branch of the case I dismiss with costs.

On the other part of the action for the building of the track, etc., on certain extensions of the line, the better opinion is that which I expressed at the close of the argument. It is not a case for specific performance, but for a reference as to damages. The case which goes furthest in modern days in favor of the plaintiff is *Fortescue vs. Smithiet*, 1894, 3 Ch., 621, but my brother Street declined to follow this in *City of Kingston vs.*

Kingston, 28 O.R., 403, and his decision was upheld in the Court of Appeal, 25 App. Ont., 399. On this branch then judgment for the plaintiffs for such damages as the Master may find to be recoverable from the defendants. Further damages and costs reserved.

01-Oct-1901 Page 309

The Co. is building a special car for the use of the Duke and Duchess of Cornwall. It is the same size as the present Britannia open cars, and it is to be finished in the most complete manner. On the front will be painted the name "The Duchess of Cornwall" and on either side will be displayed the royal colours, and on the inside, besides the fancy brass work and plate mirrors, will be numbers of wicker and upholstered chairs.

01-Jan-1902 Page 10

J.W. McRae of Ottawa, at one time President of the Ottawa Electric Street Ry., and recently President of the Canadian Railway Accident Insurance Co. died recently from wounds inflicted by the accidental discharge of a revolver which he was cleaning.

01-Jun-1902 Page 195

An arrangement has been made with the City Council for the improvement of Bank street by laying 72 lb. rails, work to commence in July. The council has granted permission to the company to lay a single track on George Street between Dalhousie and Sussex streets.

01-Nov-1902 Page 385

A sub committee of City council which was recently investigating the city's relations with the company, reported that there three miles of line laid with 40 lbs. rails instead of 56 lbs. called for in the charter.

01-Feb-1903 Page 45

A large building has been erected at Chaudiere, in which a storage battery plant is to be installed. The object of the installation is to provide for a sudden call for a little extra power, and to store up the excess when the whole of the power of the generating plant is not being utilized by the cars etc. (Apr. 1902, pg. 195.)

01-Jun-1903 Page 217

Press reports state that the city council will give permission for the double-tracking of the line if the company will agree to provide rails of a standard acceptable to the City Engineer.

01-Mar-1904 Page 89

The storage battery was completed on Feb 3 since which it has been in continual operation, giving most satisfactory results. During the summer new 72 lb. rails were laid on Bank Street from Gladstone Avenue to Exhibition grounds, on Rideau Street from Nicholas to Waller and on the south side of Rideau Street from Waller St. to Charlotte St. Arrangements were made to extend the Bell Street line but the work was postponed until 1904 to give the city and the CAR time to strengthen the bridge over the railway tracks.

01-Dec-1904 Page 429

The double tracking of the line on Broad Street from Wellington Street to the station, will be gone on with as soon as the necessary consents have been obtained.

01-Dec-1904 Page 443

A deputation from the Ottawa City Council waited on the President of the Street Railway Co. Nov. 11 to ascertain upon what terms the company would sell its undertaking. A few days later the secretary of the company wrote to say that if an offer of \$250 per share for the capital stock was made by the city, subject to ratification by by-law and legislation, the directors would recommend the shareholders to accept the same; payment to be made in 4% bonds of the city. The capital of the company is \$1,000,000 in 10,000 shares of \$100 each and the stock is quoted at about \$200 a share on the markets. There is a bonded debt of \$500,000 which the council would have to assume, thus making the purchase price \$3,000,000. The report for the last financial year shows net earnings of \$128,000 out of which was paid \$9,000 to the city for mileage, \$5,000 for taxes and \$20,000 for interest on bonds, leaving a net profit of \$94,000 out of which a dividend of 8% was paid, leaving a balance of \$14,000 carried forward to contingent fund.

01-Feb-1905 Page 76

The by-law submitted to the tax payers at the municipal elections Jan. 1 to authorize the purchase of the company's line was defeated, the voting being 819 votes for and 3,557 votes against. A project is under discussion for the purpose of amalgamating the electric companies in Ottawa and Hull. The combined capital of the several companies would be about \$10,000,000. The companies to be amalgamated would include the OER and the HER, the latter of which is owned by the CPR.

01-Mar-1905 Page 109

Report for the year ended 31 December 1904.-- The work of replacing the old 40 and 42 lb. rails with new 80 lb. rails was continued throughout the past summer. Elgin and Archibald streets were double-tracked from Sparks Street to the swing bridge and Dalhousie and St. Patrick streets from Rideau to King Street. The expenditure for those betterments amounted to \$54,9226.54. A motor generator set of a capacity of 1,300 h.p. installed in a new power house built on a lot owned by the company on Middle Street is giving satisfactory results. This equipment furnishes an additional power house capable of operating the road and can be supplied with motive power from outside sources. Last winter the company experienced the worst snow storms since the opening of the road, the snow clearing amounting to \$20,186 for the year, an increase over 1903 of \$5,701.

The company's park at Britannia-on-the-Bay has been added to by the purchase of 42 acres from the estate of the late Judge Mosgrove. Owing to the large increase of summer travel 12 new open cars have been ordered. These will be ready and fully equipped for the opening of next season's business. The company's tracks and equipment are now in better shape than at any time since the beginning of the company's operations. The directors sincerely regret the death of one of their number, A. Lumsden, whose counsels were of great value to the company.

01-Sep-1905 Page 427

The OER has issued orders to its conductors not to wet their fingers in their mouths before separating strips of tickets for passengers, on the ground that it is unsanitary. Some of the conductors on their part, have talked of refusing to take money from passengers who hold it in their mouths.

01-Feb-1906 Page 89

Plans have been deposited with the Minister of Public Works and the Registrar of deeds for Carleton County showing the site of an extension of the company's pier at Britannia-on-the-Bay, Ottawa River. The company will apply within one month from Jan. 20 for the government's approval of the same.

01-Mar-1907 Page 189

The track renewals recommended in the 1905 report have been completed, and in addition heavy rails have been laid on other portions of the lines. The lines on Sussex Street and Gladstone Avenue will be relaid with heavy rails this year. A number of closed and open cars have been ordered to meet the demands of increasing traffic. The popularity of the company's park at Britannia-on-the-Bay was further demonstrated during 1906. It is intended to pave the promenade of the main pier with asphalt or bitulithic, and to extend its outer end 150 ft. The property is all in excellent condition, and the directors confidently look forward to the continued satisfactory development of the business.

01-Mar-1907 Page 191

A plan has been deposited with the Minister of Public Works at Ottawa, showing the proposed addition to the company's pier at Britannia-on-the-Bay, and the approval of the Government is to be asked for the carrying out of the work.

The company has notified City council that it is prepared to construct a line to Beechwood and Notre Dame cemeteries, Ottawa.

01-Jul-1907 Page 505

The Ottawa City Council committee on street railways extensions was informed June 12 that the company would construct a line from Albert Street up Preston Street to the Experimental farm and traversing Dalhousie Street from north to south. Some other extensions were discussed, but the company's officials stated that the difficulties in the way of obtaining rails prevented anything further from being done.

01-Jul-1907 Page 509

An offer is reported to have been made by a US syndicate for the franchises, etc. of the company, but the shareholders show no evidence of any desire to sell. The Ontario Court of Appeal has decided that the storage battery which the company has installed is exempt from taxation. The city council had placed an assessment of \$4,000 on it.

01-Sep-1907 Page 683

The work of relaying the track on Sussex Street with heavier rails is in progress. City council has authorized the preparation of a by-law to permit the construction of a number of additional lines and extensions in the city.

01-Dec-1907 Page 929

The OER has expressed its willingness to share the cost of constructing the proposed viaduct provided it is not called upon to widen the Somerset Street bridge. It is possible that this street bridge may be abandoned entirely as far as street railway traffic is concerned.

01-Mar-1908 Page 209

During the past year Sussex St. from St. Patrick St. to Government House gate, Gladstone Ave, and Laurier Ave. from Nicholas St. to King St. have been relaid with 80 lb. rails and a second track was laid on Gladstone Ave. The work of relaying the rails within the city is now almost completed. At the end of Dec. an agreement was reached between the water power owners on both sides of the Ottawa at the Chaudiere for the purchase of the Little Chaudiere water power and for conserving the waters of the Ottawa River. This will result in an increased and more uniform flow of water and will be of great benefit to the company's valuable water powers.

01-Mar-1908 Page 203

The company has under consideration the construction of an extension of its line from Broad Street to the Experimental Farm, about to miles; and an extension of about half a mile of the George Street Loop.

01-May-1908 Page 353

The extension of the line along Preston Street is proceeding, the rails, which were ordered in the fall, are now being delivered. A loop is being constructed at George St., a spur line on Lyn St, and the St. Patrick St. and New Edinburgh bridges are being strengthened. In view of these works, which are already well in hand, it is unlikely that other extensions which the city council is desirous of urging will be undertaken this year. The company's proposal to erect a car barn extending from Sparks St. through to Queen St. with a spur line on which to shunt cars between the proposed barn and the Albert St. barn, is meeting with considerable opposition, on the alleged grounds that property in the vicinity will be deteriorated, and that it is not a work for the convenience of the public.

Some little time ago a deputation from the Ottawa Electric Ry.'s motormen and conductors waited on Superintendent Hutcheson and asked for an increase in wages, a change in the hours, and also a change in the system for providing uniforms. The question of the recognition of their union also came up, which the Superintendent absolutely refused to consider. He also took the ground that the time was not opportune for an increase in wages, as the men were receiving from 17½ to 21½c. per hour, with free clothing after five year's service. The deputation afterward interviewed the President, Mr. Ahearn who took the same ground as Mr. Hutcheson. A board of conciliation was then appointed, which, while acting in the capacity of judges came to the conclusion that the men were not entitled to any higher rate of wages than they were receiving, but as conciliators they asked that for the sake of peace and harmony the company make some concession, and the chairman, Prof. Shortt, suggested 1c. an hour, which the company agreed to. The following schedule was therefore put into effect June 1:

"Wages - 1st year's service, 18½ c. an hour for week days; 20½ c. an hour for Sundays. 2nd year's service, 19½ c. per hour for week days; 21½ c. an hour for Sundays. 3rd year's service, 20½ c. an hour for week days; 22½ c. an hour for Sundays.

"The hours of labor for regular men will be as at present, 10 hours constituting a day's work, or as near 10 hours as the schedule of runs will permit. The company will not call on any conductor or motorman to perform extra work in excess of his regular schedule day's work of 10 hours except in cases of necessity. Men will not be expected to work beyond the full day unless they are agreeable to do so.

"Clothing of conductors and motormen will consist as follows: For summer, full suit, coat, vest, and trousers; for winter trousers every year, overcoat every second year. All conductors and motormen must be so provided. The company will pay the full cost of such clothing for all men in the service over one year; and half the cost of those in their first year. Uniform caps and badges will be supplied by the company without charge.

"As heretofore, the company, will except in those cases of personal dishonesty, meet and treat with individual employees or a committee of the employees on grievances or disputes which may arise from time to time between the company and its employees."

Jas. E. Hutcheson, Superintendent and Purchasing Agent, OER, whose portrait appears on the first page of this issue, was born in Brockville Sept 15, 1858. He entered railway service in 1874 on the GTR mechanical department afterwards serving in that company's ticket, freight and telegraph departments. In 1884 he was appointed a CPR train dispatcher at Ottawa and in 1886 was made Chief Dispatcher and in 1888 trainmaster, which position he held until 1891 when he took charge of the OER Company's operation. He has taken an active part in the Canadian Street Railway Association's work for several years, having served as a member of the executive committee, as Vice-President and at the recent annual meeting he was elected President.

Arrangements are being completed for the erection of an extra barn adjoining the present one on Albert St. The proposal to extend the line to the cemetery is under consideration, and the company offers to meet the wishes of the city council in this respect if the city will provide a free right-of-way and grade the line. The city desires that the company charge city fares to the cemetery.

The OER is having two Pay as You Enter cars constructed. The first of these has been placed in service.

The OER has concluded the purchase of an area of land on Coburg St. for the purpose of erecting car barns, It is intended to go on with the erection of these at an early date.

OER pay as you enter cars - see for pictures and diagram.

The Ottawa Electric Ry. has had built two semi-convertible pay-as-you-enter cars, of which the following is a general description

Length of car body 21' 0"
 Length of front vestibule. 4' 0"
 Length of rear vestibule. 5' 0"
 Projection of banters 0' 6"
 Length of car over bunters 31' 0"
 Width of car body at bottom 7' 7³/₄"
 Width of car body at belt rail. 8' 1³/₄"
 Width of car body, inside 7' 4"
 Width of seat..... .34"
 Width of aisle. 20"
 Seating capacity.....30 persons

Omnibus sides, monitor roof, drop platforms and vestibules; eight double-sash windows in each side of car body with top sash made stationary. Bottom ash drop into pocket in wall of car; vestibule sash also drop. Single swing door on front vestibule and automatic folding doors on rear vestibule. Single sliding doors in bulkheads. Seats stationary, 34" long, spring bolstered and covered with rattan. Interior finish of car body, cherry. Headlinings three-ply veneer, bird's eye face. Monitor or deck sash arranged to open with special openers. Westinghouse air brakes and hand brakes at front end of car. Emergency brake at rear end of car. The seats are the Ottawa Car Co.'s no. 1 stationary cross seat, 34" long, spring upholstered and covered with unlined twill weave rattan seating. A polished bronze handle to be provided or each seat back. All side windows are provided with curtains, morocco embossed and mounted on 1/4" tin barrel shade rollers. Roller top pinch handle curtain fixtures at bottom of side curtains. Curtain rollers are concealed in suitable housings. Front bulkhead window and door are provided with similar curtains to the side ones but fitted with Ottawa Car Co.'s standard fixture. Each car is equipped with an electrical signal bell system, bell in front vestibule with a push button on each side post and one in rear vestibule. Batteries are protected by suitable boxes. Each car is heated with eight cross-seat heaters, complete with three degree intensity switch and cutout. A single truck is used, and the electrical equipment consists of two 30 h.p. Westinghouse 12 A. motors, k. 10 controllers.

The rear vestibule is large and will accommodate 12 persons. The door in the rear is in the centre of bulkhead. The conductor stands on the rear platform and collects fares before passengers enter. The front or exit door is on the right side of bulkhead, and passengers are requested to leave by this door

The double gates at the front of the cars are all steel, and prevent passengers from getting off until car has been stopped. The gates are opened by the motorman, who has entire control of same. When closed, they bar the front bulkhead door, thus preventing passengers going into the vestibule and interfering with or crowding the motorman; they also bar the steps and prevent the attempt of anyone trying to get on by way of front door while car is in motion or when stopped. When opened, which is done by the motor man pressing a pedal with his foot, they swing into the vestibule to an angle, making a roomy passage for persons getting off car and still not far enough to interfere with the motorman and his duties. To close the gate the motorman simply pushes them back to place with his hand before starting car.

The cars, which were put in service toward the end of Aug., are giving satisfaction to the company and the public.

The OER has put in new cedar ties, 24 in. centres, on the whole 5 miles of its Britannia branch.

The company is building an extension to the Dominion Government Experimental Farm. Starting from the existing line at Victoria Park, Holland Avenue, the new line, which is double-track, crosses a road and enters the farm grounds, through which it runs for about 1 1/4 miles to the offices and buildings where a loop is being built. Centre iron pole tracked construction is being used, cedar ties, 28 in. centres, steel rails, 80 lbs., A.S.C.E. section, with continuous rail joints. The distance between tracks is 9 ft.

Good progress is being made with the construction of the extension from Holland Avenue and it is expected that the branch will be ready for opening early in Nov. The company is negotiating with the city council for permission to construct a loop at the south end of Elgin Street for convenience of operating the Experimental Farm extension.

The contract for the concrete work and filling for the widening of the Somerset St. bridge for the street railway is being carried out by T. McLaughlin, Ottawa, and the steel superstructure will be erected by the Dominion Bridge Co. The new work will give an additional width to the bridge of 16 ft. and will cost about \$14,000.

G.W. Lang, heretofore Inspector Ottawa Electric Railway has been appointed Assistant Superintendent. He has been with the company since within a few years of its inception, entering its service as conductor, and being promoted to Inspector about 13 years ago.

An extension to the Dominion Experimental Farm has been completed and a regular service has been operated since November 12.

E.A. Bredenburg, a London, England, mining engineer who was injured in the accident on the OER Britannia line, in May 1908 and had a leg amputated, was awarded \$30,000 damages Jan. 12.

01-Mar-1909 Page 213

Annual report, Excerpts. The expenses caused by the extreme lowness of the Ottawa River last fall, necessitating the use of steam power, and the heavy damages resulting from the collision between two cars on the Britannia line May 24.

During the year water power users, including this company, have constructed a concrete dam above the Chaudiere Falls which, in connection with a series of storage dams to be built by the Dominion Government on the upper reaches of the Ottawa River, will overcome the water shortage, and will add to the value of the company's water power.

Last summer a contract was entered into with the Minister of Agriculture for the extension of tracks from Holland Ave. through the Experimental Farm. This work was completed in the fall. At the same time the Holland Ave. tracks were relaid with heavy rails, and the gradient much improved. Eighty-pound rails were also put down on Somerset Street from Bay St. to Bronson Ave. where new asphalt pavement was laid; and on Princess Ave. from Government House gate to the Rockcliffe car barns. A new car barn has been erected on the west side of Coburg St. on lots purchased last summer, which will give storage for 48 single-truck cars. Two single truck pay-as-you-enter cars were put into service last fall, and have proved so satisfactory that it has been decided to increase the number, and 12 more are under construction. In compliance with an order made by the Board of Railway Commissioners the Somerset Street bridge was widened 14 ft. One fourth the cost of this work will be paid by the city.

01-May-1909 Page 369

The OER recently received from the Ottawa Car Co. 6 semi-convertible pay-as-you-enter cars, 21 ft. bodies, and has ordered six more similar cars for early delivery.

01-Jun-1909 Page 451

The OER has recently received 4 semi-convertible pay-as-you-enter cars, 21 ft. bodies from the Ottawa Car Co.

The OER has recently purchased a site at the corner of the Britannia line and Holland Ave. upon which it is proposed to lay out an athletic ground.

01-Jul-1909 Page 523

Work was started June 1 upon the construction of the loop line at the end of Elgin Street. The work was expected to be completed within 15 days.

01-Aug-1909 Page 609

An inspection of the route of the proposed extension to the cemeteries through Clarkston, was made June 30 by the members of Eastwood Village council, and a special committee of the Ottawa city council, It is expected that the route will be approved at an early date.

01-Sep-1909 Page 687

The OER has recently received two additional pay-as-you-enter cars from the Ottawa Car Co.

01-Oct-1909 Page 771

The question of the extension to the cemeteries is still before city council. The street railways committee has held several meetings and at one held Sept. 3 a letter from the company was submitted showing the relative cost of several lines to the cemeteries. In connection with this matter it should be noted that it is the council of Eastview village, and not of Eastwood, as previously states, that is interested.

01-Dec-1909 Page 933

An action has been entered against the OER which will probably decide the size of a parcel which a passenger is allowed to take on a car without having to pay extra. D. Rotkin claims to have been put off a car for refusing to pay for a large parcel, and is suing for \$500 damages.

01-Jan-1910 Page 61

The Supreme Court dismissed the appeals of the OER Dec 14 in two cases arising out of the accident on its Britannia line in May 1908.

01-Feb-1910 Page 149

The OER gave 5000 free car tickets for the use of school children for whom the mayor made arrangements for a visit at the recent fat stock show at Ottawa.

01-Mar-1910 Page 233

The OER has ordered 8 pay-as-you-enter cars with double trucks, 35 ft. long from the Ottawa Car Co.

01-Mar-1910 Page 227

Excerpts from annual report - Each month throughout the year showed a gratifying increase in earnings over the previous year, the largest increase being in the last three months. The Dominion government has let contracts for damming Lakes Temiscaming and Kippewa and it is the intention to give out other contracts for additional dams in the near future, which will form part of a series of storage dams proposed to be constructed to conserve the waters of the upper Ottawa. Our business is increasing at such a rate that it will be necessary to add to the rolling stock without delay. During the past season 80 lb. rails were laid on the Rockcliffe line from the car sheds to the old terminus; on Somerset St. from Bronson Av. to Preston St. and from Bayswater Av. to Irving Ave. on Somerset and Wellington Sts. The balance of Wellington St. to Holland Ave. will be renewed next summer. It is proposed to lay new 100 lb. rails on Sparks St. next spring. The rails and other materials for this work are on hand. It is expected at the same time that the Ottawa Corporation will improve the pavement on this street which is now in a dilapidated condition. With the increase of traffic more power is required, and the question of duplicating our present water-power house is being considered.

01-Mar-1910 Page 233

An application is being made to the company to extend its lines to and through Ottawa South, the recently annexed part of the city. The proposal has been referred to the city council's railway extension committee.

01-May-1910 Page 399

A meeting between officers of the company and the civic street railway extension committee was held April 13, when the various routes proposed for extensions to the south, and also to the cemeteries were considered. A report will be presented to the city council.

01-Jun-1910 Page 501

Ottawa Electric Railway Wages. as a result of negotiations between the Ottawa Electric Ry. and its employees, J.S. Hutcheson, Superintendent, issued the following bulletin recently:-
The following is the schedule of wages etc. for Conductors and Motormen to take effect May 1:- 1st year's service 19c. per hour; 2nd year's service 2c. per hour; 3rd year and after 22 c. per hour.
Sunday work will be paid for 2c. per hour advance on the above rates. Regular men will only be booked to work alternate Sundays without their consent. They will, however, be expected to work when booked, unless given leave of absence. Spare men will be expected to work every Sunday if required, but leave of absence may be had occasionally on application to the Inspector.
The rates for work on snow sweepers and plows will be as follows:- From 6 a.m. to 12 midnight 22½c. per hour: from 12 midnight to 6 a.m. 24c. per hour.
The hours of work for regular men will be as at present. 10 hours constitutes a day's work, or as near as 10 hours as the schedule of runs will permit. Men will not be expected to work beyond the full day unless they are agreeable to do so, or in case of absolute necessity.
Clothing of Conductors and Motormen will consist as follows:- For summer: full suit, coat, vest and pants; for winter: trousers every year, overcoat every second year, All conductors and motormen must be so provided. The company will pay the full cost of such clothing for all men in the service over one year: and half the cost of those in their first year. Uniform caps and badges will be supplied by the Company without charge.

01-Jun-1910 Page 497

Plans have been approved by the Ottawa City Council for the extension of the street railway lines east and south and it is expected that construction will be started immediately.

01-Jul-1910 Page 565

Major J.E. Hutcheson, Superintendent and Purchasing Agent, OER, sailed from Montreal June 17 for England where he is acting as Adjutant to return to Canada in about seven weeks.

01-Jul-1910 Page 584

We are advised that while the directors have under consideration plans for extending the lines north and south, no definite decision has been reached as to what will be done. It is not likely that any extensions will be made this year.

01-Sep-1910 Page 765

J.E. Hutcheson, Superintendent and Purchasing Agent, OER who went to England as Adjutant in charge of the Canadian Bisley team returned to Ottawa at the end of August.

01-Sep-1910 Page 781

A permit has been granted by the city council for the erection of a brick transforming station on the south side of Slater Street, Ottawa, to cost \$18,000. In addition to this being made a distributing station for power, the company will concentrate its construction, meter and repair plants there.

01-Oct-1910 Page 877

The permit granted for the erection of a brick transformer station in Ottawa was for the Ottawa Electric Company and not for the Ottawa Electric Railway as stated in our last issue.

01-Nov-1910 Page 965

The President and other officers met the street railway committee of the Ottawa city council Oct. 12 and discussed the question of the extension of the lines in the city, The three extensions discussed were, to the cemeteries, to Ottawa South and to Dows Lake. The result of the deliberations will be reported to the city council.

01-Dec-1910 Page 1067

A press report states that the company has agreed to build extensions through Ottawa South as soon as a high level bridge is constructed over the Rideau Canal at Bank Street.

01-Jan-1911 Page 79

Statistics for year ended June 31, 1910.

Mileage - 23.4, Gross earnings - 716594, Operating expenses - 466530, taxes 50484, Net income 199578, passenger car miles 3,924542, freight car miles 25,727 fare passengers carried 15,987,849

The OER has 20.64 miles of second track and operates over 2.22 miles of leased track.

01-Mar-1911 Page 259

We are officially informed that no additional mileage was laid during 1910, the only new track laid being a mile of double track on portions of two streets where there had previously been only a single track.

The GTR having arranged to give a 15 ft. strip to widen Mosgrove St. between Rideau and Besserer Streets, the city council, Feb. 15, decided to ask the OER to move its tracks for mail cars from Little Sussex Street to Mosgrove and Besserer Streets.

01-Mar-1911 Page 263

Excerpts from annual report. Work on the new power house was commenced last fall. Waterwheels and a 2,000 h.p. generator are being installed, which will be completed early next summer. This will give double the present power capacity. We have also under order 18 double truck p.a.y.e. cars, nine of which will be delivered next month. With these improvements and additions the company will be in a position to handle the rapidly increasing business which has almost doubled in the past six years.

01-Apr-1911 Page 351

P. Whelen, director, Ottawa Electric Ry. died at Ottawa Mar. 17, after several weeks illness.

01-Apr-1911 Page 361

The OER has received three p.a.y.e. cars 33½ ft. bodies, 45 ft. over all, mounted on 27-FE-1 trucks from the Ottawa Car Co.

01-Apr-1911 Page 363

Negotiations are reported to be in progress for an amalgamation of the OER and the Ottawa Light and Power Co.

01-May-1911 Page 459

The OER has received two pay-as-you-enter cars, 45 ft. long over all mounted on 27-G-1 trucks from the Ottawa Car Co.

J.E. Hutcheson, Superintendent and Purchasing Agent, OER, on his return to Ottawa from the west, Apr. 10, is reported to have said that early in May the company hoped to put in operation 20 new p.a.y.e. cars.

01-May-1911 Page 455

We are advised that it is the company's intention to lay a double track line on Preston Street, from Somerset St. to Dow's Lake, 1.25 miles this season. The work of relaying the present tracks on Sparks St. was expected to start in April. Neither construction is likely to be undertaken this year.

01-Jun-1911 Page 557

The question of building extensions to the street railway system are under consideration by the city council. In this connection, notice of motion has been given by Alberman Striad for the appointment of a commission to report on the best way of meeting the situation about to arise through the expiration of certain of the franchises held by the company. The company has notified the city that it prefers the Montreal Road to the St. Patrick St. route for the new line to the cemetery and the matter is under discussion.

01-Jun-1911 Page 561

The OER has ordered one heavy double broom electric steel frame snow sweeper from the Ottawa Car Co.

The OER has been notified that the Dominion Government will not renew the contract for the carriage of mails to and from the trains, as it is proposed to use automobiles. The contract expires Sept. 1. The amount paid the company under the present contract is \$8,000 a year and it is said to have asked for an advance to \$15,000.

01-Jul-1911 Page 683

The Ottawa City Council was authorized last session of the Ontario Legislature to borrow \$14,500 for the purpose of providing the cost of a roadway to enable the OER to extend its line to Beechwood and Notre Dame cemeteries in Gloucester tp. Negotiations are in progress with certain property owners at the corner of Carling Avenue in order to extend the Preston St. line and form a new loop line.

01-Sep-1911 Page 875

The OER has received four 33½ ft. electric pay-as-you-enter cars 45 ft. long overall, mounted on 27-FE-1 trucks, from the Ottawa car Company.

01-Sep-1911 Page 879

The company, it is said, has refused to consider the building of the proposed cemetery extension through Beechwood Avenue. The route favoured is that via Cummings Bridge.

01-Oct-1911 Page 971

The OER is the fifth largest taxpayer in Ottawa.

01-Oct-1911 Page 975

Questions affecting the extension of lines in Ottawa were considered by the city council's street railway committee, Sept 11, and the committee's report is now before council. Superintendent J.E. Hutcheson, is reported as stating that nothing can be done as to the Ottawa South extension until after the completion of the Bank Street Bridge by the city which he expects will take about a year to build.

01-Dec-1911 Page 1173

Press reports state that plans are under consideration for the building of an electric railway from Ottawa to McGregor Lake, Ont.

01-Jan-1912 Page 37

An all steel sweeper is being built for the OER, three views of which are given in the accompanying illustration. In general appearance the sweeper closely resembles an electric locomotive of the usual type having the central cab with the sloping end compartments.

The centrality of control will be noted in particular, all control levers and wheels being within easy reach within the centre cab. The centre controlling the wheel in the plan is for the raising and -- (incomplete fix this) -- control wheels towards each end are for the raising and lowering of the sweeper brooms in their curved ways.

There are two traction motors of the Westinghouse 101 B 2 type to each truck, in the usual location under the car. The broom motors, one in each compartment at the ends of the control compartment, and offset as indicated, are Westinghouse 12A. The Westinghouse SM1 air compressor is housed in one of the broom motor compartments. The trucks are of the 27-FE-1 type and the controllers are of the K35 type.

The design is entirely new throughout, the frame and superstructure being constructed entirely of steel. This makes a heavy construction, much heavier than strength would demand but for sweeper service, heavy weight is necessary to keep the machine up to its work. It is calculated to be able to do this satisfactorily.

The sweeper is being built by the Ottawa Car Co. and was designed by the Superintendent W.K. Jeffrey.

01-Jan-1912 Page 39

We are advised that the company has under consideration a project for building an extension from the Bank Street terminus to Ottawa South, one mile.

We are officially advised that the OER is not interested in the proposal to build an electric railway from Ottawa to McGregor Lake. It is said the promoters are E. Wellingford and Dr. Corno, Ottawa but that while plans have been outlined, the whole proposal, including the laying out of a summer resort at McGregor Lake is still under consideration.

01-Jan-1912 Page 41

G.W. Seguin, who died at Ottawa Dec 6, was cashier of the OER from 1891 to 1896 when he entered the HER service.

01-Mar-1912 Page 143

Statistics for year ended June 30, 1911- 24.54 miles operated.; car miles 4,171,449, passengers carried 17,787,662

01-Mar-1912 Page 144

Excerpts from annual report. The business of the company has practically doubled in six years, the passengers carried in 1905 being 9,891,311 and in 1911 19,270,521.

The new power house was completed towards the end of the year, and the storage battery was renewed. 13,492 ft. of light rails were taken up and relaid with 85 lb. tee rails. 8,800 ft. of these were laid in permanent pavement of asphalt and stone blocks.

our office accommodation having become too small and the space being required for other purposes, a lot has been secured on Albert St. near Bank St. on which it is proposed to build new quarters as soon as can be arranged.

01-Mar-1912 Page 146

J.E. Hutcheson, Superintendent, OER, announced recently a voluntary increase of wages of conductors and motormen dating from Jan. 1. First year men now receive 20c., second year men 21c., and those in service over two years 23c. an hour for week days, with 2c. an hour advance on above rates for Sunday work. In addition to this all men get free transportation and those in the service over one year receive two suits of uniform clothing each year free. First year men pay half cost of such uniforms. The company provides special cars to bring the men to work in the early morning and also to take them home at midnight. Following are extracts from the bulletin announcing the advance:

Regular men will only be booked to work alternate Sundays without their consent. They will, however, be expected to work when booked, unless given leave of absence. Spare men will be expected to work every Sunday if required. If leave of absence is desired application must be made to the inspector on duty.

The rates for work on snow sweepers and plows are:- From 6 a.m. to 12 midnight 23½c. an hour: from 12 midnight to 6 a.m. 25c. an hour.

The following is the schedule of wages etc. for Conductors and Motormen to take effect May 1:- 1st year's service 19c. per hour; 2nd year's service 2c. per hour; 3rd year and after 22 c. per hour.

Sunday work will be paid for 2c. per hour advance on the above rates., but leave of absence may be had occasionally on application to the Inspector.

The hours of work for regular men remain as before, 10 hours constitutes a day's work, or as near as 10 hours as the schedule of runs will permit. Men will not be expected to work beyond the full day of 10 hours unless they wish to do so, except in cases absolute necessity.

01-Mar-1912 Page 148

The company proposes to make additions to its power plant, build new car barns and make certain additions to its lines for which purpose \$600,000 of the unissued stock is to be disposed of to the shareholders. It is said that one of the lines to be extended will be the Division Street line. The whole program of the extension of lines is being discussed with the street railway committee of the city council. the building of about 6.5 miles of new lines and extensions is being asked by the council.

01-Mar-1912 Page 150

The OER has received one double truck locomotive type snow sweeper from the Ottawa Car co. A full description was given in our January issue.

The Ottawa City Council has forwarded a petition asking for an extension of the workingman's ticket until 8 a.m. instead of to 7.30 a.m. as at present. In an interview Feb. 10, the President said he thought the limit had been reached in making further departures from contract requirements. In addition to concessions not in the contract as to tickets, the company was giving a service considerably beyond contract requirements. A recent report of the Superintendent showed that on the Bank St. line, except between 6 and 6.30 p.m. there were 50% more seats provided than were required and that during that half hour the cars were only filled to 10% above their seating capacity

01-Apr-1912 Page 199

The city council and the OER have agreed that the Preston St. extension shall be build as soon as the street is prepared by the city; that the bank Street line will be extended and that a line will be built on Wellington Street from Bank Street to Mackenzie Avenue as soon as the government gives the desired permission. Other proposed extensions are under discussion

01-May-1912 Page 252

It was reported April 10 that the Dominion Government had declined to grant permission to the company to lay tracks on Wellington St. Ottawa. The object in view in endeavouring to obtain a line on this street is to relieve the present congestion of traffic at the corner of Bank and Sparks Streets.

01-Jun-1912 Page 309

The Ottawa city council was informed, May 9, that the company would lay tracks along Pretoria Ave. on the construction of the bridge over the Rideau canal; tracks on Queen Street to relieve the Sparks St. congestion; a double track on Broad Street from the CPR station to Queen Street and along that street to a connection with the Bridge Street line. This latter line will, it is said, be started almost immediately.

The Ottawa City council has under consideration plans for laying tracks on Queen Street and Laurier Avenue, as a temporary measure of relieving the congestion at the corner of Bank and Sparks Streets.

01-Jun-1912 Page 306

Crane car for OER with picture

The accompanying illustration shows a handy crane car constructed for the Ottawa Electric Ry. and which was put in service last fall. The body was originally that of an old nose plough with the superstructure removed and a 2-ton Brown Hoisting Machinery Co.'s crane placed at one end of the car body over the truck.

The car is 33 ft. long with a short closed in compartment at one end like typical work car. The 2-ton crane on the open part of the car is hand operated, and has a clear swing in all directions. It is equipped with four 38B Westinghouse motors, mounted one on each axle, and operated from a K12 General Electric controller. It is also equipped with air brakes.

In the winter this car is used on its old service for removing snow on suburban lines, having a large steel plough attached to the front for that purpose. This plough is raised and lowered by air pressure. The car is thus a double utility outfit, adaptable for service at all seasons. The crane feature has been especially valuable at different points over the system in assisting in the loading and unloading of track materials, equipment etc. and in general utility work.

01-Jun-1912 Page 307

A short time since a committee of the employees of the Ottawa Electric Ry. appointed by Division 279 of the Amalgamated Association of Street and Electric Railway Employees, waited on Superintendent Hutcheson to present some 29 requests on the question of wages, hours of work and working conditions. Mr. Hutcheson declined to deal with the representatives appointed by a union, but expressed his willingness to meet a committee of the conductors and motormen. The men applied to the Minister of Labour for a board of conciliation which has been granted. Travers-Lewis K.C. has been appointed to represent the company, P.M. Draper to represent the men and Judge MacDougall, of Hull is Chairman.

The conciliation board, consisting of Judge McDougall, chairman; Travers Lewis K.C., representing the company and P.M. Draper, on behalf of the employees recently appointed under the Industrial Disputes Investigation Act, to hear the complaints of the Ottawa Electric Ry. employees submitted a unanimous report to the Department of Labour June 12.

The demands of the men were embodied in the form of an agreement which they asked to be entered into by the company and the Amalgamated Association of Street and Electric Railway Employees of America, Division 279 and covered the following points - the discussion of questions with a duly accredited committee of the association; the division of runs into regular and relief runs, conforming as nearly as possible to a nine hour day; priority of runs according to seniority; preference in leave of absence for employees who are officers of the association for transacting association's business; clothing for conductors and motormen to consist of, full suit, coat, vest and trousers for summer and for winter, trousers every year and overcoat every second year, the company to pay the full cost for all men over one year's service, and half cost for those in the first year; caps and badges to be supplied without charge; the right of appeal in the case of suspension or discharge to the President in person, or through the officers of the association; running of cars for conveying employees to their work; provision of suitable seats for motormen and conductors on all cars; cleaning of cars to be done by shed men; free transportation at all times on all company's lines; double time for extra work in excess of regular day's schedule; six days to constitute a week's work; canopy switches in all cars over or near the controller; time and a half to be paid for working on statutory holidays; permission to post notices of association's meetings on office bulletin boards; one year leave of absence in the case of an employe being elected business agent for the employees to be renewed in case of re-election; wages to be paid as follows:- 30c an hour for week days, work to be performed between 6 a.m. and 12 midnight; 32c an hour for Sundays; 34c an hour between 12 midnight and 6 a.m.; for shop, shed and line men, nine hours to constitute a day's work, with one hour off for dinner; time and a half for overtime. double time for Sundays; double time between 6 p.m. and 6 a.m., if required to work all night; time and a half for statutory holidays; 5c an hour increase for all men employed in shop, shed and line work; no discrimination against members of the association; agreement to remain in force to 1 May 1913 and from year to year, thereafter, unless changed, each party desiring a change to notify the other 30 days prior to the expiry of each year.

In response to these demands the company replied to the effect that it declined to enter into an agreement with a union in matters relating to the conduct or management of its business, this reply affecting 14 of the 22 requests involving that principle. Six of the remaining requests were already in force and the remainder, covering the rates of wages and the hours of work the company stated that it was prepared to discuss, with a committee of its motormen and conductors. The conciliation board held 12 sittings, at which the company's side was given by J.E. Hutcheson, Superintendent and J.D. Fraser, Secretary-Treasurer, and the men's by M. Sinclair, C. Ryan and J. O'Brien. The board's report classified the demands as follows:- (a) increases of pay; (b) hours of work; (c) recognition of the association; (d) other rules and conditions of employees not included in the foregoing, and it was agreed that the items coming within (d) should continue in force, that those under (b) and (c) should be waived and that the following scale of wages take effect July 1, lasting at least until July 1, 1914:-

For conductors and motormen-first year 21½c an hour for week days, 23½c for Sundays; second year 22½c an hour for week days 24½c an hour for Sundays; third year, 25c for week days and 27c for Sundays. For shop and line men an increase of 1½c an hour throughout.

The old rates of pay were as follows- for first year men 20c an hour week days, 22c Sundays; second year, 23c an hour week days, 25c Sundays; third year 23c an hour week days, 25c Sundays; the rates for shop and shed men now range from 22½c to 36c an hour according to the class of work, and for the line men from 20c to 23c an hour.

The company also agreed, as heretofore, except in cases of personal dishonesty, to meet and treat individual employes or a committee of such employes on grievances or disputes which may arise between them and the company.

The report states that, as in the report of a like board in 1908, from the observations of this board and statements made at its sittings, it is evident that the Ottawa Electric Railway takes much interest in its employes and provides for their comfort and convenience in a very generous manner, and that consequently it has an exceptionally capable and well set up body of men who provide an excellent public service. Although not convinced of the justice of any advance in wages, T. Ahearn, President on behalf of the company ultimately agreed to the proposition in a very generous spirit, thus enabling the board to make a unanimous report.

It was subsequently stated that the employes had accepted the report, with the exception of one of the conditions of employment, which prohibits the wearing of any badge or emblem in the uniforms supplied by the company when on duty. In order to participate in the increased wages they will also have to accept the decision re. badges etc.

01-Aug-1912

Page 419

J.D. Burpee, Accountant, OER, has been appointed Superintendent and Purchasing Agent, vice Jas. E. Hutchinson (sic) resigned to enter the Montreal Tramways Co.'s service. He was born at Ottawa, Apr. 25 1876, and commenced railway work in 1891 under H.B. Spencer, Superintendent, District 4, Eastern Division, CPR. Ottawa. He entered OER service in 1893, since when he was, to 1896, stenographer; 1896 to 1898, cashier and paymaster; 1908 (sic) to 1912 Accountant, during which time he also acted as assistant to the Superintendent and Secretary.

01-Sep-1912

Page 470

J.E. Hutcheson, before leaving Ottawa to assume the General Managership of Montreal Tramways was entertained by his fellow members of the Laurentian Club and presented with a very handsome gold mounted clock and a silver model of an electric cr. The function was attended by a large number of Ottawa's principal citizens and all the speakers highly eulogized the recipient. The OER directors adopted a resolution expressing their appreciation of Mr. Hutcheson's great services to the company and presented him with a cheque for a substantial amount.

01-Oct-1912

Page 521

The Ottawa city council was informed Sept. 6 that the company proposed to start work on several extensions in the spring of 1913.

01-Nov-1912

Page 575

Burpee

Loading cars at the Ottawa Car Company's Plant.

This plant is located in the centre of the city of Ottawa, away from the steam railway lines and in consequence has no siding for the loading of the finished streetcars on to flat cars for transshipment to their destination. The Ottawa Car Co. and the Ottawa Electric Ry. are in close touch with each other and have come to an agreement whereby the latter company's tracks, which pass the rear door of the car plant, are used for moving the cars to the siding where they can be transhipped.

The cars to be shipped are provided with temporary trucks, used specially for that purpose, saving the appearance of the regular trucks which are taken to the shipping point by different means. The car bodies, mounted on the special trucks, are hauled to a siding where all shipments are made.

On the end of the siding track there is a ramp leading up from street level, carrying tracks connected with the street car line. This ramp raises to the level of the top of the flatcar. On the top of the string of flat cars backed into the siding for the shipment there is laid a pair of rails, spiked to the car top, connecting at the ramp end with the ramp rails. Up this ramp and along the car tops the car bodies on the temporary trucks are run into position over the car on which each body is to be placed.

The body is raised from the trucks and lowered on the car top by the means illustrated in the accompanying illustration. On each side of each end of the car body there are placed jacks of a peculiar design, carrying a cross bar between each end pair, which is run up under the car body sills. The jacks consist of a wooden base with two wooden uprights, between which there is carried a square threaded screw in a bearing about half way up the vertical supports. The top of the screw carries a crosshead guided between the uprights. The screw supporting bearing carries an engaging nut, the outside of which is a bevel gear pinion. A horizontal shaft carries a mating bevel pinion. The outer end of the horizontal shaft carries a double lever by which the screw is raised or lowered. The very design speaks of a powerful lifting jack.

By these four jacks the body is raised off the trucks, so that the latter clear. The trucks are then run from out under the car, and the temporary rail on the top of the car removed. Timbers of the form shown in the foreground in the illustration are then secured to the flat car, and the street car body lowered into the cradle thus formed. This jack arrangement is very convenient for loading car bodies.

01-Jan-1913

Page 39

We are officially advised that the company is building an addition to its Coburg Street barn, which will add four to the six tracks already there and giving accommodation for 30 more cars.

01-Feb-1913

Page 87

Statistics year ended June 30 1912. First main track operated 23.56, (21.42 miles of double track, .50 miles of sidings and operates over 2.22 miles of branch lines. net income 340,955. Car mileage 4,366,284, fare passengers carried 20,891,122.

01-Feb-1913

Page 90

We are officially advised that the following extensions are projected:- from Somerset St. to Carling Avenue on Preston St. one mile and from Wilton crescent to Sunnyside Avenue on Bank Street, one mile.

01-Mar-1913

Page 140

Excerpts from annual report. During the year a new 1,000 h.p. substation was installed on Albert Street and land has been purchased to install two more of the same capacity, one in Lower Town and the other in the southern part of the city. A large addition to the Coburg Street car sheds was completed and the erection of a steam turbo generator of 4,200 h.p. on Middle Street was contracted for and is now under way. With these improvements and the delivery of 20 double truck p.a.y.e cars under construction by Ottawa car Co. our earning capacity and facilities for handling the increasing traffic will be greatly augmented. Instead of erecting a new building for office accommodation, as proposed in last year's report, your directors purchased the building 248, Albert Street, which is now occupied by the headquarters and receiving office staffs. The tracks along Sparks St. and the Plaza have been renewed with a 93 lb. rail and a small portion of the new tracks on Queen Street from Elgin Street to Bank Street, authorized by the city, completed. The remainder of the work will be finished early in the spring. The new bridge over the canal on Bank Street is now approaching completion, when we will be in a position to carry out the extension of our tracks to Ottawa South.

The past year from a street railway point of view, was one of difficulty in Ottawa, owing to the typhoid epidemic, the cold and wet summer, and the disturbance of traffic due to new construction on Sparks Street, the Plaza etc.

01-May-1913

Page 233

OER brake rigging

Nearly all the OER single truck cars have been equipped in its shops with brake rigging shown in skeleton in the accompanying illustration, constructed to the designs of R.A. Baldwin, Master Mechanic, who is responsible for its introduction.

The rigging is outside hung with brake beams in position across the front of the wheels, the brake shoes attached thereto. Under the centre of the car are two fulcrumed rods are supported under the car, attach the rods from the brake handle rod in the motorman's vestibule, the one not in use being locked in position. These fulcrumbed (sic) rods are supported under the car, but not fastened in position. Rods from the ends of the brake beams attach to the other end of the fulcrum lever. One of the brake beams has mounted on its back a balance lever fulcrumed on the beam at the centre, and to the outer ends of which the rods from the central fulcrum rod attach, instead of directly to the brake beam as at the other end. By this means, a balance is maintained in the rigging, regardless of position in which the off brake handle is locked. Its use has been most satisfactory.

01-May-1913

Page 235

Press reports state that the company proposes to construct a second track on Creighton Street between St. Patrick and Sussex Streets, 1.50 miles to be laid with 75 lb. steel.

01-Jul-1913 Page 346

The OER has ordered two double truck locomotive type snow sweepers from the Ottawa car Co. for delivery in November. The OER has decided to change the colour of the exterior of its cars from maroon to dark green. The 20 new cars about to be put into use will be green, and the present cars will be repainted the new colour when they go into the shops to be repaired.

01-Aug-1913 Page 396

With reference to a paragraph in our last issue regarding the proposed change in colour of painting of the OER cars, we are officially advised that the cars have always been painted red and green but as it has been found that red is a perishable colour, the 20 cars mentioned will be painted al green, and if this is a success, it is probable that the company's double truck cars will be painted that colour only.

01-Oct-1913 Page 491

OER new cars - picture and plan.

The Ottawa Electric Ry. has recently added to its equipment 20 double truck steel cars, with the following general dimensions:

Length over bulkheads--- 33¼ ft.

Length of front vestibule --- 4½ ft.

Length of rear vestibule---6½ ft.

Projection of bunters --- 6 ins.

Total length over bunters --- 45¼ ft.

Width of body over rubbing strips --- 8½ ft.

Seating capacity --- 42 persons.

Construction of body:- The side girder plates are 18 by ¼ in. steel in one piece full length of body, each reinforced at bottom edge with 5 by 3 by 3/8 in. angle, and at top edge with a double beaded beam which also serves as a rubbing strip. Belt rails are of 3/8 by 2 in. round bevel steel edge bar with pressed steel shoe on which window sash rest. Side posts are faced with 2½ by 3-16 in. steel plates which are anchored by gusset plates and rivets to top edge of side girder plates. Window head strip or letter board is also of steel 5 by 1/8 in., reinforced at top edge with angle steel 1½ by 1¼ by 3-16 in. and all together is riveted to the top end of steel post facings. Corner posts are formed up from steel plate 3-16 in. thick. The roof is of wood construction sheeted with ½ in. T. and G. lumber and covered with canvas.

The interior finish throughout is of cherry, finished natural colour. Seats are of stationary type upholstered in rattan. Curtains are of pantasote material with tin barrel shade rollers and pinch handle fixtures. The trucks are no. 27-FE-1 standard gauge 4 ft. 10 in. wheel base with 4½ in. hot rolled steel axles and 33 in. chilled iron wheels. Motor equipments are quadruple no. 101-B-2 motors with K-35 controller. Air brakes are Westinghouse schedule no. S.M.E. The cars are equipped with H.B. life guards, Consolidated Car Heating and Lighting Co. buzzer signalling systems and electric heaters and Coleman's Fare Box Co.'s stationary p.a.y.e. fare boxes.

It is said that for appearance, as well as for public accommodation, these cars are second to none in their class. They were built by the Ottawa Car Co. Ltd.

01-Nov-1913 Page 545

The OER has ordered two standard locomotive type, steel double truck snow sweepers from the Ottawa car Co. for delivery about Nov. 15.

01-Jan-1914 Page 39

The ratepayers of Eastview will vote on a bylaw at the municipal elections in January, providing for the extension of the OER into the municipality and for granting a bonus of \$25,000 therefore.

01-Jan-1914 Page 35

Ottawa Electric Ry.'s suburban fares.

The OER gave notice some time ago that on and after Dec 1 an extra fare would be charged to all passengers riding from Holland Avenue, the western limits of the city, to Britannia and intermediate points. As a result of an application filed with the Board of Railway Commissioners on behalf of the city, asking the commission to investigate the company's tariffs, and its alleged unwillingness to make any further extensions in the city before the expiration of the franchise in 1923, an order was issued restraining the company from putting the proposed increase in rates in effect before Jan 1, and the application was subsequently withdrawn, on the understanding that the matter will be brought up again toward the end of the year. The company contends that since the one fare from any part of Britannia to Ottawa, a distance of about 6 miles, has been in effect the receipts have not been sufficient to pay the fixed charges of \$50,000 on the \$750,000 invested in the line. When the line was opened in 1900 an extra fare was charged from city limits. Five years ago the extra fare was abolished and a fare or transfer from any part of the city was honoured on the line. The district through which the line runs has become fairly well settled during the last five years, but the increase in traffic which resulted has not been sufficient to meet even the fixed charges.

01-Mar-1914 Page 134

Statistics for year ended June 30 1913. 23.56 miles main track, net income \$358,698, car mileage 4,446,414, fare passengers 22,345,111

Ottawa Traction Company

A company with this title was incorporated in October 1913 with the following directorate:- T. Ahearn, President; W.J. Soper, Vice President; J.D. Fraser, Secretary-Treasurer; T. Workman, R. Quain, T.F. Ahearn, E.N. Soper, Travers Lewis and J.H. Smellie. All of these with the exception of T. Lewis and J.H. Smellie are directors of the Ottawa Electric Ry., and Messrs. Lewis and Smellie are that company's solicitors. This is a holding company which will take over the Ottawa Electric Ry. Co.'s stock giving three shares of Ottawa Traction Co.'s stock for one share of Ottawa Electric Ry. Co.'s stock. The stock of the latter company has changed hands recently at from 265 to 270 a share. It pays a dividend of 12%, which together with a bonus of 3%, has made it practically a 15% stock for the past two years. It is proposed that a dividend of at least 5% will be paid on the Ottawa Traction Co.'s shares, and possibly 6%. This rate of dividend naturally will determine the market price of the stock, which from present expectations will be quoted on the exchanges at 90. It will therefore be apparent that the holders of Ottawa Electric Ry. stock will benefit by the exchange into Ottawa Traction Co. stock (although it will not be compulsory to make the exchange)- inasmuch as they will receive a fixed dividend of 5% equivalent to 15% on their former holdings. If, however the dividend is 6% their return will be equal to 18% on stock of the Ottawa Electric Ry.

01-Jun-1914

Page 283

Press reports state that the equipment of a new steam auxiliary power plant on Middle Street, Ottawa is being installed consisting of three Babcock and Wilcox water tube, marine type boilers, with chain feed stokers and a 4,000 h.p. steam turbine.

01-Jul-1914

Page 335

We are officially advised that the company is building a new steam plant. The building is of brick on concrete foundation, with concrete roof. The boiler room is 86½ by 40 ft. and 48 ft. high, will be equipped with three Babcock and Wilcox marine type water tube boilers, with integral superheaters, having a capacity of converting 90,000 lbs. of water per hour with 200 lbs. steam pressure. Each boiler will be fitted with a 5½ ft. smoke stack, 60 ft. long, with induced draught fan driven by separate motor on each fan. The coal will be kept in a concrete lined steel bunker of 300 tons capacity. It will be crushed, elevated to the bunker and carried in spouts to the hoppers where it will pass to the Babcock and Wilcox chain grate motor driven stokers. The ash will be removed by spiral conveyors, elevated to a hopper and delivered outside the building through a spout. Water will be fed to the boilers by two Weir vertical pumps, each capable of supplying all the boilers. The coal crusher, elevator and conveyor, and the ash handling machinery will all be motor driven.

The engine room is 86½ by 25 ft and 30 ft. high. It will be equipped with one 4,000 k.v.A., 2,400 volt turbo generator 3,600 rpm. The field will be excited by a 60 k.w. 120 volt D.C. generator direct connected to a 90 h.p. 440 volt induction motor. The engine room will also contain a 1,000 k.w. motor generator set.

The Ottawa city council proposes to reopen with the company the question of the erection of a bridge over the Rideau Canal. The company desires the building of a high level bridge at a cost of \$205,000 while the city favours a low level bridge, with an electrically operated draw span, at a cost of about \$100,000. The city has legislative authority to expend \$80,000 as its share of the cost.

01-Dec-1914

Page 553

The OER's new auxiliary power plant is reported to have been put in operation Nov. 19, to have cost \$200,000 and to be capable of generating 5,000 h.p. The boiler room is equipped with three Babcock and Wilcox boilers, self-stoking, with mechanical feed and ash conveyors. From the boilers the steam passes into big steam domes and in turn feeds into a Westinghouse-Parsons double flow steam turbine 3,200 kilowatt capacity, but which can carry and overload of 50%. This turbine generator operates at the rate of 3,600 revolutions a minute. The plant is expected to obviate troubles from lack of power due to low water in the river.

01-Jan-1915

Page 29

The County Court Judge at Ottawa, Dec. 3, gave judgement for \$94 damages against the OER for damages sustained by a motor car belonging to the Major Hill Taxi Co. The motor car, in order to pass a standing car, moved out on to the street car tracks, the driver signalling an approaching electric car what he was going to do. The street car failed to stop, and the motor car was damaged. The jury, which heard the action found the OER's motor man to blame.

01-Feb-1915

Page 70

The franchise for the operation of an electric railway, granted by the village of Hintonburg which now forms part of the city of Ottawa, expires May 11. The lines affected by the franchise are those from the west side of Somerset Bridge, along Holland Avenue, as far as the GTR bridge on the way to the Experimental Farm. From Holland Avenue to the city limits westerly, the company's lines are on their own right of way, so are not affected by the agreement. The city proposes to take up the consideration of the matter at once.

01-Mar-1915

Page 118

Excerpts from Ottawa traction Co. annual report.

Nine large double truck cars were added to the rolling stock during the year. The old steel bridge at New Edinburgh was replaced by a new one costing about \$15,000.00.

Next spring it is intended to renew the Bank Street tracks from Wellington Street to Gladstone Avenue, replacing the present light rails with heavy rails. This will complete the track renewals throughout the system, a work which has been going on for a number of years past.

01-Apr-1915

Page 147

The city council has appointed a special committee to consider the construction of a bridge on Pretoria Avenue to permit the extension of the electric railway to Ottawa East.

The company has completed the installation of a 2,150 h.p. generator set in its new steam auxiliary power station on Middle Street.

01-May-1915 Page 184

Annual statistics. First main track - 26.17; net income - \$390,464; total car mileage - 4,840,795; passengers - 23,987,883.

01-May-1915 Page 188

The first "jitney" made its appearance in Ottawa, April 5, the car being labeled "Jitney Passenger Service, Bank and Rideau Streets, fare 5 cents." C. Levesque who owns the car, is reported to have said that he can make 30 round trips in the day and can carry seven passengers at any one time. Other motors are reported to be running on other routes but up to the time of writing the city police authorities have not been asked to issue any licenses. At the meeting of the Brotherhood of Teamsters, Chauffeurs etc. held in Ottawa, April 10, the General President said that drivers were being organized wherever there was any number of them and associations of jitney drivers had already been formed in Victoria and Winnipeg.

01-Jun-1915 Page 229

We were officially advised May 25, that it was expected the city was to commence the renewal of Bank Street pavement between Gladstone Avenue and Sparks Street, about one mile, about the end of the month. as this is one of the busiest streets in Ottawa, the OER has agreed to divert its cars during the progress of the work so that it can be rushed through in the shortest possible time. The rails to be used are of the Lorain girder section 115-462, and will be laid on an 8 in. concrete slab and the surfacing will be of creosoted wood block on the track allowance and asphalt between the tracks and the curbs. The work will be carried out by the Ottawa Construction Co. and it is expected that it will be continued night and day, and completed in about eight weeks.

01-Jun-1915 Page 230

In Ottawa one jitney started to run in the middle of April, it operated for one day and nothing has been heard of it since.

01-Jun-1915 Page 231

The OER at the request of the city council began to stop its cars on the far side of the street, instead of the near side, April 29. This is a return to the old system, which was discontinued at the request of the city council about two years ago.

01-Jul-1915 Page 277

Work started June 6 on the pavement renewal on Bank Street, the Somerset and Britannia cars being temporarily rerouted. Particulars of the track work to be done were given in our last issue.

01-Aug-1915 Page 318

The pavement renewal work on Bank St. was completed June 30 and the Somerset and Britannia cars, which had been run on temporary routes, returned to their regular routes July 1. The work was done by the Ottawa Construction Co.

01-Oct-1915 Page 398

The OER has notified the public that all children under ten years of age, excepting only infants in arms, will be charged a 3c. fare. The practice has hitherto been to let children up to 5 years, in company with parents or guardians, travel free, and to charge half fare for those between 5 and 112 years. The abuse of this by parents and those in charge of children has led the company to give notice that it will charge 3c. in cash according to the published tariff for children under 10. This will not affect the school children's rate which is 20 tickets for 50 cents, good only during school hours.

01-Nov-1915 Page 442

The OER is represented in the Canadian Overseas Expeditionary Forces by one of its directors, T.F. Ahearn, by a clerk and an electrician, 17 conductors and two motormen. The electrician, F.G. Blewden, was killed in action.

01-Dec-1915 Page 483

Judge McTavish gave judgement at Ottawa, Nov. 1, on an appeal by the OER against being assessed for the Provincial war tax, amounting to about \$800. The judge held that the agreement exempting the company from taxation referred only to such taxes as the municipal authorities control; the war tax is a provincial tax, and not a municipal one, and as such is not covered by the exemption in the agreement. The company did not object to the amount of the assessment otherwise, but appealed simply on the point of law as to whether it was not exempt under the agreement.

01-Feb-1916 Page 74

T.F. Ahearn, only son of Thos. Ahearn President, OER, and who is himself a director of that company and of the Ottawa Car Manufacturing Co., entered the Army Service Corps in Oct. 1914, as a lieutenant, went to England in march 1915, and went on to France in Sept. 1915. He has been promoted to a captaincy and has been recalled to militia headquarters, Ottawa, to assist in munitions work.

Safety First on Ottawa Electric Railway.

In prosecuting its safety first campaign, the Ottawa Electric Ry. is paying special attention to the education of the public, and for this purpose has issued a large monthly sheet calendar, each sheet having four short sentences, arranged round the calendar, covering information as to the company's work for the reduction of accidents, or some apposite maxim for the benefit of the public as well as employes. Following are examples of the matter, some of which are constantly before one in using the calendar, carrying a reminder which will undoubtedly have a beneficial effect:-

Accidents cause widows, orphans, cripples, poverty and suffering.

Ninety per cent of all accidents are the direct result of carelessness and could be prevented.

Accidents belong to the old age of waste and inefficiency.

Will you co-operate with us to make an accident, even the smallest, a rare occurrence in Ottawa?

Accidents occur daily in every walk of life, in the factory, the shop, the home, on the street everywhere.

When caution becomes a habit there will be few accidents.

We are working unceasingly to educate our employes to prevent accidents. How about yours?

To save any part of the huge annual loss through accidents is good business, and pays dividends to everyone. It can be done, but not without your co-operation.

Chauffeurs and drivers. Changes in temperature cause a greasy rail. When brakes are applied the wheels stop, but the car slides forward.

The average street car weighs 30 tons. It cannot be stopped in a few feet.

Slow down approaching car track streets, and look both ways before crossing.

Our men are carefully instructed to do everything possible to prevent accidents, but sometimes they are helpless, unless you co-operate.

When you have occasion to cross behind a car, remember there may be another car or vehicle coming from the opposite direction which you cannot see.

You have no right to take chances. Your family may have to stand the consequences.

Carelessness has destroyed more human lives and property than all the wars in the world.

Don't try to jump on a moving car. Take the next one. Better to miss an appointment than to break a leg.

Parents. The cause of most accidents to children are carelessness and fear. Instruct them how to avoid the perils of the streets.

Do mothers realize a parting word of caution may be the most effective means of preventing an accident?

Teach your children the safest route between home and school, and point out the dangerous places.

Don't let the youngsters play on the car tracks and busy streets. If they must play on the street, the sidewalk is the only safe place.

To take a car, with the right hand clasp

The bar, and hold with the firmest grasp,

Then step up with the left foot first,

And you are braced to meet the worst;

For, if the car should move at all,

Your right foot saves you from a fall

But when you wish to leave the car,

Be sure the left hand grips the bar,

Set first the right foot on the ground,

Then facing front you will be found,

And though the car may start or stay,

You can with safety wend your way.

Don't ask the conductor or motorman to open the exit door before the car stops. He is forbidden to do so.

Wait till the car stops. A moment then may save a month in the hospital.

If a car is crowded it is usually behind time, and you will find another of the same line within a block or two.

When a motorman rings his gong, he is appealing to you to help him prevent an accident.

Don't try to board or leave a moving car. Your life may pay for undue haste.

Get rid of the careless habit. Acquire the safety habit. Acquire the safety habit. It is better to be careful than crippled.

Chauffeurs and drivers. Obey the traffic rules of the city. Keep to the right, and when turning to the left, go around the centre of the crossing.

The law commands you not to pass a standing car. If you are in a hurry take a side street.

Don't be offended at the motorman's gong. He is thinking of your safety.

The car must stick to the rails. You have the rest of the street. Keep off the tracks whenever you can, and give the motorman a chance.

Always look both ways before crossing car tracks. You may not hear the gong in the noise and bustle of a busy street.

When on your feet in a moving car, take hold of the grab rail, strap or seat back. The motion of the car may throw you out.

Don't expect that every car will stop when it approaches a crossing. It may be going through.

If a car does not stop on your signal, don't try to board it. Look and see if there is another following close behind. If not, take the number of the car that has passed you and report it.

When an accident happens, give your name to the conductor. If we are at fault we want to know it, in the interest of public safety. If we are not at fault you will be protecting the conductor or motorman from unjust censure.

The most reliable information of an accident comes from the unbiased statements of disinterested witnesses.

We are not trying to avoid the payment of just claims, but to eliminate accidents by carefully investigating those that do happen.

If ladies would carry hand bags, parcels, etc. in the right hand they would instinctively use the left hand on the grab handle, and would leave the car the safe way, facing the front.

There is no compromise with accidents. The only cure is prevention through carefulness.

Don't depend upon a car to stoop. Wait until it has happened.

Remember when leaving a car, face the front, and use the left hand for the grab handle.

cars do not stop at every crossing. If they did, rapid transit would be impossible. Drivers and chauffeurs can help to prevent many collisions

by carefulness at intersections.

We all have the same rights on the streets, but the motorman has the hardest job. He can't turn out to avoid an accident.

Habits are the hardest things in life to change. Teach the children the value of carefulness so they will instinctively act for safety.

01-Mar-1916 Page 116

Accident case decided in Ottawa Electric R. Co.'s favor.

The Supreme Court of Canada gave judgement Feb. 10, in the case of Mrs. J.P. Hayes vs. the Ottawa Electric Ry. Co. On Aug. 18, 1913, J.P. Hayes came into collision with an Ottawa Electric Ry. car on Somerset St., near the corner of Bronson Ave., sustaining injuries from which he died the following morning. His widow brought an action against the company, claiming \$5,000 damages, and in the action, which was tried by Sir William Mulock, with a jury, on Jan. 11 and 12, 1915, recovered a verdict against the company for \$3,500

The judgement at the trial was appealed by the company to the Appellate Division of the Supreme Court of Ontario, which gave judgement on May 11, 1915 affirming the trial judgement. The company then appealed to the Supreme Court of Canada, which on Feb. 10 gave a unanimous judgement in favour of the company, allowing the appeal and dismissing the action with costs.

The case is one of considerable public interest, involving the liability of a street railway company for an accident such as this, where the evidence disclosed that Hayes did not take proper precautions in crossing the street. The jury found that the company's motorman was negligent and that Hayes' contributory negligence did not continue up to the moment of the accident. The Supreme Court holds that in this particular case there was no evidence to support the finding of the jury of the company's negligence. It appears from the reasons which are thus far available that the facts are that the motorman first saw Hayes as he stepped off the curb; that, because he then apprehended that an accident might happen, he immediately rang the gong to warn Hayes; that at 30 ft. - or about one second later - he realized that Hayes was not going to stop, and became seriously apprehensive, and at once applied the brakes as vigorously as he could, still gonging and shouting at Hayes, who continued to walk on with his head down, apparently oblivious of danger.

The Supreme Court holds that the motorman did all in his power, and exercised his best judgement from the moment he was 30 or 35 ft. from the point of contact. The Court further states that there is nothing in the facts of the case to warrant a finding of fault or negligence on the motorman's part and that, if he made any mistake at all, it was at most an error of judgement in a sudden emergency, but even that was not established. The judges are careful to point out that no doubt a motorman driving a streetcar must always be alert; but having regard to the practical necessities of street car operation, the court is not prepared to hold that it was open to the jury to find under the circumstances of this case, that in failing to apply his brakes instantaneously upon Hayes stepping off the curb, and before the motorman had seen or had any reason to think that the sharp clanging of the gong would be ineffective, the motorman was guilty of any negligence.

01-May-1916 Page 199

F.D. Burpee, Superintendent, Ottawa Electric Ry. who has been granted leave of absence for military service, has been given command of no. 1 company, 207th Battalion, with rank of captain. He was born in Ottawa Apr. 25, 1876 and commenced railway work in 1891 under H.B. Spencer, Superintendent, District 4, Eastern Division, CPR, Ottawa. He entered electric railway service in 1893, since when he was to 1896 stenographer; 1896 to 1898, cashier and paymaster; 1908 to Aug. 1912, accountant, during which time he also acted as assistant to the Secretary-Treasurer and Superintendent. He was appointed Superintendent in Aug. 1912, when J.E. Hutcheson resigned to enter Montreal Tramways Co.'s service. In 1894 he enlisted in the Ottawa and Carleton Rifles and was afterwards in the O.A.A.C.Co. of the 43rd Regiment, which he rejoined last year. He has taken an active part in athletics, particularly canoeing and swimming.

01-May-1916 Page 200

We are officially informed that the City Council has decided to lay a new asphalt pavement on Rideau St. between Sussex and Waller Sts. The company has on hand the 108 and 115 lb. T rails required and expects to proceed with track laying some time in May.

01-May-1916 Page 198

T.F. Ahearn, only son of Thos. Ahearn, President, Ottawa Electric Ry., and who himself is a director of that company, entered the Governor General's Foot Guards as a subaltern in 1906. In Oct. 1914, he entered the Canadian Army Service Corps, went to England in Mar. 1915, and on to France in Sept. 1915. He was promoted to a captaincy and early this year was recalled to Ottawa to assist in munitions work. He has now been seconded from the C.A.S.C. and has been appointed A.D.C. to the Minister of Militia.

01-Jun-1916 Page 244

F.D. Burpee, Superintendent, Ottawa Electric Ry., who is on leave of absence for military service, has been promoted from captain to major in the 207th Battalion, now stationed at Ottawa.

J.M. Ahearn, heretofore Assistant master Mechanic, Ottawa Electric Ry., has been appointed Assistant Superintendent in charge of equipment, with control of the repair shop and car barns, and of matters dealing with rolling stock. He has worked in street railway electrical departments for some 15 years and had considerable experience on the Pacific Coast.

01-Jun-1916 Page 242

We are officially advised that the laying of a new asphalt pavement on Rideau St. between Sussex and Waller streets, has been commenced by the city council. As a part of this work the company is relaying the section with T rails, 108 and 115 lbs.

Ottawa Electric Railway makes a new arrangement with its men.

The Ottawa Electric Ry.'s conductors and motormen having applied to the Minister of Labor for the appointment of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, 1907, the same was constituted, consisting of G. F. Henderson, K.C., representing the company; A. E. Fripp, K.C., M.P., representing the men; and H. P. Hill, who was chosen by the other two and who acted as chairman.

The Board reported July 10 as follows: "We have succeeded in working out an agreement between the company and the men, which is appended hereto. The outstanding feature of this agreement is a change from a 10 hour to a 9 hour day, coupled with an increase of 3c. an hour in the rate of wages, together with a provision for payment of Sunday rate on legal holidays. The granting of this increase by the company, of course, involves a large expenditure, and it was not without considerable difficulty that we were able to bring about this result. The change to a 9 hour day, with the increase above stated, means that the older men get the shorter day without any loss of income, while the younger men get a substantial increase of income. The company was induced to consider this increase in consideration of the fact that during this particular season their source of labor supply is the identical class of men who are expected to offer their services in the defence of the Empire, and it was therefore eminently desirable that nothing should occur that would tend to strain relations between the company and its men. We have reason to believe that the men will now appreciate the fact that the company has acted in such a way as to justify the continuance of the conspicuously harmonious relationship between this company and its men, of which the men have been in the past perhaps even more proud than the officers of the company.

Following is a comparison of the old and new rates per hour:

.....Old - New	
1st year	23c 26c
2nd year	24c 27c
3rd year and afterwards	27c 30c
Sundays extra	2c 4c
Legal holidays extra4c

In their application for a board of conciliation, etc., the conductors and motor-men asked for the following pay per hour: Weekday work performed between 6 a.m. and 12 midnight 32c.; weekday work performed between 12 midnight and 6 a.m., 37c.; Sunday work, 35c. The shop and shedmen asked for pay ranging from 25c to 30c an hour.

Following is a summary of the agreement: The superintendent will receive the men's "grievance committee," at any reasonable time to discuss matters arising between the men and the company.

For motormen and conductors, all runs shall be divided into regular and relief runs, and shall conform as nearly as possible to a 9 hour day. The superintendent will post in the men's waiting room a list of employes in order of seniority, with a schedule of runs. Motormen and conductors shall then have the right, subject to the Superintendent's satisfaction, to choose such runs as they prefer, the senior men to have first choice and so from time to time until all have chosen. Any man failing to make his choice within a time satisfactory to the Superintendent shall forfeit his right to make it and may be allocated to such route as the Superintendent may think proper.

Employes who are members of any committee of the employes or who are officers of any association of the employes, or delegates to conventions of street railway men shall be entitled to leave of absence for the purpose of attending conventions or of doing such committee work or other work as may be necessary, without losing seniority.

Clothing for conductors and motormen shall consist as follows: Summer - Full suit, coat, waistcoat, and trousers. Winter - Trousers every year, overcoat every second year. The company will pay full cost of clothing for all men in service over one year, and half the cost of those in their service first year, uniforms to be supplied not later than May 1 and Oct. 15 in each year. After any article of clothing has been in the possession of a conductor or motorman for three months, it shall become his absolute property. Uniform caps and badges will be supplied by the company without charge.

An employe violating the company's rules shall be warned, when off duty, by the Superintendent, against a recurrence of the same offence, and in the event of the employe being suspended, his case shall be dealt with by the Superintendent, save that any employe suspended or discharged shall have the right to appeal to the President in person, or through the grievance committee, and any employe suspended or discharged and who, upon investigation, is found not guilty of sufficient cause to warrant such suspension or discharge, shall be reinstated to his former position and be paid in full for all lost time.

Cars shall be sent out each morning and night to convey employes to and from their work, the cars to be run on Somerset, Bank, Hull, St. Patrick, Sussex and Gladstone lines. The company shall, where practicable and subject to its regulations, provide seats for motormen and conductors on all cars. All cars shall be equipped each morning, before taken out, with sand, switch bars, brooms, dusters, or any other necessary articles, and all cars, cushions and windows shall be cleaned and in proper condition to go upon the street each morning, the equipping and cleaning of cars to be done by shed men employed for that purpose. Employes shall be given free transportation at all times and on all the company's lines.

The company will not call on any conductor or motorman to perform extra work in excess of his regular schedule day's work of 9 hours except in cases of necessity. Men will not be expected to work beyond a full day's work unless they are agreeable to do so. Motormen and conductors who consent to run extras or trippers before or after day's work shall be paid double time for same. All spare men who show up at the shed for work at 6 a.m. or 6 p.m. and who fail to procure work shall be allowed one hour for so turning up.

Any shop or shed man who works upon a Sunday and who gives at least one day's notice of his desire to be allowed off for one day during that week, shall be so allowed, if practicable, in the Superintendent's opinion. Conductors and motormen required to work on New year's Day, May 24th, Dominion Day, Christmas Day, Civic Holiday, Thanksgiving Day, or Labor Day, will be paid at Sunday rate.

The company will supply conductors with tickets and change to the extent of \$35. Students practising as conductors will be required to furnish their own change. The company will furnish a bulletin board in the conductors' and motor-men's waiting room upon which employes are to be permitted to post notices of meetings of employes or of any other matters affecting their welfare.

Wages for conductors and motormen shall be as follows: 1st year's services, 26c an hour for week days; 2nd year's service, 27c; 3rd year's services and upwards, 30c. In addition to the foregoing rates, 4c an hour extra to be paid for Sunday work.

Nine hours shall constitute a day's work for all shop and shed men, and the schedule shall be so arranged as to allow one hour off for dinner.

No shop or shed men will be required to work more than the regular day's work of 9 hours except in case of necessity. The present shop rules will not be amended except after conference with the grievance committee. Shop and shed men working on Sundays will receive 4c an hour in addition to their regular rate. No man shall work out of his regular turn unless at the request of a representative of the company, and if he works on Sunday out of his regular turn, he shall be paid time and a half. Shop and shed men will be paid Sunday rate of 4c an hour extra for work on all legal holidays. All shop and shed men will receive an increase of 3c an hour in excess of the wages which they are receiving at the date of this agreement. Any shop or shed men called upon to work for more than 9 hours in any day shall be paid at the rate of time and a half for such excess service, except in the event of his being required to work all night when he shall be paid double time from 6 p.m. to 6 a.m. The company has no objection to any employe being a member of Division 279 Amalgamated Association of Street and Electric Railway Employes of America, and will not discriminate against any employe by reason of his being a member of that organization. Sunday hours of conductors and motor-men are to remain as they are at present. The pits in the sheds shall be equipped with board platforms. The schedule of running times shall be so rearranged as to provide for a lay over of 2 minutes at the end of each run. All conductors and motormen shall be entitled to not more than 3 months leave of absence in any one year without losing seniority, provided that no conductor or motorman shall receive leave of absence unless his reason for applying for such leave is satisfactory to the Superintendent and is for a time which is satisfactory to the Superintendent, and that the number applying for leave of absence shall not at any time, in the Superintendent's opinion interfere with the practical working of the system. The paying of the men shall be commenced at 2 p.m. instead of at 4 p.m. as heretofore. The agreement shall continue in force and be binding on the respective parties until June 30, 1918, and so from year to year after unless and until either party desires a change in it, in which case such party shall notify the other party of the desired change at least 30 days prior to the ending of any year. A notice given to the Minister of Labor under the provisions of The Industrial Act, 1907, and" amendments thereto, shall be treated as a notice under this section.

01-Dec-1916 Page 502

Petitions are being extensively signed asking the municipalities interested to arrange with the company to extend its line to Notre Dame Cemetery. the matter came before Eastview Town Council some time ago, when the company informed that body it would not extend the line until it had an extension of its franchise.

01-Dec-1916 Page 503

Thomas Ahearn, President Ottawa Electric Ry., is said to hold the record for the fastest run by motor between Ottawa and New York, viz.: 458 miles in 13 hrs. 20 min.

01-Mar-1917 Page 113

The Ottawa Electric Ry. has ordered 3 double truck semi steel cars, 33 ft. body, 45 ft. over all, equipped with Westinghouse 101 B-2 motors, 27-F-E-1 trucks, S.M.E. air brakes, etc. from Ottawa car Manufacturing Co. They will be duplicates of the company's class 600 cars.

01-Apr-1917 Page 155

The Ottawa Board of Control has received a letter from the company refusing to operate its cars over the Pretoria Ave. bridge and to extend its service to Ottawa East. The company stated that the location of the bridge and its type was decided upon without consultation with it, but apart from that the company says it is not prepared, owing to the short time which its franchise has to run to make extensions of its lines. The city council has appointed a committee to interview the company's officers with regard to this and a number of other matters in connection with the operation of the railway.

01-Apr-1917 Page 153

A jitney bus service is being operated between the Post Office at Ottawa and Hull.

01-Apr-1917 Page 154

The Montreal Stock Exchange has listed the Ottawa Car Manufacturing Co.'s stock, consisting of 11,779 shares of \$100 each, and the Ottawa Traction Co.'s stock, consisting of 56,307 shares of \$100 each, for trading on the exchange.

A few disconnected ideas in Street Railway Operation - F.D. Burpee.

I will endeavor in this paper to describe a few ideas we are using in Ottawa. The paper will be short and if the matter it contains is not new to the reader, he will not have lost much time.

Car Service Regulation. - Some years ago, when the service on the different lines of our system was supervised by inspectors, who were for the greater part of the time around the centre of the system, it was found that the motormen made an effort to be on time passing through the centre, but loafed at the termini. They tried to make the lay at the terminus as long as possible, by arriving ahead of time and leaving behind time, making gaps in the service and causing many complaints. To correct this condition, we have established a starting office for each line, situated at or near a terminus. The starters were chosen from the list of conductors and motormen, old hands thoroughly familiar with car service work, and men who showed they were intelligent and tactful. These offices, beside controlling the service on each line, sell tickets, issue transfers, and keep on hand a stock of sand, salt and supplies for minor repairs, which often makes it possible to keep cars in service that would otherwise have to go to the repair shop. The cars leave the barns in the morning with instructions to get to certain points for their first trip. After that the service is entirely in charge of the car starter, who gives the motormen so many minutes for the round trip. He extends or reduces this time as the traffic fluctuates, and works the rush hour extras into the service when they come out. Each starter makes a daily report showing the exact time each car passes his office and gives an explanation of any gaps that may appear. When rush hour extras go into the barns he arranges his regulars so that the gaps are quickly absorbed.

At the centre of the system we maintain a checking office in charge of the Traffic Inspector, whose clerk records on a large sheet the time each car passes east and west. As nearly all lines pass this office the sheet shows at a glance the whole service. It is the duty of the Traffic Inspector to consult the car service sheet, investigate gaps, and keep his eye on the service generally. He keeps in close touch with each starter by telephone and is their immediate chief. He makes a daily report to the Superintendent, explaining each gap shown by the car service sheet and any other items or recommendations concerning his department. We have established four starting offices, two of them being placed at a point where two lines intersect and have control over both lines. They cost us about \$2,500 each per year, but we consider the money is saved many times over in the splendid service obtained. They have proved a splendid means of maintaining the time interval between cars and when blockades occur the service can be reorganized in a very short time.

Each car carries a card giving the time it should pass various time points. The card is held by a clip in the front vestibule where the motorman can easily consult it. Hooks for motormen's watches are just beneath the time card.

I consider the success of our starting offices largely due to the men who were chosen for starters. They should be men who will not antagonize the conductors and motormen, but firm enough to have their orders promptly carried out. Briefly, they must be intelligent and tactful, with a thorough knowledge of the car service work. It provides an excellent position for the conductor or motorman who is above the average, and worthy of promotion.

Operation of Sweepers. -Each autumn we book our sweeper crews for the winter, taking them from the old hands. We choose men who can be relied upon and who agree to show up whenever called. They are men who are booked on regular day and relief runs, working the same cars. When sweepers are needed these crews are relieved by spare men and go to the barns for their sweeper, or in an emergency run their cars in. Each crew has its own sweeper and route and are held responsible for both. They stay with their sweeper until it is sent in or relieved by their regular relief crew. The relief crews stay out until after midnight if necessary, and come when called between that hour and 6 a.m.

Maintenance of Equipment. -While I think every operating man is convinced that the policy of giving each motorman his own car is a good one, he does not know until he tries it what an effect it has on maintenance cost and regularity of service. Owing to the fact that we have not open terminal barns, it has been considered impossible to inaugurate it here. It was attempted on one occasion, but the shunting necessary to place the cars caused so many complaints from residents in the neighborhood of the barns that it was discontinued. We found recently, however, that by arranging the runs so that the first cars out in the morning are the last in at night, each man could be given his own car and the shunting practically eliminated. We have put this arrangement in force on all our lines. The men are taking a keen interest in their cars, even to the extent of asking for brass polish and cloths to keep everything polished up and looking well. If a day man finds that his car has been abused the night before, he comes down with both feet on the night man, and vice versa. If the man at fault is a spare, he gets a lecture on car operation that he remembers. In the old days a man seldom reported defects, because his chance of getting the same car the next day was remote. Now he reports everything that is not in first class shape on his car and keeps at it until he gets it fixed. The conductors seem to be as keenly interested as the motormen.

Elimination of Skid Flat Wheels. -We have always had the skid flat wheel trouble with us, due to the extreme variations in temperature and the frequency at such times of what the motormen call a "bad rail." Some equipment men will tell you that if a wheel is flattened, scrap it. I have heard this statement from the superintendent of a large system, but during a visit to his city counted over a dozen cars with flat wheels in half an hour. Of course we all know that if the flat spot is small it will, in the course of time, pound out. During the pounding process, however, the passengers have a few things to say about the road. We have installed a wheel grinder and have done well enough with it to justify its purchase, but have had more success by getting at the root of the trouble and preventing the flattening by the motormen. We have established a rule that each motorman who flattens a wheel must make an accident report of it and give explanation of the damage he has done. There are times when a man is to be commended for flattening wheels. It may be that he has averted a serious accident. In the majority of cases, though, the damage might be avoided, and is often due to carelessness. The starting office on the line is provided with a pad on which to record verbal reports of motormen who receive cars with flat wheels. If a motorman takes a car in that condition from the barn or from the crew he is relieving, reports the car number at his start office at the first opportunity. The starter records the man, and car, and time report is made. The last man to handle this car who has not so reported it, is held responsible for the damage, and, if he has already done so, is called upon to make out a report. Due allowance is made for weather conditions. We have days when it is impossible to keep cars from sliding. Under such conditions flat spots are liable to appear with the best motormen. Whatever the reason, we have succeeded in reducing our flat wheel trouble remarkably. It is partly due, I think, to the fact that each man has own car, and also to the moral effect making each man at fault make an accident report and place himself on record as being responsible for the damage.

Car Changers. - When a car becomes disabled it used to be our practice to ship it in and give the crew another car. This made a gap in the service. For several years back we have kept a crew at repair shop who are known as changers. They are ex motormen of long service and have an intimate knowledge of the various runs. Fortunately for these men have taken a keen interest their work and keep themselves informed of any changes in the service, so that they have a pretty good idea, when a car is reported, just where they can meet. When some trouble develops

on a car which is beyond the ability of the motorman to repair, he reports it at his starting office. The starter telephones repair shop. When the car comes back to the centre of the city the crew find a car waiting at some convenient point, transfers the passengers and go ahead. The car changers take the disabled car back to the repair shop. There is little delay and no gap.

Bulletins. - It was our practice until a short time ago to post bulletins in a board and have each man sign opposite his number, but we found that there were always a large number of men who neglected to sign and also a large number who signed without reading the bulletin. We have substituted bulletin boards and loose books at each barn, and in the conductors' and motormen's lounging room. We place on the bulletin board a copy of the bulletin issued and in the books copies of those we wish to preserve, so that a man who has been off duty can read all bulletins that have been issued during his absence. We have also started the publication of a small monthly sheet called "Ottawa Electric Railway Bulletin," which is given to the men with their pay envelopes on the 20th of each month. While this is primarily intended to contain copies of bulletins issued the month previous, it also contains other matters on efficiency, courtesy, safety, etc., set forth in a more or less interesting way. We hope in the course of time to extend the scope of this publication to taking in all the departments and make it appeal to the employes of every department. In its present form of four pages the bulletin costs us about \$15 a month for 1,000 copies.

Seniority. - Operating men should realize, and probably do, the importance that a conductor or motorman's place on the seniority list has for him. He goes through the hard times of being a spare man and the long spell of night work, and for some years looks forward all the time to something better. These better things depend entirely on his advancement in order of seniority. It does not seem fair that, except in the case of sickness, men should get leave of absence for several months and when they return take exactly the same place on the seniority list as when they left. We have cases where men have been away one year out of five, but have been credited with five full years, whereas they have only worked four. They have held their places on the seniority list ahead of men who have worked nearly five years. This had led to some discontent among the men. Seniority should mean length of actual service rendered. We have established a rule that a man who obtains leave of absence for any period more than one month, will be reduced on the seniority list the length of time he is away from duty.

EDITOR'S NOTE - The foregoing paper was written before Mr. Burpee obtained leave of absence for military service. He is now a major in the 207th Battalion, which was recruited in Ottawa and which is now overseas.

01-Jun-1917 Page 238

Statistics for year ended 30 June 1916 : 28.11 miles; net income \$346,079; car miles 4,756,501; passengers 25,392,750.

01-Aug-1917 Page 324

We are officially advised that the company is about to relay track on Sussex St., from Rideau St. to St. Patrick St., 1,600 ft. with 80 lb. T rail. The city will renew the paving at the same time. Work is expected to start at once.

01-Aug-1917 Page 327

The Ottawa Electric Railway has received one semi steel car with 33 ft. body from the Ottawa Car Manufacturing Co.

01-Sep-1917 Page 363

The OER's new cars. - see picture.

The Ottawa Electric Ry. Co. has added to its equipment recently 3 semi-convertible, double truck, single end, p.a.y.e. cars "of semi-steel construction, similar to its last previous order. The principal dimensions are as follows: Length of body, 33 ft.; length of front vestibule, 4½ ft.; length of rear vestibule, 6½ ft.; length over all, about 45¼ ft.; width of body, 8½ ft.

The underframes are of steel; the side sills are composed of a 5 x 3 x ¾ in. L, riveted to an 18 x ¼ in. plate, forming a plate girder, whose top flange is made of a heavy double beaded bar on the outside and a 4 x 3/16 in. flat bar on the inside, and stiffened over the bolsters with 4 ft. x ¾ in. flat bar about 10 ft. long. The posts are of 2¼ x 3/16 in. steel, fitted with best white ash, and riveted to the side sills with large gusset plates, also riveted to the belt rails and wall plates. The belt rails are of 2 x ½ in. round edge steel; the window stools are pressed out of no. 16 gauge steel, pressed to shape and riveted to the belt rails. The letter boards are of 6 x ¼ in. steel plates, reinforced with plates and angles and riveted to the side posts. The side panels, between the side sills and the belt rails are of no. 16 steel, and made so that they can be removed easily by taking out a few screws.

The roof is of monitor type, and built of wood, reinforced with steel carlines, and covered with no. 10 duck and painted. The exterior of the car is finished naturally in red cherry, also the sash and doors. All metal trimming in the interior of the car, such as sash locks, lifts, curtain brackets, etc., are of red bronze, highly polished and lacquered; the p.a.y.e rails, also the window guards, are of solid bronze tubing, with a special heavy wall. The cars are equipped with stationary rattan seats, with lift up cushions, to allow easy cleaning of the car floor. They are also equipped with curtains; buzzer system, with push button on each post; signal bells, alarm gongs, pneumatic Sanders, conductors folding seat, also a seat for the motorman. The lighting is the railway company's standard, 3 circuits of 7 lights in series in each circuit, using special lamps, also using a method of automatically lighting front exit as designed by T. Ahearn, President of the railway company, some years ago, and which, owing to its adaptability, has been made a standard. The cars are also equipped with sanitary hand straps, H-B life guards, Coleman stationary fare boxes, and 3 heavy brass stanchions in the centre of the body of the car, extending from floor to roof, between the longitudinal seats.

Each car is mounted on no. 27 F-E-1 trucks and equipped with 4 Westinghouse I-I-B-2, motors and I-K 35 controller, also Westinghouse S-M-E air brake equipment.

The cars were built by Ottawa Car Manufacturing Co

01-Sep-1917 Page 368

G.D. Lang, acting Superintendent, Ottawa Electric Ry. has returned to duty after being absent for several weeks on account of ill health.

01-Sep-1917 Page 352

Major F.D. Burpee, formerly Superintendent, Ottawa Electric Ry., who went overseas as a major in the 207th Battalion, C.E.F., recruited in Ottawa, has been gazette as a temporary lieutenant in the Canadian Railway Troops.

01-Oct-1917 Page 407

Paving work was started on Sussex St. between George and Rideau Sts., Sept. 30 and pending completion the Rockcliffe and the Preston car services have been rerouted.

01-Oct-1917 Page 405

Full details of Supreme Court decision in J.P. Hayes v Ottawa Electric Ry. Notes not taken.

01-Nov-1917 Page 446

The Ottawa Electric Ry. is reported to have carried 750,000 persons during the six days of the Central Canada Exhibition, 25,000 more than in 1916.

01-Dec-1917 Page 485

The Ottawa Electric Ry. put the winter car schedule in operation on the Britannia line Nov. 12. A four minute schedule is given from the corner of Elgin and Sparks Sts. to the McKellar townsite loop, with a two minute service during the rush hours; while a 10 minute service is given from the McKellar townsite to Britannia.

01-Dec-1917 Page 485

Report of conciliation board re. Ottawa Electric Railway.

A board of conciliation and investigation was appointed by the Minister of Labour recently in connection with differences between the Ottawa Electric Ry. Co. and its employes. Following are extracts from the report:

The matters in dispute were in relation to certain alleged violations by the company of provisions of the agreement entered into with the men on July 10. We found that there was no real difference between the company and the men. Misunderstandings had arisen, as a result of a failure to come together for complete discussion such as we were able to bring about, and as a result the misunderstandings have disappeared and mutual assurances have been given which are practically certain to result in harmonious operation in the future.

The principal was asserted that the men have the right to nominate the members of their grievance committee as they think proper, and this principle is to be recognized by the company. Certain minor difficulties were due to a failure in the past to recognize this principle, but we are satisfied the probability of a recurrence of similar difficulties is slight.

One objection of the men was based on the fact that an employe had been dismissed without an opportunity being given to the grievance committee to consider his case. This again appeared to have been the result of a misunderstanding and the acting Superintendent has promised to reinstate this employe in the hope that the difficulty will not occur again.

Another minor difficulty has arisen owing to the company's failure to supply seats for conductors in certain cars. This also appeared to have been an oversight and the company as promised to remedy it within a time satisfactory to the men.

A third minor difficulty was the failure of the company to supply boards in the pits in the sheds as provided by the agreement. It appears that this was because of an objection raised by the insurance underwriters, and the men have recognized the justness of the company's position in this regard and do not intend to press for compliance with the term of the agreement.

Certain instances were mentioned of changes in the shop rules without previous consultation with the grievance committee. These matters were explained to the men's satisfaction and on the board's recommendation care will be taken in the future not to give rise to similar complaints.

01-Feb-1918 Page 77

A special committee was appointed by the Ottawa City council Jan. 18 to meet the company's officers and ascertain under what arrangement the company would consent to extend its car lines to Ottawa East. About a year ago, when the matter was discussed, the company stated that it would not make the extension for two reasons: first, that it would not operate cars over the Pretoria Ave. bridge, and second, that owing to the short time its franchise has to run, it was not prepared to make such extensions.

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The city board of control, on Mar. 1 authorized Controller Kent to make inquiries concerning the position of the city in connection with the OER franchise which will expire in a few years.

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It does not appear that the Dominion Government has reached any decision as to when it will proceed with the erection of the new bridge at Chaudiere Falls, but it is expected that the work will be gone on with during the summer. When this is settled the OERy. can proceed with its plans for providing a service across the bridge.

An OER official is reported to have said that the company is prepared to deal with the question of having women conductors, if the state of the labour market should render such a step advisable.

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OER employes decided May 16, to apply for an increase of wages to start from July 1, when the schedule now in force expires. The present schedule is as follows per hour:- 1st year 26c, 2nd year 27c, 3rd year and after 30c, with 4c an hour extra for Sundays and legal holidays.

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F.D. Burpee, Superintendent, Ottawa Electric Ry., who was granted extended leave of absence for military service, and went overseas towards the end of 1916 as major in command of No. 1 Company, 207th Battalion, subsequently reverted in rank, in order to get to France, and was attached to the Canadian Railway Troops as a temporary lieutenant. he has now been gazetted as acting captain.

Statistics for year ended June 30 1917: 28.11 miles; income \$394,142; car miles 4,913,611; passengers carried 28,286,233; freight tons nil.

Snow clearance - see picture.

During the l1st two winters the Ottawa Electric Rly. had considerable trouble about snow removal, teamsters demanding more pay whenever a specially heavy snowfall occurred. Early in February last the teamsters struck for lOc a load increase, and the management decided it was time to try some other method. A Ford truck, with a capacity of 1½ tons, was put into operation, and tests showed that it could dispose of twice as many loads in a day as the ordinary team of horses and a sleigh. The work of the truck was facilitated by the city authorities allowing the snow to be dumped through manholes into the sewers, and providing a list of manholes that could be so used at points where a very strong current of water was passing. The company followed this up by putting on 14 more trucks, which, with the help of its own teams, enabled it to get through the winter. It was intended to have 30 trucks ready for the first snowfall next winter. One advantage of the trucks will be that at the close of the day new drivers and a fresh gang of men can be put on to work throughout the night, as the trucks will not tire out as horses do. In the meantime the teamsters' strike was broken, and the men feel they made a mistake in acting as they did.

The accompanying illustration shows a snow box body, as mounted on a Ford 1-ton truck by the Ottawa Car Mfg. Co. Following are the dimensions of the box inside:-

Length 8 ft. 5 in.

Width 5 ft. 4 in.

Height 3 ft.

Thickness of material in sides and ends.... 7/8in.

Thickness of material in bottom..... 1½ in.

Thickness of material in bolsters... 1¾ x 3 in.

Thickness of material in sub-sills. 1¾ x 5 in.

The bodies are built in sections, and are held together by tie rods, battens and strap bolts. The sides are constructed with a door 2 ft. 2 in. wide, extending full length of body and attached to the top boards by 4 hinges, permitting the snow to be loaded and unloaded in a speedy manner; hooks are provided at the rear end to hold the door open when unloading. The bottom is constructed of 1½ in. pine, securely screwed to the hardwood bolsters, which are divided along the body, giving sufficient wheel clearance. The bolsters are bolted to the subsills, which are securely clipped to the chassis frame.

D.N. Gill, heretofore Purchasing Agent, OER, is training at Niagara Camp preparatory to going overseas to join the Canadian Railway Troops.

J.M. Ahearn, Assistant Superintendent, OERy., has also been appointed Purchasing Agent, vice D.N. Gill who has entered military service.

J.J. Ahearn has been appointed Inspector of Rolling Stock, OERy., succeeding R.A. Baldwin, promoted.

R.A. Baldwin, heretofore Inspector of rolling Stock has been appointed Master Mechanic.

The Ottawa city council, on June 4, discussed the question of a proposed extension to Ottawa East and to the cemeteries and a suggestion was made that in the event of the company refusing to make the extensions the council would enter into an agreement with the Hydro Electric Power Commission to build them. It was stated that the extensions would probably cost \$800,000 at the present price of labour and materials. The route of the proposed extension to Ottawa East is from Sparks and O'Connor Sts. south on O'Connor St. to Argyle St. thence to Elgin St. across the Pretoria Ave. bridge to Hawthorne Avenue, Ottawa East to Main Street, northerly to Echo Drive and through the GTR subway to Nicholas St., thence to Laurier Ave. E. and on to O'Connor St. thus making a complete loop. The proposed extension to the cemeteries would start at the corner of Beachwood Ave. and Creighton St. running along Beechwood Ave., Oakville Road and Hemlock Road.

Proposed Purchase of Ottawa Electric Railway by the City.

The Ottawa City Council has for some time past had under consideration the question of the Ottawa Electric Ry.'s franchise, and the conditions under which it might be extended, or under which the city might acquire the property. The question was taken up by a committee and suggestions were made to the council on Feb. 18 passed a resolution stating that the company's franchise would expire Aug. 13, 1923; that the directors had announced that they did not propose to make any extensive alterations or improvements to the system until the expiration of the franchise, and that under such a policy the street railway service might deteriorate during the next five years. The board of control was asked to consider the appointment of a committee of three or more selected from the board, from the council or from outside to investigate the question of the street railway service and to open negotiations with the company for the purchase of the railway, for the further extension of the franchise or any alternative plan, with a view to submitting whatever was decided upon to a vote of the electors at the next municipal elections. While the matter has been mentioned at different meetings of the board of control and of the council since February, no committee was appointed, and on June 4 the council again referred the resolution of Feb. 18 to the board of control. We are officially advised that up to June 14 the company had not been approached in any way upon the matter.

The board of control considered the council's resolution on June 20, when a report was prepared. It deals with the franchise agreement entered into between the city and the company on June 28, 1893, to run for 30 years from Aug. 13, 1893, and giving the council the right, after giving 6 months notice to acquire so much of the system as is situated in Ontario, during the currency of the agreement, and it also sets out the property to be acquired in connection therewith, and the method by which its value is to be arrived at. At the expiration of the agreement the city can take over the line as a matter of course, but if it does not do so at that time it has the right, upon giving a year notice, to take over the system at the end of any fifth year thereafter. The board in its report expresses the opinion that the present is not an opportune time to take over the property owing to war conditions, but that it is not too soon to prepare for the taking over of the line in 1923, and recommends that a question on the matter be submitted to the ratepayers at the next municipal elections.

Other sections of the report deal with the future proceedings. It is recommended that in the event of the line being taken over its management should be entrusted to a commission of three, one of whom should be the mayor, and that they should hold office for say three years. Then a form of question for the plebiscite is given with a recommendation that each elector should have one vote to be cast where the elector is entitled to vote for mayor. The board recommends that if the question is settled in the affirmative the council shall then draft and obtain the necessary legislation. It may be possible to appoint a commission under existing legislation, but it might be advisable to secure special powers; it also might be desirable to secure power to enable the portions of the line in Ontario outside the city, as well as the portions in Quebec; the rights of the city and company in regard to the part of the railway in the former village of Hintonburg should be considered and provided for; the method of arbitration should be provided for; the waterpower rights should be looked into, and council should have power to acquire such powers either in Quebec or Ontario; and finally the board suggests that the commission should be in office well in advance of the period when the line should be taken over, and that the commissioners should carry on the negotiations with the company.

The report was taken into consideration at a special meeting of the council June 24.

A board of conciliation was appointed recently to arbitrate as to employes wages. The present rate of wages for conductors and motormen is 26c. an hour for the 1st year, 27c. for the 2nd year, and 30c. afterwards, with 4c. an hour extra on Sundays and legal holidays and double time for over 9 hours' work. The wages of chief conductors and chief motormen are \$95 a month. The men asked for a rate starting at 46c. and rising to 50 c. an hour, the higher rate to be reached after one year's service. The company expressed its willingness to accept any award made by the board, at the same time setting that it regarded the increase asked for by the men as being exorbitant. The board consisted of Judge Gunn, chairman; G.F. Henderson, K.C., representing the company, and F. Bancroft, representing the men.

The Ottawa City Council is proposing to rebuild the bridge over the Rideau River on St. Patrick Street at an estimated cost of \$190,000. The Ottawa Electric Ry. was asked to contribute towards the cost but it was reported Aug. 20, that the company was not disposed to make any contribution at all, considering that its franchise has so short a term to run.

Tariff filed.

The Ottawa Electric Ry., on Aug. 27, filed with the Board of Railway Commissioners, the following special passenger tariff of tolls, C.R.C. 4, cancelling C.R.C. 3, effective Aug. 31:

Between points within the limits of the City of Ottawa, and between points therein and the Experimental Farm and intermediate points; between points within the limits of the City of Ottawa and the Rockcliffe Rifle Range and intermediate points, and between the westerly limits of the City of Ottawa and Britannia on the Bay, and intermediate points. Between 5.30 a.m. and 12 midnight, 5c.

Between 12 midnight and 5.30 a.m., 10c.

To workmen and others, 33 tickets for \$1, or 8 tickets for 25c, good from the first trip in the morning until 7.30 a.m., and between 5 and 6.30 p.m.

Seven tickets for 25c, good only on Sundays.

School children under 14, to and from school at the rate of 40 tickets for \$1, good between 7 and 9.30 a.m., 11.30 a.m. and 1.30 p.m. and 3.30 and 5 p.m. Children under 10 years of age, 3c.

The effect of this new tariff is to do away with tickets sold formerly at 6 for 25c, and 25 for \$1, making the rates the same as provided for in the company's agreement with the city, viz., 5c for fares between 5.30 and 12 midnight. For the convenience of passengers who do not wish to carry small change, the company sells strips of 5 tickets for 25c. Outstanding old style tickets are being redeemed by the company for cash.

The company issued the following notice to the public:-

"The unprecedented increase in the costs of all materials used in the operation of street railways has made it necessary to increase fares.

Between 200 and 300 cities in Canada and the United States have advanced fares to sums ranging from 6c to 10c, with an additional charge for transfers in some instances. In Ottawa the company's agreement with the city specifies a fare of 5c, with special provisions for tickets for workmen, school children and for Sunday use. The company, during normal times, when such action was warranted, made special reduced rates of 6 tickets for 25c, and 25 tickets for \$1, which privilege has been continued up to the present, and which the company would be glad to continue for a longer period but for the circumstances above referred to. The company therefore regrets that it is obliged for the present to withdraw the special ticket rates, and, beginning Aug. 31, to revert to the terms of its agreement with the city, viz., a fare of 5c. The reduced rates for workmen's, school children's and Sunday tickets will remain as heretofore. For the convenience of the public, beginning on the date specified, new tickets will be sold by conductors at the rate of 5 for 25c, instead of 6 as heretofore. All tickets now outstanding will be received on the cars in payment of regular fares up to and including Sept. 10.

The Ottawa Electric Railway Franchise.

The Ottawa City Council, on Sept. 16, resumed consideration of a motion to reopen negotiations with the Ottawa Electric Ry. respecting the taking over of its lines by the city. The discussion extended over a very considerable period, and eventually the mayor drafted the following letter to the company, which was approved of by the council:-

"At a meeting of the council Sept. 16, a motion was presented recommending the opening of negotiations between the city and the company with a view to the possible purchase of the company's assets, or entering into a partnership agreement. The motion was withdrawn after a general expression of opinion that within certain limitations the city would be willing to discuss the possibility of an agreement being arrived at. I am instructed to inform you that the board of control is prepared to consider any proposal which the company might see fit to make, or is prepared to meet the representatives of the company for a preliminary discussion."

Jas. D. Fraser, Secretary-Treasurer of the company, replied on Sept. 18, in part as follows:-

"Before entering upon negotiations, it might be found desirable for the Corporation of Ottawa to consider the appointment of a committee of citizens for the purpose of investigating the question of civic ownership or partnership operation of street railway systems. If this method commends itself to your board, the company would respectfully suggest that the personnel of a committee appointed for the Purpose indicated - to be called the tramway committee - might consist of three citizens of Ottawa, to be selected, as follows, viz., - One representative of the business community, one representative of the civil service, and one representative of the Allied Trades and Labor Council - and that neither the corporation nor this company should be represented on the committee.

"Various plans of civic ownership and partnership have been adopted in Canada and the United States. Of these plans the "Service at cost" method enacted into law by the State of Massachusetts recently, and the partnership plan adopted at Montreal recently, possess features of interest and merit which provide a field for investigation.

"Your board will remember that, during recent discussions with representatives of this company in reference to extensions of the street railway system, it was pointed out that the company, in view of its limited franchise, could not fairly be expected to make further extensions, and that it would therefore be in the interest of the citizens interested in the desired extensions that a decision might be reached as early as possible as to whether the corporation intends to extend the franchise, which, as you are aware, provides that if the corporation does not exercise its right at that time the franchise automatically renews itself for an additional period of five years.

"An investigation by a committee, as suggested, of the methods adopted in other cities would no doubt enable your board to reach an early decision as to the most desirable plan to consider for the operation of the Ottawa street railway system, and when decided upon, the company will be glad to discuss the subject with your board. Such an investigation would enable the city could to present to the electors full information upon the three plans, viz.:-(1) Civic ownership; (2) Partnership; (3) Extension of the present franchise, and the result of the proposed plebiscite would then be definite."

Mr. Fraser's letter was discussed by the city board of control, Sept. 21, after which the mayor intimated that the board would not entertain the idea of handing the question over to a committee as suggested. Considerable feeling having been expressed in favor of the council being consulted before the suggestion be rejected, the board of control met Sept. 24, when it was decided to hold a special meeting of the council Sept. 26, for the consideration of the letter, the board recommending that the proposal for the appointment of a committee be not agreed to.

T. Ahearn, President is reported as having said in a recent interview: "The company has taken the position that with the franchise expiring in 1923, it is not reasonable that we should, at this late date, be expected to make further extensions which would entail large capital expenditure. We have before stated that if the corporation wants further extensions, it should, as early as possible, determine the policy that will be finally adopted in dealing with the street railway question. But if this determination is left until the expiration of the franchise, the company would not be warranted in making extensions then any more than today, because the Railway Act provides that if the City of Ottawa does not acquire the physical assets of the railway, as provided in the contract, the franchise will automatically continue for a further period of 5 years. So that, at present the company has five years franchise in sight, which, as I have stated, does not warrant us in making any large capital expenditure, and at the expiration of the franchise if the city does not take the property over, a further term of five years will be in sight, which, in turn will not warrant any large capital expenditure. It is obvious therefore to any reasonable person that the city should determine what it is going to do, rather than to permit the situation to drag along, approximating a stalemate. The company's objective in suggesting the appointment of a committee was to provide the city council with a practical suggestion that would enable it to get somewhere, but as I said before, with the municipal elections near, there will be nothing doing."

The OER on Oct. 26 filed with the Board of Railway Commissioners the following special passenger tariff, to become effective Nov. 18:-
Zone 1: within the municipal limits of the City of Ottawa, and beyond to the Experimental farm, and to Cloverdale Ave. on the Rockcliffe line.
Zone 2: West of zone 1 and including McKellar.

Zone 3: East of Cloverdale Ave. to and including Rockcliffe Rifle Range.

Zone 4: West of McKellar, to and including Britannia-on-the-Bay.

Cash fares between 6 a.m. and 12 midnight:-

(Adults and children under 10)

Within zone 1, 2, 3 or 4	5c -- 3c
Between zone 1 and zone 2 or 3	10c -- 6c
Between zone 1 and zone 4	15c -- 9c
Between zone 2 and zone 3	15c -- 9c
Between zone 2 and zone 4	10c -- 6c
Between zone 3 and zone 4	20c -- 12c

Between 12 midnight and 5.30 a.m. double the above fares.

Special tickets - between zone 1 and zone 2 or 3, 3 tickets 25c; between zone 1 and zone 4, 2 tickets 25c.

Workmans tickets - good only within zone 1 from first morning trip until 7.30 a.m. and between 5 and 6.30 p.m. :- 33 tickets \$1, 8 tickets 25c.

Schoolchildren, under 14 - good only between 7 and 9.30 a.m., 11.30 a.m. and 1.30 p.m., and 3.30 and 5 p.m. :- 40 tickets \$1. One ticket for each zone traveled.

Objections to the tariff having been made by Westboro Village and Nepean Township, the matter was heard by the Board of Railway Commissioners at Ottawa Nov. 18, when, after argument, the hearing was adjourned for two weeks, the tariff being suspended in the meantime.

Purchase of Ottawa Electric Ry. by the city.

The Ottawa City Council, after having had under consideration for some time the question of a new franchise for the OERy., or its purchase by the city, has decided to submit three questions to be voted at the municipal elections on Jan. 6, as follows:

If not earlier acquired, are you in favor of the City of Ottawa acquiring the property and assets of the Ottawa Electric Ry. at the expiry of its franchise in 1932, by arbitration, as provided by the agreement between the city and the railway?

Are you in favour of the City of Ottawa acquiring the property and assets of the Ottawa Electric Ry. by arbitration, as provided by the agreement between the city and the railway, at such date prior to 1923, as may be mutually agreed upon?

Should the Ottawa Electric Ry. be acquired by the corporation, are you in favor of it being managed by an appointed commission?

Application to Board of Railway Commissioners for fare increase. The company desired the new tariff to come into force Nov. 15 but at the hearing Nov. 18, the tariff was suspended, and after hearing part of the argument, the further hearing of the case was postponed until Dec. 2. On that date F.H. Chrysler K.C., for the company put in a statement showing for the line in question a car mileage of 69,801 miles; cost of operation, \$11,529.38; revenue, \$5,196...34; deficit, \$6,333.04 for the two months ended Oct. 15, 1918. The representatives of the municipalities were heard at length and the commission reserved judgement.

The three questions submitted by Ottawa City Council to the ratepayers, at the municipal elections Jan. 5, as to the OER were answered in the affirmative by large majorities. Following are the questions with the vote on each.

If not earlier acquired, are you in favor of the City of Ottawa acquiring the property and assets of the Ottawa Electric Ry. at the expiry of its franchise in 1932, by arbitration, as provided by the agreement between the city and the railway?

Yes, 8,174. No, 2,700. Majority, 5,474.

Are you in favour of the City of Ottawa acquiring the property and assets of the Ottawa Electric Ry. by arbitration, as provided by the agreement between the city and the railway, at such date prior to 1923, as may be mutually agreed upon?

Yes, 8,770. No, 2,309. Majority, 6,461.

Should the Ottawa Electric Ry. be acquired by the corporation, are you in favor of it being managed by an appointed commission?

Yes, 8,943. No, 2,008. Majority, 6,935.

Ottawa Electric Ry. snow dumping motor truck.

The accompanying illustration shows one of 25 snow, box, dump motor trucks which the OER is using for the rapid and economical removal of snow from streets on which it operates.

As shown in the illustration, special plank driveway are built, so that the snow can be dumped without being shoveled out. The system has proved very successful this winter up to date, and promised great efficiency in both expedition and economy. The truck was designed by the company's Assistant Superintendent, J.M. Ahearn.

OER refused increases in suburban fare by Board of Railway Commissioners.

Sir Henry L. Drayton, Chief Commissioner, Board of Railway Commissioners, gave the following judgment Feb. 10:

-The applications of Westboro Police Village and Nepean Township, for an order disallowing the Ottawa Electric Ry.'s proposed tariff C.R.C. 5, published and filed to become effective Nov. 18, 1918, were heard jointly in Ottawa on Nov. 18, 1918, and Dec. 2, 1918. At the close of the hearings further statistics were to be filed. These have since been filed, and the matter is now ripe for adjudication. At the hearings the City of Ottawa intervened, as well as certain property owners, in support of the applications of Westboro and Nepean for the disallowance of the tariff. The tariff complained of provides, inter alia, for fares on the following basis:-

Cash Fares Between 6 a.m. and 12 Midnight.

.....Adults Children under 10

Within zone 1, 2, 3 or 4..... 5 cents 3 cents

Between zone 1 and zone 2 or 3 10 6

Between zone 1 and zone 4... 15 9

Between zone 2 and zone 3... 15 .9

Between zone 2 and zone 4... 10 6

Between zone 3 and zone 4... 20 12

Between 12 midnight and 5.30 a.m., double the above fares.

Special Tickets.

Between zone 1 and zone 2 or 3..... 3 tickets 25c

Between zone 1 and zone 4.....2 tickets 25c

Workmen's Tickets.-Good only within zone 1, from first morning trip until 7.30 a.m., and between 5 and 6.30 p.m: Thirty-three tickets \$1; eight tickets 25c.

School Children (under 14 years of age).- Good only between 7 and 9.30 a.m., 11.30 a.m. and 1.30 p.m. and 3.30 and 5 p.m.: Forty tickets \$1- One ticket for each zone travelled.

Sunday.-Seven tickets 25c. One ticket for each zone travelled.

Limits of Zones.

Zone 1-Within municipal limits of City of Ottawa and beyond to the Experimental Farm and to Cloverdale Ave. on Rockcliffe line.

Zone 2-West of zone 1, to and including Mc-Kellar.

Zone 3-East of Cloverdale Ave. to and including Rockcliffe Rifle Range.

Zone 4-West of McKellar, to and including Britannia-on-the-Bay.

This tariff was suspended by the board's order 27830, and the old tariff still remains in force and effect. The new tariff would radically change the fare basis. As matters now stand, to give an extreme illustration, a passenger is carried from Britannia-on-the-Bay to the rifle range, involving a movement of 11.70 miles, for a fare of 5c. It is obvious that if the company was operating only for such a distance and at such a rate, its operation could not continue; the return is not compensatory, the actual cost of operation is much greater. On the other hand, under the company's proposal, for the same trip a fare of 20c would have to be paid, an increase of 300%. The old rate, approximating 0.43c a mile, becomes approximately 1.71c. This again, heavy as the increase is, would be well below the recognized standard mileage rates were this company a radial company, and not really an urban system with feeders.

Another movement, not so extreme, but still long, is that from Britannia-on-the-Bay to the corner of Rideau and Charlotte Sts., 8.68 miles.

Under the proposed tariff the old rate of 5c now applicable would become 16c, and the return per mile of 0.576 would be increased to 1.72c.

The company has filed statements which clearly establish that the operation of the extension to Britannia, standing by itself, is not remunerative. If the operation of this line can be so considered, it is clear that the company is entitled to an increased remuneration for the service it performs on it. The determination of this issue is attended with difficulty. The company operates in Ottawa under agreement with the city dated June 28, 1893. The company's franchise expires Aug. 13, 1923. The rates which the company desires to put into effect in each zone, are the rates reserved by the agreement, paragraph 46 of which reads:-

"46. No higher fare than 5c shall be charged for the conveyance of one passenger from one point to another on the said line, and branches thereof, within the present city limits, and for children under 10 years of age no higher fare than 3c shall be charged except between the hours of 12 o'clock midnight and 5.30 a.m."

It will be observed that the contractual fare limitation applies merely to the limits of Ottawa as then constituted. Ottawa's boundaries in 1893 were, on the east, at the material point, viz., on the line running to the rifle range - Riverside Terrace, the city limits practically ending with the grounds of Government House, Lisgar Road, and Maple Lane. These easterly boundaries have not been extended. The other material boundary is to the west. Along the line of Somerset St., where the cars run, this boundary was Bayswater Ave., the general western boundary being the C.P.R. right of way up to Somerset St., when a jog was made to the west and the line continued up Bayview Road north. On July 27, 1907, the city's western boundary south of the G.T.R. and north of Caroline Ave. was extended to Holland Ave. On Dec. 19, 1907, the city was again extended to the north of the G.T.R. and south of Scott St. to the present westerly city limit. The route to Britannia ran through the territory covered by this annexation. The new western city boundary resulting from this annexation is described in the evidence as the division line between Lots 33 and 34 in the 1st Concession, Ottawa Front, of Nepean Tsp., along the company's line to Britannia. This new boundary is some 2,000 ft. west of Holland Ave. The city's westerly boundary was squared off by the annexation of Feb. 4, 1909, which extended part of the city lying north of Caroline Ave., and 1 south of the G.T.R. tracks to the prolongation of the westerly boundary of the territory annexed Dec. 19, 1907.

The section of the Ottawa agreement above set out, confined as it is to the old city boundaries, does not apply to the territory covered by these annexations. The company, in a further agreement of April 8, 1895, made with the city, contracted to build, equip, and operate the line to the Experimental Farm. The resolution of the city council of April 1, 1895, adopted by the agreement and referring to the branch to the Experimental Farm, reads:

"2. That the company be bound to have a line of railway fully equipped and in operation from the city to the Experimental Farm, before the end of the present year (1895), and that the company be allowed to charge only city rates for any passenger from any point within the city limits to the Experimental Farm (or any intermediate point), and the same rates from the farm (or any intermediate point) to any part of the city."

The route to the farm, as provided in the agreement relating to it, was not followed, and the line as today operated to the Experimental Farm runs from the Britannia line south along Holland Ave. to and along Carling Ave., and thence to the Experimental Farm. The company does not seek to raise the rates to the Experimental Farm; it is included in zone 1, the company admitting that the rates of fare are governed by agreement, and are not sought to be advanced. In like manner the territory annexed Dec. 16, 1907, which consisted of the former Village of Hintonburg, is, as far west as Holland Ave., included in the same zone. Here again rates are covered by the agreement of May 11, 1895, the company's agreement with Hintonburg containing the following provision:

"37. No higher fare than 5c shall be charged for the conveyance of one passenger from one point to another on the said line and branches thereof within the present and any future limits of the Village of Hintonburg. and from thence to any point within the present limits of the City of Ottawa or to the Experimental Farm, and for children under 10 years of age no higher fare than 3c shall be charged, except between the hours of 12 o'clock midnight and 5.30 a.m."

The principle on which the company has constructed its first zone, makes it applicable, not only to Ottawa as constituted in 1903, but as extended on the east to Cloverdale and on the west through the former Municipality of Hintonburg to Holland Ave. I am of the opinion that this zone in any event cannot stop at Holland Ave. On the other hand, it must be continued to the present existing city limit. The company's agreement with Hintonburg limits the rate to 5c, not only within present and future limits of the village, but from it to any point within the then (1907) limits of the City of Ottawa, or to the Experimental Farm. Hintonburg was to get Ottawa rates. On the evidence Hintonburg's westerly limit was not Holland Ave., but was the division line which now constitutes the westerly city limit already described. In any event, bound as the company is by its Hintonburg agreement, zone 1 ought to extend to the present westerly city limit, which coincides, as stated, with the limit of the old Municipality of Hintonburg. It is clear that the company's operations to the Rifle Range on the east, past the easterly city limit, and to Britannia on the west, past the westerly city limit, are not in any way bound by municipal agreements, and are not subject to municipal rate limitations.

Mr. Proctor, who appeared for Ottawa, urged that as the company's general operations showed a good return, that notwithstanding the loss on the extensions, the board ought to level up rates, having regard, doubtless, to expenses on the one hand and profits on the other; and that when increasing fares on the extensions the city rates should be reduced to a more reasonable basis. Such action is not open to the board. The city, as well as the company, is bound by the agreement. In my opinion, Mr. Proctor's argument that the effect of the municipal agreement is only to provide that the company cannot charge more than a certain amount, and that the board can reduce it, is not tenable. The municipality and the company agreed that rates should not be higher than the amount stipulated. As between the city and the company, rates within the amount stipulated are accepted, and are just and reasonable. The company has the right to charge them.

Following the board's practice, notwithstanding the city's agreement, on a proper case being made out for reduction, generally speaking, the board's jurisdiction would enable it to reduce, the rate. The scheme of the act is that rates shall be just and reasonable, and if under an agreement the carrier is getting more than a reasonable rate, beyond question the board ought to reduce that rate; and, conversely, if the agreement has not reserved a rate just and reasonable, and discrimination has resulted, it is the duty of the board to increase it. While, therefore, under the general rule, effect could be given to Mr. Proctor's contention, no such action can here be taken, because the Dominion Parliament, whose legislation absolutely binds the board, has confirmed the agreement. Section 2 of the Dominion act of 1894 provides: "The agreement between the said companies and the Corporation of the City of Ottawa, dated June 28, 1893, and set out in schedule B to this act, is hereby ratified and confirmed." The board's general jurisdiction is bound by this special act. The same question was considered by the board having reference to the Crowsnest Pass agreement in the Increase in Passenger and Freight Tolls Case, reported in 22 Can. Ry. Gas. 49. Similar effect was given to municipal agreements in Hamilton Radial Electric Co. v. Hamilton et al, 23 Can. Ry. Gas. 114.

I now deal with the Britannia-on-the-Bay service. The evidence shows that this line commenced its operations May 24, 1900; that the company charged an extra fare beyond Holland Ave. for three or four years; and that the company then exacted the extra fare only for the winter months, and in 1908 abandoned the extra fare altogether. Operations have since been carried on subject to the company's general tariff applicable to Ottawa. The extension to Britannia was authorized by the Dominion Act of 1899, c. 82, which provides that the company may, as an extension of its present railway, construct and operate a railway from some point on its present railway, in Hintonburg or Nepean, to some point at or near Bells Corners, in Nepean Tsp. Mr. Proctor contends that the operation of this line is purely optional on the company, and that as it is optional the company is not in a position to come to the board for relief; that the company is not in a position to say that service must be given, and that the board should therefore allow a just and compensatory rate. If this principle be adopted, the result would be that when the line would be remunerative, that is, during the summer, a service would be given and no service at all in the spring, autumn or winter. While this result would work little or no inconvenience to those living in Ottawa, who would be able to get out to the Britannia summer resort when they desired to go, for the single fare. It would work a direct hardship on all residents on the line, Westboro and west. Relatively a very considerable population (although insufficient to support the car service at the present rates) is served the whole year round by the line. Its operations ought to continue. The wording of the act, as I view it, does not relieve the company from its duty to operate. The wording is usual. No railway act of incorporation provides that the railway shall be built. Permission is simply given to build and operate, tout when once the line is built and the company is solvent and can operate, the statutory duty to operate applies. In any event, if the line is not to be run regularly and with a proper service, the only alternative would be its complete abandonment and removal. No railway company should be permitted to operate a line for a given short period of the year only, and decline to operate it for the remainder, when against public interest.

Rates of fare not being determined, it becomes necessary to ascertain the company's position having regard to Dominion control. The company's original incorporation is an act of the old Province of Canada, 1866, c. 16. No reference is made in the statute to any regulative tribunal or general act, but the directors of the company are given power and authority to "make, amend, and repeal, and re-enact all such bylaws, rules, resolutions, and regulations as shall appear to them proper and necessary, touching the fares to be received for passengers and freight transported over the railway, or any part thereof, the intervals of time in running each car, the time within which, on each day, the cars shall run, the speed of running the same...."

The railway at this time being entirely local, jurisdiction over it after Confederation rested in the Ontario Legislature, and that legislature amended the act of incorporation by its statute, c. 45, in 1868. Under this act a number of clauses of the Railway Act of the old Province of Canada were made applicable. No clause made applicable, however, covers the regulation of fares and tolls. The measure of public control over railway fares, provided by the Railway Act in force at the time of the company's incorporation and when this amending act was enacted, and being Consolidated Statutes of Canada, 1859, c. 66, is contained in the following provisions:

"118. The legislature of this province may from time to time reduce the tolls upon the railway, but not without consent of the company, or so as

to produce less than 15% per annum profit on the capital actually expended in its construction; nor unless, on an examination made by the Commissioners of Public Works, of the amount received and expended by the company, the net income from all sources, for the year then last passed, is found to have exceeded 15% upon the capital so actually expended."

"151. The by-laws of every railroad company regulating the tolls to be taken on such road, in the special act respecting which a provision has been inserted that such railroad should be subject to the provisions of any general act relating to railroads, shall be subject to the approval of the Governor in Council, and no bylaw of any railroad or railway company in this province by which any tolls are to be imposed or altered, or by which any party other than the members, officers, and servants of the company are intended to be bound, shall have any force or effect until the same has been approved and sanctioned by the Governor in Council."

As already pointed out, sections of the Railway Act incorporated do not include the above provisions. On the other hand, they are expressly excluded, the special act providing that no other clause, except the clauses mentioned, shall apply. As a result, under the two special acts of 1866 and 1868, the whole question of fares to be charged for both passengers and freight transported was left to the regulation of the directors' bylaws. No parliamentary or other public regulation was provided.

In 1892, the company contemplating its extension across the river into Hull, an act was passed by the Dominion Parliament, c. 53, which contains the declaration to the effect that the company's undertaking is declared to be a work for the general advantage of Canada. The usual effect of the declaration is to give the Parliament of Canada full jurisdiction over the company and its undertaking, and to make the Dominion Railway Act in its entirety applicable. This result is, however, qualified, by a provision that:

"The operation of so much of the company's line of railway as may be within the Province of Ontario by any new or additional powers covered by this act, shall be subject to the statutes of Ontario in force from time to time in relation to street railways, and the operation of so much of the said line of railway as may be within the Province of Quebec by any new or additional powers conferred by this act, shall be subject to the statutes of Quebec in force from time to time in relation to street railways."

This act again makes specific sections of the Railway Act applicable. In view of the well known effect of the declaration of the general advantage of Canada, it is difficult to account for this action, unless the incorporators desired the specific reference, or the intention was to exclude the company and railway from unnamed sections, and among others the sections empowering the board to regulate fares. All doubt, however, which might arise as to whether or not the board had jurisdiction under the Railway Act to regulate the company's tolls was removed by the subsequent act of the Dominion, 1894, c. 86. Sec. 7 of this act declares the company's lines to be works for the general advantage of Canada, and the Ottawa Electric Ry. Co. to be a body corporate, subject to the legislative authority of the Parliament of Canada. This absolute declaration would also appear inconsistent with the exceptions reserved in favor of provincial jurisdiction, in the statute of 1892.

A further act of the Dominion, however, 1899, c. 82, was also passed on the company's petition, this act being the act already referred to as authorizing the construction of the Britannia line. For some reason which is not at the moment apparent, again, certain sections of the act were made specifically applicable, sec. 3 of the statute reading:

"Sections 90 to 172, both inclusive, of the Railway Act, and such of the other sections of the said act as are applicable, shall apply to the company with respect to the said extension."

In view of the declaration contained in the act of 1894, the company in all its operations was subject to the provisions of" the Railway Act. The provisions of the act of 1899, making specific sections of the act applicable, does not of necessity, in view of the circumstances, relieve the company from the operation of the act generally. The promoters of the legislation may have desired, and parliament may have enacted the specific sections merely for greater certainty. The board ought not to find the provisions of the act of 1894 repealed by implication without some very strong reason. The apparent inconsistency now considered in my opinion is not sufficient. Sec. 5 is of special importance, in that parliament thereby recognizes as continuing the provisions of the act of 1892 and which reserves a limited provincial control. In 1899 parliament thus treats as existing, and legislates on the supposition, rights reserved to the provinces by the act of 1892.

I am of the opinion that all these special acts have to be read together, and that they should be so read as to give effect, where possible, to the provisions of all. I therefore find that the company is under the control of the Dominion Parliament and subject to the provisions of the Railway Act, subject to the exception made in the statutes of 1892. The result, therefore, is that the actual operation of the company's line in Ontario, by any new or additional powers conferred by the act of 1892, is subject to the statutes of Ontario in force from time to time in relation to street railways. The new and additional power granted by this act, and having reference to operation, is the authority which has since been exercised by the company to operate the railway by the force and power of electricity. As a result, subject to the modifications worked by the Dominion acts of 1892 and 1899, the company and its railway, apart from the electrical operation, are subject to the board's jurisdiction, and the electrical operation of the railway only is subject to provincial law. As a result, I find that the board is properly seized of the present case.

Under the Railway Act, the same company may have different rates on different parts of its system, where traffic and operating conditions and construction costs are dissimilar; for example, railway tolls are justifiably higher in a mountainous district, where cuttings and grades are heavy, and as a result the cost of construction and operation is greater than in other districts. Again, the tolls may be greater where traffic density and diversity differ. Rates on a branch or lateral line may be justified, although higher than those of a main line, with greater traffic and although owned by the same company. *Almonte Knitting Co. v. C.P.R. and M.C.R.R.*, 3 Can. Ry. Gas. 441.

These considerations apply to railways which give a measured service, and receive a measured rate, reasonable and just for the service rendered. No case has heretofore arisen requiring consideration as to whether or not such principles can be applied to a city street railway, although possessing an outside feeder, and which does not give a measured service for a measured rate, but on the other hand applies a flat rate to all using its facilities, and without regard to the actual value of the service rendered, for which a particular fare is paid. The conditions applying to the tolls and tariffs of the railway systems of the character contemplated by the Railway Act, and considered in the board's past decisions, are so different to the conditions surrounding the operation of the Ottawa Electric Ry., that previous decisions of the board are easily distinguishable. In the case of a measured service, finding as I do that the service on the branch line of itself is not at the present remunerative, the company's other tolls would in such case be subject to reduction, in case the revenues of the branch were increased, and the company's general revenue from transportation greater than it ought to enjoy.

The Britannia line forms part of the company's general investment. As previously stated, the line was constructed in 1899 and operated on and after May 24,

1900. In 1899 the company's capital was \$814,000, its funded debt \$310,000, and its current liabilities \$107,553. In 1900, while the capital was the same, the funded debt was increased to \$500,000 and current liabilities reduced to \$50,436. In the absence of exact information on the point, it would appear that the construction of the line was financed, at least in part, by the addition of the funded debt. The stock issue and

funded debt remained constant until 1903, at which time the capital was increased to \$995,700 and the current liabilities reduced to \$33,601. In 1905, the capital issue was again increased, amounting as it then did to \$998,200, while the current liabilities amounted to \$120,566. In 1908 the capital was increased to \$1,247,700, and the current liabilities then amounted to \$210,394. In 1912 the capital had increased to \$1,876,900, and the current liabilities were \$136,909. The funded debt still remained at \$500,000. It will be observed that the construction of the Britannia line caused no particular change in the capital account, but that account has varied quite as sharply as when the line was built. The investment became, and is, part and parcel of the company's general investment in its transportation undertaking. The company, in support of its application, shows that, in view of greatly increased cost of operation, conditions have changed, and urges that increased fares have become necessary. Undoubtedly all costs have greatly risen. War conditions have brought about abnormal conditions. Transportation companies have been injuriously affected to a very marked degree. The Ottawa Electric Ry. has suffered from general increased costs, in common with other companies and business concerns. Some of these increased costs, at any rate, were more marked during the period of active hostilities than they are today. I now consider the effect of the active war period on the company. The year ended June 30, 1913 (the date as of which the company has to make its statutory return), may, as I think, be looked upon as normal. The last return made to the Railways Department is for the year ended June 30, 1918. A perusal of the reports filed with the department shows that during this period the company maintained its position, having regard to both its balances and dividend payments. While there was no new issue of stock, the mileage operated increased from 47.7 miles to 52.82 miles. The funded debt in 1913 was \$500,000; in 1918 it had been reduced to \$410,000. In 1913 the company's reserves were \$210,000; in 1918 they were \$558,076. As against this, the company's current liabilities in 1913, of \$520, grew to \$400,056 in 1918. This increase in current liabilities, in the absence of any increase in funded debt or capital, may well be accounted for by the fact that the company's return of cash spent in construction and equipment, less deductions, which it made in 1913, amounted to \$2,725,778, while the total returned in 1918 had increased to \$3,370,368, an increase of \$644,500. In 1913 the company commenced its operations with a surplus of \$203,500, and after paying the usual dividends and interest, as well as \$69,000 transferred to contingent account, increased its surplus by \$13,259. In 1918 the year's operations commenced with a surplus of \$47,589. The company paid the usual dividends and its interest charges, and transferred \$110,000 to depreciation reserve, but decreased the surplus it commenced the year with by \$29,929. The results of the respective years' business differ but slightly. In so far as surpluses are concerned, 1913 has the advantage to the extent of \$43,188, while in 1918 transfers to other accounts exceeded 1913 by \$41,000. In so far as the company's balance sheet is concerned, admittedly an increased floating debt has the drawbacks inherent to such liabilities. Nevertheless, the railway property operated has increased over 10%. The funded debt has decreased \$90,000; the reserve, apart from any consideration of specific depreciation reserves, or the contingent account, has increased \$348,076. On the other hand, the increase in current liabilities is \$399,536, and the surplus remaining on hand at the end of the year decreased \$186,831. To recapitulate, the company's returns support the following conclusions as to changes worked in the company's position between 1913 and 1918:

Decrease in funded debt.....	\$	90,000
Increase in reserve or surplus.....		348,076
Increase in construction and equipment account.		664,590
\$1,082,606		
Increase in current liabilities.....	\$	399,536
Decrease in yearly balance.....		186,831
To balance		496,299
\$1,082,666		

In other words, after maintaining a 15% dividend and all interest on its funded debt, the company's returns show it to be \$496,299 better off on June 30, 1918, than it was before the war. Another method of estimating the company's prosperity is that afforded by the operating ratio, which expresses the percentage of operating expenses to receipts. The company's annual reports to its shareholders gives the operating ratio for the calendar year 1899, at 57%. The same return is made for 1900, but as at that time a special charge was made for the Britannia service, the effect of the Britannia operation without the payment of fares cannot be illustrated. For the calendar year 1901, with fares charged on the Britannia line, a percentage of 63% is shown, dropping to 60% in 1902, and in 1904 rising again to 62%. It was about this period that the company carried passengers on the Britannia line without an extra fare, during the summer. For the calendar year 1905 the ratio was shown as 59 2/5%. Some time in 1908 the company ceased making any extra charge on the Britannia line. The operating ratio in 1908 was 66 2/5%; in 1909, 63 1/2%; in 1912, 57 1/5%; in 1913, 60 2/5%; and for the calendar year 1917 the operating ratio had dropped to 56 4/5%.

The company, however, since the last return was made to the government, has been obliged to make a large increase in its wage account. The evidence shows that the wage increase, calculated on the actual payments for Sept. and Oct., 1918, and compared with the same months of 1917, amounted to an increase of 28%, while the total expenses showed an increase of 30%. It is, of course, impossible to deny the grave effect of the increase, but the company is, on the other hand, in receipt of increased revenues. It no longer sells 6 tickets for 25c. As a result of the change in the rate basis, which under its contract the company was able to make, the average fare paid per passenger has increased from 4.19c to 4.71c, an increase of 0.52c. If the company's volume of traffic is maintained, this increased revenue will go a long way in recouping increased expenses. The returns of Sept. and Oct., 1918, are undoubtedly disappointing, but these months cannot be considered characteristic - the influenza epidemic was then at its height - not only were many people ill and unable to be about, but those who could, were urged to keep out of street cars and all crowded places.

Much has been said of the London and Port Stanley and the Hull Electric cases. They do not apply. The circumstances were, and are, entirely different to those of this case. London was netting less than 2% on its original investment, and the Hull Co. operating without profit. It is undoubtedly in the public interest that railway companies should be prosperous, and their operation remunerative. With impoverished companies, service always suffers, and the rails, rolling stock, and equipment rapidly deteriorate. Happily, in the present case, the company has been, and is, prosperous and well managed, the plant well maintained, and perhaps the best service in the country afforded. All of this is in the best interest of the public; it is also in the best interest of the company, whose careful and efficient management has resulted in large dividend earnings, as well as a proper service.

As a result of the view I take of the general issue, it is unnecessary to discuss the line to the Rifle Range in any detail. It is hoped and expected by many that costs will shortly decrease. However this may be, the company has failed to show that it requires increased revenues. I would disallow the suspended tariff.

The foregoing judgment was concurred in by Deputy Chief Commissioner Namtel and by Commissioners McLean, Goodeve and Boyce.

Ahearn & Soper Ltd. wrote the Mayor of Ottawa towards the end of January as follows:- "Your favor of Dec. 13, 1918, advising us that the board of control would be pleased to have us place a price upon the street railway property, was received upon the eve of the civic election at which the question of the city owning and operating the street railway was submitted to the taxpayers. Pending an expression by the ratepayers, we postponed replying to your communication, believing that an adverse opinion would render further negotiations unnecessary. "It was our desire, as stated to your board, that the franchise should be renewed, and we have only decided to make a recommendation to the traction company's shareholders because of the refusal of your board to consider a renewal of the franchise and because of the expressed wish of the majority of Ottawa ratepayers at the recent municipal election that the city should own and operate the road.

"Therefore, subject to approval by the Ottawa Traction Co., and to acceptance by the City of Ottawa on or before May 1 next, we will agree to assign to the corporation all the street railway properties at a price equal to par for the Traction Co.'s stock, which consists of 56,307 shares of \$100 each. The corporation to assume the unexpired portion of the franchise and such liabilities of the company as may exist at the date the corporation taking possession of the property. Payment to be made by the corporation by any one of the following options :-

1. Cash.
2. 5-year 5½% City of Ottawa bonds.
3. 10-year 5½% City of Ottawa bonds.
4. 20-year 5½% City of Ottawa bonds.
5. 30-year 5½% City of Ottawa bonds.

"The price submitted is in accordance with your letter of Dec. 4. You wrote: 'You will understand that if the company fixes a price it must be a real one. There is no room under the circumstances for any haggling. The price would either have to be accepted or rejected.'

"In our reply of Dec. 6 we wrote: 'We are fully in accord with your view as expressed above. The price to be named will be explicit and final.'

"The terms of this letter are without prejudice to the price of the street railway assets if assumed by the city at the termination of the company's franchise."

The city board of control then asked for further information as to the liability to be assumed by the city should the offer be accepted, to which Ahearn and Soper replied as follows: -

"The financial liabilities of the company today are: Bonds, 4%, \$400,000, current loans, \$370,000. The bond issue is being reduced by drawing from time to time. Current loans vary according to the needs of the company business.

"The business will be conducted during the period of the option in accordance with the company's established practice. No large capital expenditures are planned for the next three months, and we are advised by the acting Secretary-Treasurer that the item current loans will be approximately \$350,000 on May 1.

The company's dividends at the rate of 5% a year will not be exceeded during the period of the option. The company will permit inspection of its books and properties by your representatives."

The city council authorized the board of control to engage engineering, financial and legal assistance in connection with the matter, and it was announced subsequently that Thos. Bradshaw, Finance Commissioner of Toronto, had been retained in this connection.

The OER has decided to appeal to the Supreme Court against the Board of Railway Commissioners decision given Feb. 10 declining to grant an increase of fares on its suburban lines.

Capt. F.D. Burpee, has resumed his duties as Superintendent, Ottawa Electric Ry., on returning from three years overseas service. See p. 198. Full details of his career.

The terms of the City of Ottawa's bill before the Ontario Legislature respecting the proposed purchase of the OER were approved by the city council Mar. 17. The bill gives the city power to enter into an agreement with the company for the purchase of its electric railway, subject to the approval of the ratepayers. The lines, if taken over, are to be put under the management of the city's hydro electric commission, the members of which are to be paid salaries to be fixed by the council. The value of the line and the property to be taken over is to be fixed by arbitration, and the money to pay for the same is to be raised by a loan. The line is to be taken over upon the expiry of the franchise in 1923. The city is also applying to the Dominion Parliament for authority to acquire the company's lines, franchises, etc., and authorizing it to "construct, maintain and equip an electric street railway in Ottawa, and by way of the Interprovincial Bridge to Main St., Hull.

The company offers to sell the railway and all its holdings for \$6,500,000. The city has appointed the following to report on the respective values: Financial, T. Bradshaw, Finance Commissioner, Toronto; overhead wires, J.E. Browne, General Manager, Ottawa Hydro Electric Commission; water lots, etc., R.S. Keltch, C.E. Montreal; tracks, A.F. Macallum, City Works Commissioner, Ottawa.

T. Bradshaw, Finance Commissioner has written the Mayor of Ottawa expressing grave doubts as to the wisdom of the city giving further consideration to the present offer. He says that if the citizens desire to acquire the enterprise their best interest will be served by waiting until 1923, when the franchise expires, and then acting in the terms of the existing agreement between the city and the company. One of the main reasons for this suggested delay is that the raising of a large loan would be necessary and as interest rates are falling the longer the city can delay floating the loan the less onerous the interest and other debt charges will be.

Capt. F.D. Burpee, Superintendent, resumed his duties early in March, after an absence of three years, in military service. In 1894 he enlisted in the Carleton Rifled and afterwards was O.A.A.C. Co. of the 43rd Regiment, which he rejoined in 1915. He enlisted in the 207th Battalion, C.E.F., in Ottawa, in Feb. 1916 and assisted in recruiting the Battalion. He left for England as second in command in May 1917, and was quartered at Seaford, Sussex, where for a few days the battalion was broken up. He then transferred to the Canadian Railway Troops, reverting to the rank of lieutenant, and went to France July 7, reporting to the 5th Battalion C.R.T. at Arras. This battalion, like all other railway construction units, was employed all over the British front, seldom remaining more than four or five weeks on one job, and being constantly employed on repair and construction of narrow and standard gauge railways. The 5th battalion worked in front of Ypres in Oct. 1917, when fighting was practically continuous, and immediately after the capture of Zonnebeke was ordered to construct a narrow gauge line to that point. Later in the year this battalion followed the Third Army in the unsuccessful attempt on Cambrai, and worked in the vicinity of Hermes and Havrincourt for about six weeks. The last work the battalion was engaged in, prior to its return to England, was the reconstruction of the main line between Lille, France and Brussels, Belgium. This line had been destroyed by the enemy on retirement, the demolition being very thoroughly done. About 2 lb. of perditite was exploded at every second joint, and a mine, consisting of 4 or 5 shells of a special type for railway destruction was exploded in the grade at intervals. In other places the destruction was carried out by means of a track destroyer, consisting of a heavy rail bent into a hoop and slipped under the rail joint and attached to a number of locomotives by a steel cable. This, while it did not destroy the rail, twisted the track sideways, split all the ties and tore up the grade. One line was rebuilt with salvaged material, the second track being laid with new material brought up by train.

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The petition of the Ottawa City Council for authority to purchase the Ottawa Electric Ry., came before the Ontario Legislature's standing committee at the end of March, and the committee reported to the legislature Apr. 1 that among other things, the petitioner desired to be authorized to enter into a provisional agreement with the Ottawa Electric Ry. Co., and with the Ottawa Traction Co., or that if they should approve of the same, to carry the same into effect, and in such an event that the petitioner be authorized to provide by bylaw, to be passed without obtaining the approval of the ratepayers of the city thereto, for issuing city debentures to such an amount not exceeding \$6,500,000, as might be required to provide for the payment of the sum agreed upon as the purchase price of the Ottawa Electric Ry.'s real and personal property, assets and franchises, whereas the notice said the bylaw providing for the issue of debentures for raising the before mentioned sum should be subject to the obtaining of the assent of the electors. The committee was informed that a portion of the paragraph of the petition relating to the issue of the debentures was omitted and that the paragraph appearing in the petition did not convey the petitioner's intention. The committee recommended that the private bills committee be directed to the difference between the notice and the petition, with regard to the assent of the ratepayers being required to the bylaws and that the bill be made to conform in this particular with the notice as published. The Ottawa City Council discussed the whole situation Apr. 7, when the board of control recommended among other things, that the council inform the company that the city was not prepared to purchase the railway at the price named. The council decided unanimously to withdraw the bill.

In the course of the discussion it was stated that the city council would have to obtain power from the Quebec Legislature and from the Dominion Parliament to deal with the matter, as well as from the Ontario Legislature.

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The Board of Railway Commissioners passed order 28230 on Apr. 14 allowing the Ottawa Electric Ry. to appeal to the Supreme Court upon questions of law. See data base on orders for wording.

It is probable that case will be heard at the Supreme Court sittings, beginning on May 6.

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F.D. Burpee, Superintendent, Ottawa Electric Ry., who returned recently from overseas service, has been elected a member of the Canadian Electric Railway Association's executive committee, succeeding the late Jas. D. Fraser, formerly Secretary-Treasurer, Ottawa Electric Ry.

01-May-1919

Page 268

A press report of Apr. 26 states that the OER employees are preparing to ask for a substantial increase in wages. the present agreement expires June 1.

01-Jan-1920

Page 36

The OERy. will, it is said, in future, be the plaintiff in actions due to collisions between automobiles and street cars, where they are due to careless automobile driving.

01-Jan-1920

Page 34

A press report states that laying of rails for the street railway on the new Chaudiere Bridge, Ottawa, is being gone on with, and that as soon as the work is completed the temporary bridge will be removed. The Ottawa City Council was asked by a citizens' deputation Dec. 6 to favour the building of a loop on Creighton St., and decided to refer the matter to the company for reconsideration.

In connection with the company's appeal against the Board of Railway Commissioners' refusal to grant an increase of fares on the Britannia line, which was argued before the Supreme Court of Canada, Nov. 17 and 18, 1910, the court on Dec. 22, 1919 decided that it requires further argument on the following questions:-

1. Has the Board of Railway Commissioners authority to reduce the company's charge for passenger services within the City of Ottawa, below the fare of 5c now charged for any such services?
2. If the first question is answered in the negative, has the board the power to require the company to provide a service partly within and partly beyond the limits of the City of Ottawa for a charge not exceeding 5c?
3. In passing upon the questions raised upon this appeal is the court in any respect governed by the Railway Act, 1919, Sec. 325?

The argument will probably be heard in February, Nepean tp. is the respondent.

01-Feb-1920

Page 79

OER service at cost

01-Feb-1920

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OER Employees wages.Full article.

01-Mar-1920

Page 148

The Ottawa Board of trade is reported as proposing to ask the Dominion Government to rearrange the hours at which civil servants go to and leave their offices, to do away, to some extent with the crowding of OERy. cars. The board has expressed the opinion that it is unfair to expect the company to keep up a sufficient number of cars to transport 10,000 people at the same hour four times a day, and carry but a few people the remainder of the time.

01-Mar-1920

Page 142

OER proposal for service at cost

01-Mar-1920

Page 145

Application is reported to have been made to the Hull City Council for permission to build a loop line at the terminus in Hull. The present line is a stub one, on which 2 way operated cars are run. They are the oldest cars owned by the company, and, therefore, the least reliable. Nothing can be done to improve the service to Hull, until a loop, round which the one way cars could be operated, is built.

01-Apr-1920

Page 204

Legislation

01-Apr-1920

Page 199

OERy. employes are said to be considering the details of a new wage schedule, etc., which they propose to ask the company to adopt, and that it will call for a maximum rate of 65c an hour.

01-Apr-1920

Page 203

Increase in fares

01-May-1920

Page 253

Increase in rates

01-May-1920

Page 256

Negotiations are reported to have been in progress for some time respecting a new wage agreement between the OERy. and its employes. The men are said to be asking for a maximum rate of 65c an hour, the existing rate being 45c.

01-May-1920

Page 257

The Hull City Council is reported to have instructed its solicitor to appear before the Board of Railway Commissioners and oppose the company's application for permission to lay a loop at the terminus of its line in Hull.

The OERy. is, we are officially advised, adopting a modified form of skip stops which will cut out about 25% of the present stops on its city lines. The city council has approved of the plan, which was put into operation April 5, and was reported April 15 to have resulted in a speeding up of the service. With regard to the matter of stopping cars on the near or far side of street intersections, we are advised that the Ottawa Motor Club requested the city Board of Control to adopt the near side stop. The company objected to this, and the city council decided not to make any change from the present far side stop. There are many reasons why the company objected --- are due to the climatic peculiarities, but the chief objection is that it slows up the car service, making it necessary to extend the time schedules. This is because when a car stops on the near side all the cross traffic has the right of way over it for the time being. When a car stops on the far side it has the right of way in crossing the street, and after its business is finished at that crossing, it gets away immediately without inconveniencing anyone. The near side stop system was in operation during 1913, 1914 and 1915.

01-Jun-1920

Page 317

J.M. Ahearn heretofore assistant Superintendent and Purchasing Agent has been appointed Assistant Manager and Purchasing Agent.

F.D. Burpee, heretofore Superintendent, has been appointed Manager.

01-Jun-1920 Page 318

A board of conciliation has been appointed by the labor Department to arbitrate between the OERy. and its employes as to wages and working conditions. We are advised that G.D. Kelly is the company's representative and A.E. Fripp, K.C., M.P., is the men's representative.

01-Sep-1920 Page 503

A press report states that an automatic switch has been installed at the corner of Bank and Sparks streets, and that two other similar switches will be installed at Elgin and Sparks Sts., and one at the corner of Rideau and Sussex Sts.

01-Sep-1920 Page 509

OER insurance and benefit plan

01-Oct-1920 Page 558

Ottawa City Council had under discussion on Sept. 20 a motion for the securing of legislation to permit the council to withdraw from its agreement to buy the OERy. should the valuation price be too great. The motion was sent to the Board of Control for consideration.

01-Nov-1920 Page 616

Ottawa traction problems see pp. 616-7.

01-Nov-1920 Page 612

Proposed purchase of the OERy.

01-Dec-1920 Page 672

A press report of Nov. 16 stated that automatic switches had been installed at the corner of bank and Sparks Sts., at the corner of bank and Queen Sts., two at the junction of Elgin and Sparks Sts., at the corner of Sussex and Rideau Sts., and that it is expected that automatic switches will be installed at other junction points next summer.

01-Jan-1921 Page 37

Proposed purchase

01-Feb-1921 Page 93

Purchase of OERy. Defeated

01-Feb-1921 Page 93

Insurance plan etc

01-Feb-1921 Page 93

Major. F.D. Burpee, Manager, broke a small bone in one of his ankles early in January and had to lay up for about a fortnight.

01-Mar-1921 Page 159

Thomas Ahearn and Burpee - bio

01-Mar-1921 Page 160

An Ottawa alderman gave the following notice of motion recently:- "That in order to relieve the pressure during the rush hours, the Board of Control be instructed to call for tenders for the construction of 25 large street cars, which may be handed over to the Ottawa Electric y. for use until the expiry of the franchise, at an annual rental sufficient to cover the interest and sinking fund on the cost of construction and depreciation of same.

01-Apr-1921 Page 212

The Ottawa City solicitor has been instructed by the board of control to inquire whether or not the OERy. has authority to apply to the Board of Railway Commissioners for an increase in fares above the maximum fare of 5c., as provided in the franchise.

01-Apr-1921 Page 213

The Ottawa City Council is reported to have given some consideration recently to a motion by Controller Ellis to the Board of Control requesting the Hydro Electric Power Commission of Ontario to estimate the value of the Ottawa Electric Ry. Co.'s property, to advise the council regarding the cost of improving the service and whether it would be to the city's advantage to acquire the railway pursuant to the franchise terms or to enter into an agreement with the company for service at cost. the council referred the matter back to the Board of Control to find out whether the company would consent to allow such an inquiry into its financial condition.

The Ottawa City Council passed a resolution, April 5, asking the HEPC to make a valuation of the OERy. and to advise as to the city's policy regarding the future operation of the railway; the cost of improving the condition of the line and providing a service that would be satisfactory to the city. A similar resolution was passed by the council on a previous occasion, but the company refused to allow such an investigation, arguing that the agreement between the company and the city calls for the appointment of arbitrators to fix the value of the property. The council is reported to have been advised that the company's concurrence in an investigation by the HEPC is unnecessary although it would facilitate the inquiry.

A series of three addresses by authorities on electric railway matters to the members of the Ottawa Board of Trade was arranged for recently. The first of those was delivered April 6, by D.F. Wilcox of New York, who was appointed by the United States Government during the Wilson administration, to report on the condition of radial railways throughout that country. He spoke on municipal ownership the other addresses are to be by E.I. Lewis, Chairman of the Indiana Public Service Commission, on private ownership, and W.E. Cann, Toledo, on service at cost. The wages agreements between the company and its car employees expired April 30. The employees union asked for alterations in working conditions which would shorten the hours without reducing the day's wage. The management pointed out that present conditions do not allow of any changes in the hours of labor, although it was admitted that working conditions could be improved. The company's position in its relationship to the city is uncertain and should be considered. The union reported after considering the management's statement to have decided to continue at the present wages for a year unless an arrangement is arrived at between the city and the company on the franchise question. A new agreement on this basis is, a press report states, being settled, some minor detail as to working conditions being in course of arrangement.

01-Jun-1921

Page 322

We are officially advised that the company proposes to renew about two miles of double track during this year, and has ordered 200 tons of steel rails in the United States.

01-Jun-1921

Page 325

Address in Ottawa on service at cost

01-Jun-1921

Page 325

Proposed purchase

01-Jul-1921

Page 378

We are officially advised that at the end of march, 30 days prior to the expiry of its agreement with its employees, the company agreed to renew the agreement for another year to May 1, 1922. The agreement provides for the following rates of pay:- first year 49c an hour; second year 51c.; third year 53c.; fourth year and over 55c. Time and a quarter is paid for Sundays and legal holidays, and time and a half for all overtime. The men work a nine hour day.

01-Aug-1921

Page 434

The OER ordered recently 200 tons 82 lb. T rail and two Westinghouse transformers. It is relaying 1 1/2 miles of track with 80 lb. T rail and is building and equipping a transformer room at a sub-station.

01-Aug-1921

Page 437

The valuation of the OERy.'s property which the Ottawa City Council arranged to have made by the HEPC staff, is reported to have been started on July 12. T.U. Fairlie of the Commission's railway staff, is in general charge of the work, and it is reported that Alex. McDougall, another of the Commission's railway engineers, is at the head of the working staff. The report is expected to be ready in about three months.

01-Oct-1921

Page 548

Street car service was resumed recently over the new St. Patrick St. bridge, the smaller cars only being operated over it, the larger Bank-St. Patrick cars being turned back at the end of St. Patrick St.

We are officially advised that the company contemplates the equipment of a transformer room at Nelson St. substation to step down from 12,000 to 2,200 volts.

01-Nov-1921

Page 605

The OER franchise expires Aug. 14, 1923 and the company is calling the citizen's attention to the fact, and inviting them to give consideration as to what is to be done about it.

01-Dec-1921

Page 659

OER valuation

01-Jan-1922

Page 43

Proposals regarding Purchase of Ottawa Electric Railway

01-Feb-1922

Page 94

Ottawa voters vote for extension of street railway franchise

01-Mar-1922

Page 148

Major Burpee's election as OTCO. director.

01-Apr-1922 Page 204

Major F.D. Burpee issued the following bulletin Feb. 21 to all employees:-

"In April 1920, a board of conciliation appointed by the labour Department, recommended that this company's employes wages should be increased from 20% to 22%, because of the very high cost of living prevailing at that time. The company accepted the board's recommendation with the full knowledge that its income could not afford such rates of wages to be permanently established, and in the hope that the high cost of living was only a temporary condition. In April 1921, although the Labor Gazette showed a considerable reduction in the cost of living, the company agreed to continue the rates of wages established in 1920 for another year. Since April 1920 the cost of living, as shown by the Labor Department's family budget, has fallen nearly 20%, and the general tendency is downward. All employes are hereby notified that on May 1 next the rates of wages paid by this company will be reduced in proportion to the drop in the cost of living. The details of the reduction will be announced in April."

The matter was taken up at the meeting of the union employes on Feb. 1928, but nothing in the way of negotiations had been reported up to March 15.

The special committee appointed to negotiate with the Ottawa Electric Railway in regard to a new franchise agreement met Feb. 22 to discuss the whole matter. The company has advised the mayor that it is willing to submit to the committee its profit and loss statements for 1920 and 1921; to give access to the plant and equipment mentioned in the inventory, and to help forward the negotiations as far as possible.

01-Apr-1922 Page 206

A press report states that the company is planning the construction of an extension of its line on Bronson Ave. from Gladstone Ave. to the Driveway Ottawa.

Residents of Gloucester tp. are asking for an extension of about a mile and a half of double track so that cars may run out on the Metcalfe Road, from where they now turn at Sunnyside Ave., to about a mile from Billings Bridge. The township council on March 2 decided to appear before the management as a body, along with the petitioners.

01-May-1922 Page 258

We are officially advised with respect to press reports as to possible track extensions that the city's street railway committee has not yet consulted with the company as to what extensions or new lines would be required under a new franchise. A line on Bronson Ave. as an alternative to the extension of Gladstone line has been spoke of and the people in Gloucester Tp. have asked for an extension there, but it is not at all likely that anything definite will be settled for some time.

01-May-1922 Page 258

Wages etc

01-Jul-1922 Page 374

Wages etc

01-Jul-1922 Page 375

A letter from major F.D. Burpee, Manager, OER, was received by the Hull City Council, June 5, intimating that the company would expect to receive a new franchise from the city during the year. The company proposes to lay a loop at the terminus in Hull, which would enable larger cars to be used and a better service to be given. In this connection the council was asked to join with the company in applying to the Board of Railway Commissioners for permission to cross the Hull Electric Co.'s tracks at Bridge St.

In connection with the negotiations in progress between the OER and the Ottawa City Council for an extension of the company's franchise, the company was reported, on June 20, to have submitted a proposition to the City Council's special committee's suggestion. The report states that the company desires to have a 30 year franchise, the elimination of all limited fares, and the right to charge a straight 5c fare so long as it will give a reasonable return and permit of a satisfactory service. This increase of fare would, it is said, permit the company to make some extensions of its line, and to maintain a good service. The report also states that considerable progress has been made, but that the members of the committee will not discuss the matter outside the committee room.

01-Jul-1922 Page 376

The Ottawa Electric Ry. Co., beginning July 1, will relieve conductors and motormen at the different starting places located at Sussex, Bank and Elgin Sts. and Holland Ave. For years past crews have been relieved at Bank and Sparks Streets and Albert and Bank Streets. The change, it is stated, being made in the interests of economy.

01-Aug-1922 Page 429

The Hull City Council is reported to have refused to agree to the company's application to build a loop at its terminus in Hull, on the ground that an exclusive franchise was granted to the Hull Electric Co. in 1894, for the operation of an electric railway. The company made the application so that it might replace the present small cars, used on its line into Hull, with larger ones.

01-Aug-1922 Page 432

Franchise and assessment

01-Sep-1922 Page 479

The Hull City Council has under consideration the question of authorizing the OER to lay a loop line, to permit it to use double truck cars on its line entering the city. The company has endeavored to get permission for this work on several occasions but has hitherto been refused on the ground that it would be an infringement of the HER franchise. The present suggestion is that the OER assume all liabilities and defend all actions that might result. The company's plans include the extension off the line so as to form a loop, the relaying of the present line and the erection of a waiting room at Eddy Park.

01-Oct-1922 Page 532

2 items.

01-Nov-1922 Page 580

OER franchise negotiations

01-Dec-1922 Page 634

The Ottawa Electric Ry. supplied a talk recently on safety first, by the editor of the Ottawa Electric Railway News, which was broadcast by radio throughout the Ottawa district.

01-Dec-1922 Page 629

OER franchise negotiations

01-Jan-1923 Page 35

OER franchise

01-Feb-1923 Page 84

OER franchise

01-May-1923 Page 237

We are officially advised that the employees recently filed a draft agreement recently, asking for a 25% increase in wages, and an 8 hour day. The proposed agreement is practically the same as that presented last year, so far as the 8-hour day and some other matters are concerned. The board of conciliation, which sat last year, pointed out in the majority report that the institution of an 8-hour day would mean an increase in operating expenses of \$120,000 a year, and that any increase in the cost of operating the line was impossible unless it was accompanied by an increase in fares. Major F.D. Burpee, Manager, in reply to the recent letter endorsing the draft agreement, pointed out that the volume of business done during the previous six months had been disappointing and that any increase in operating cost was impossible; in fact it was unlikely that the present scale of wages could be continued after May 1. The employees, at a meeting on April 10, decided to apply to the labor Department for the appointment of a board of conciliation.

01-Jun-1923 Page 295

A board of conciliation has been appointed by the Labor department to investigate a dispute as to wages and working hours between the company and its employees. The board consists of F.J. Costello, Alexandria, chairman; G.D. Kelley, representing the company and H.J. Burns, representing the men. The board was appointed upon the application of the employees, which stated that a draft agreement was presented to the company, March 19, in which were embodied changes in the present working conditions, a reduction in the daily hours of labor, and an increase in wages. The application stated that the proposed agreement had been discussed with the Manager and secretary of the company without result. The men asked that all employees shall belong to the union; that an 8-hour day be established in all the company's departments, and that a 25% increase in wages be given. The management stated that it could not increase wages and that it was unlikely that the present rate could be continued after May 1. The 8-hour day was asked for by the men in 1922, and it was reported against by the majority of a board of conciliation which then made an investigation.

01-Jul-1923 Page 350

The Ottawa city board of control is reported to have passed for payment accounts for \$7,294.51 for services rendered and \$2,387.08 for expenses, by the engineers employed by the city in the valuation of the Ottawa Electric Ry., in connection with the purchase proposal plan which was defeated at the municipal election Jan 1.

01-Jul-1923 Page 353

Eastview Board of trade is reported to have passed a resolution June 4, favoring the laying of street car tracks on the Montreal Road, as far as Eastview town limits, and suggesting that, if necessary, the town should build the line and arrange with the company to take it over.

01-Jul-1923 Page 354

Wages etc

01-Aug-1923 Page 403

Hull city council received a letter from Major Burpee, July 4, stating that the company could not make any improvements in the service between Ottawa and Hull unless it were given permission to build a loop line, which it was ready to do immediately upon approval. A petition by 1500 residents, approving of the loop was presented to the council the same evening. On July 6, Major Burpee attended a meeting of the council by request, when the matter was discussed, and it was decided to have an agreement drawn up which will permit the building of a loop crossing Bridge Street near the Eddy Co.'s office and Eddy park. Major Burpee explained that the company did not desire to have the loop line for the purpose of entering into competition with the Hull Electric Co., but merely to operate larger cars and give a fast service. He said the company would erect a waiting room at the corner of Eddy park.

01-Sep-1923 Page 447

For some years the Ottawa Electric Ry. Co. issued a weekly sheet, the Ottawa Electric News, giving information relating to the company's business, safety hints, information as to the company's views on wages, franchise, and other matters concerning its business in which the public might be interested. The sheet, of course, had a somewhat limited circulation, and being distributed from the company's office and through conductors and motormen, on the cars, it was probably not as carefully or widely read as it might otherwise have been. The management therefore decided to stop issuing it, and beginning with Aug. 4 to publish in the two English newspapers and the one French newspaper published daily in the city, a column of news and other matters, every Saturday under the heading of "O.E.R. News." The management expects that in this way this matter will reach at least three times the number of readers its weekly news sheet did..

01-Sep-1923 Page 453

The OER adopted some time ago a new type of hand fare boxes. Conductors have complained that the handles chafe their hands and the management is experimenting with a new handle.

01-Sep-1923 Page 450

1 item

01-Oct-1923 Page 497

OER offer to the city

01-Nov-1923 Page 550

OER franchise

01-Nov-1923 Page 548

The OER has started work on a building immediately east of its car house, which will consist of a sub-station on Albert St. and a garage on Queen St. The sub-station will contain a Westinghouse 200 k.v.a. rotary converter. Power will be transmitted from the Middle Street power plant at 11,400 volts and stepped down by three 800 k.v.a. self cooled transformers. It is expected that the substation, which is part of a plan for the reorganization of the power distribution, will be in operation by January. The garage will be used also for linemen's quarters, and will house the line trucks and motor cars. The estimated cost of the building is \$40,000.

01-Dec-1923 Page 600

The new track on Bank St. between Pretoria Ave. and Fifth Ave. has been completed and cars are being operated over it. The temporary tracks have been removed.

01-Dec-1923 Page 598

Franchise

01-Dec-1923 Page 596

One man cars in Ottawa - see pp. 596-7.

01-Jan-1924 Page 36

OER franchise

01-Feb-1924 Page 87

Major F.D. Burpee, Manager, Ottawa Electric Railway, was operated on for appendicitis at the Ottawa Protestant Hospital, Jan. 1. He was able to return to his house on Jan. 10 and to be at his office on Jan. 21.

01-Feb-1924 Page 83

OER franchise amendments approved

01-Mar-1924 Page 143

A press report states that the employes' executive committee has been instructed by a mass meeting of the men to continue the effort made for the last two or three years to secure an 8-hour day for motormen and conductors.

01-Mar-1924 Page 142

Major Burpee, J.A. Ewart, the company's architect; and A.F. McCallum, City Commissioner of Works, Ottawa, visited Toronto, Detroit, Toledo and Cleveland early in February to look into car design, track construction and repair shops, in connection with the construction work to be done this year, details of which were given in Canadian Railway and Marine World p. 83.

01-Mar-1924 Page 140

Transfers. Heretofore transfers on this line have been acceptable at the transfer point, or anywhere beyond it in the direction that the passenger desires to go, so that if a car does not come at once the passenger may walk on and board it when it over takes him. The management has given orders to conductors that transfers must be accepted only at stops just before the transfer point is reached, the object being to relieve congestion at transfer points, and make the transfer from one car to another more convenient to passengers.

01-Mar-1924 Page 139

OER franchise

01-Apr-1924 Page 191

The OER has ordered 15 steel motor cars from the Ottawa Car Manufacturing Co.

The Lindenlea Garden Suburb Association, Ottawa, recently appointed a delegation to bring before the Central Council of Municipal Associations, the matter of electric railway car stops, with a view to having the far side stop retained.

The Ottawa Electric Railway has put into operation a motor bus service, on a 5-minute schedule, from the terminus of the Elgin Street line to the foot of Clegg Street. It is stated that this is to be a temporary service pending the extension of the tracks to Ottawa East.

01-Apr-1924 Page 189

The straight 5c fare, under the new agreement with the city, was put into effect on Feb. 25, without protest or incident.

01-Apr-1924 Page 186

Ottawa Electric Railways Extension Bill

01-May-1924 Page 247

Major F.D. Burpee attended the city council's street railway committee, April 2, and discussed a number of matters connected with the extension construction programme for the season. The committee authorized the preparation of an estimate of the cost of opening up Ruskin St. from Holland Ave. to Fairmont Ave. in connection with the extension of the Fairmont Ave. line, and the company agreed to consider Holland Ave. as an alternative route, provided the Dominion Government gives permission for the construction of a loop near the hospital. The rails for this line have been ordered, although it is not on the construction programme for this year. The Bronson St. line is to be built this year, and it was stated that the City Engineer was preparing a report as to the opening up of Muriel St., and the provision of a loop.

01-May-1924 Page 249

Major F.D. Burpee advised the city council's street railway committee on April 2, that the company was prepared to adopt the near side stop on its lines, and the committee passed a motion of approval.

01-May-1924 Page 244

OER franchise extension

01-Jun-1924 Page 299

Death of Warren Soper - obit - not noted.

01-Jun-1924 Page 301

Wages

01-Jun-1924 Page 301

We are officially advised that the company expects to start construction at an early date on a car house on Champagne, Elm and Maple Streets, with a capacity of 50 cars, and laid out so as to be used as the chief maintenance shop. A press report of May 20 stated that a contract for its construction had been given to John Sutherland on a cost plus basis.

The company is building 800 ft. of single track on Coburg Street connecting the car house with St. Patrick St. and is also building the following double track lines:-

between Powell St. and Centre St. on Bronson Ave. 4,000 ft.;

connecting Bell St. with Bronson Ave., 500 ft.;

on Laurier Ave. connecting Elgin St. with Nicholas St.

Orders have been given for the following track materials:-

450 gross tons Lorain section 82-505 steel rails; double track left hand branch off for Elgin St.- Laurier Ave., in the United States.

20 gross tons 80-lb A.S.C.E. steel rails, Algoma Steel Corporation, Sault Ste. Marie;

tongue switch and mate, 9 frogs and rails, using L.S.C.O. 122-491 and L.S.C.O. 140-468, including one locking spring box, style N; 1 tongue mate, 1 mate compounded with 2 intersections and 1 single track, using L.S.C.O. 140-468 with L.S.C.O. 70-264 cast in externally; 1 locking spring box style N, from W. Wharton, Jr.

01-Jul-1924 Page 361

Wages

01-Jul-1924 Page 365

Double truck motor cars

01-Jul-1924 Page 366

Major Burpee's promotion

01-Aug-1924 Page 417

The OER has ordered 80 Westinghouse 510-A-2 motors, 600 v., 42 h.p. from Ahearn & Soper Ltd.

The OER has put on a motor bus service to Eastview, giving a ten minute service during the rush hours, and a 20 minute service at other times. Tickets are sold 8 for 25c; with a straight 5c fare on Sundays.

01-Aug-1924 Page 415

The city council on July 7, adopted its street railway committee's report which recommended that the company be requested to begin laying rails on Rideau Street from Charlotte St. to the existing tracks on Cummings Bridge, in accordance with its offer. The City Solicitor was authorized to prepare the necessary bylaw.

We are advised officially that the company's construction programme this year includes the following:-

1,600 ft. double track on Laurier Ave., connecting Nicholas St. with Tolgin (sic) St. (should be Elgin);

4,000 ft. double track on Bronson Ave.;

500 ft. double track on Powell, connecting Bell St. with Powell and Bronson Aves.;

800 ft. single track on Coburg St., connecting car barns with St. Patrick St.;

800 ft. double track on Wellington St. connecting Preston St. with Champagne Ave.;

300 ft. single track on Champagne Ave., entering west approach of Champagne shops;

500 ft. single track on Elm St. connecting Preston St. with the east approach of Champagne shops.

It is also replacing 1,000 ft. of double track line and substituting 85 lb. T rail for 56 lb. rails; and is installing a loop at its terminus in Hull which will permit the use of single end cars.

01-Oct-1924 Page 523

OER new subs-station

01-Oct-1924 Page 517

OER bus operation in Eastview

01-Oct-1924 Page 519

The OER is reported to have put in operation, Sept. 15 the new Laurier Ave. line loop, and on Sept. 22 the new Bronson Ave. line loop. These loops form part of the construction programme, under the new franchise. The new loop line in Hull which will enable the company to operate its larger cars into Hull, has been completed and was put in operation Sept. 15.

01-Nov-1924 Page 575

Application is being made to the Board of Railway Commissioners for an order to authorize the company to build its Ottawa East extension under the CNR at Elgin St.

01-Dec-1924 Page 628

Double truck electric cars for OER

01-Dec-1924 Page 629

A waiting room, erected at the company's terminus in Hull, was opened for public use by the mayor on Oct. 18.

01-Jan-1925 Page 34

A press report states that the OER is contemplating laying a double track line on Queen St. between Bank and Lyon Sts., and on Lyon St. from Queen St. to Gladstone Ave., about 1.5 miles; and building an extension on Montreal Road from Charlotte to Main St.

01-Jan-1925 Page 37

The OER has given a order to Ottawa Car Manufacturing Co. to revamp one steel and one wooden car to correspond with its new 800 class cars.

OER has received further deliveries of double truck front entrance cars from Ottawa Car Manufacturing Co, making a total of 16 out of 20 ordered.

01-Feb-1925 Page 86

The OER, in order to meet an objection to the new cars put in operation, has placed an emergency farebox at the front end so that in times of congestion passengers may pay their fares to the motorman and leave by the front door.

The agreement between the company and the city provided for the following work to be done during 1925:-
 a double track line on Queen Street between Bank and Lyon Sts;
 double track line on Lyon St. from Queen St. to Gladstone Ave.;
 double track extension on Montreal Road from the corner of Charlotte and Rideau Sts. to Notre Dame cemetery,
 single track loop from the present tracks on Crichton St. through Lindenlea district.
 This, we are advised is a tentative programme which will be discussed with the city council at an early date.

Ottawa City Council's street railway committee has recommended that Queen St. and the Lyon St. extension, forming part of this year's construction programme under the new franchise, be deferred until the company's gross receipts approach the estimates made in the Feustel report, which forms the basis of the agreement.

In connection with the proposal to extend the car line on Elgin St. as part of the Ottawa East extension, the Board of Railway Commissioners' Chief Engineer has reported against it on the ground of possible congestion of traffic in the Elgin St. subway, and has suggested the laying of track along Pretoria Ave. from Bank St. to connect with Ottawa East, The matter came before the board of control on march 5, but was adjourned in order that Eastview residents could have an opportunity to present their views. A joint meeting was held march 10 and was attended by Major F.D. Burpee, the company's vice president and General Manager. The Eastview delegation stated that the township council was prepared to grant a free right of way for the extension within its bounds, in return for a 5c fare through to the city, but Major Burpee stated that a 7 1/2 c. fare through to any point in Ottawa was the lowest the company could offer. It was finally decided to ask the Board of Railway Commissioners to fix a day for hearing the various interests, so as to give an opportunity of presenting their views. (NB. Two subjects seem to be mixed up here - the Elgin Street subway and extension into Eastview).

The OER management has been looking into the operation of treadle cars in Toronto which it thinks to be a considerable improvement on the ordinary one man car, as the passengers are provided with two exits, a very necessary thing when the car is crowded. It is probable that some of the Ottawa lines will be equipped with this type of car a little later on.

The residents of the McKellar section of the area served by the Eastview (sic) line, an extension of which the company is proposing to build, passed a motion on March 30 approving of the company's proposal to give a fare of 10 tickets for 25 cents, good between the city boundary at Granville Ave. and the McKellar loop, and disapproving of the action of residents west of McKellar in demanding that there be only a 5c fare on the line from Eastwood to the city boundary. The company's application for the readjustment of fares has been files with the Board of Railway Commissioners and will, it is said be opposed by Britannia residents.

The OER is reported to have put 11 one-man cars in operation on April 19 on its Preston-Rockcliffe line and 9 one-man cars on the Bronson-Elgin line.

Ottawa Electric Railway's New Shops.

The Ottawa Electric Ry's Champagne car shops, which have been under construction since April 1924 are, we are advised officially, completed. They are about half a mile from the center of the city and about half a mile west of the company's former main shops at the Albert St. car house. They are 235 x 300 ft., and 20 ft. high, are bounded on the west by Champagne Ave., and on the south by Elm St. The new building contains the electrical shops, air brake department, which was laid out by A. B. Brown, of the Canadian Westinghouse Co., machine shop, carpenters' shop, paint shop, and another car house. The type of construction is structural steel frame, reinforced concrete slab roof and floor slabs. Car rails are carried on 6 in. H columns in pits with reinforced concrete slabs between tracks. The outside walls are built of interlocking tile, plastic finish, and faced with plastic brick, Indiana stone sills and trim, all windows having steel sash. The finished roof is tar and gravel, built up on concrete slabs, having & skylights, 16 x 250 ft., glazed with wired glass. All doors to car openings are specially designed in wood with steel braces and are hinged directly on steel columns. Each track in the repair house has a pair of removable rails and a car hoist operated by an electric motor. Under part of the machine shop is a large storage room for car wheels, etc.; and wheels will be hoisted directly from this storage room to the wheel press above. On the west side convenient to the car house section, is a large rest room for, conductors and motormen; cashiers' and service clerks' office, containing a large vault; salt and sand storage and drying room. The store room, offices, paint shop and rest room are heated by direct low pressure steam; the remainder of the building being heated by an indirect system designed to keep a temperature of 60 degrees. Two separate units of motor driven fans and A.B.C. pipe coils supply hot air to concrete ducts carried under the floor. Two 135 h.p. tubular boilers supply the steam for both systems. The lighting is entirely in steel conduit; lights in general are 150 watt encased in steel enamel reflectors; all circuits are controlled from safety tap panels with push button switches. The inspection pits are lighted with 60 watt lamps, base, plugs being spaced every 12 ft. for attaching lamps. (April, pg. 189.)

01-May-1925 Page 242

We are advised officially that it is intended to lay a double track line from the junction of Beechwood Ave. and Crichton St., to Springfield Road and to continue it as a single track on Beechwood Ave., Butternut and Maple Sts, and Springfield Road, back to joint the double track on Beechwood Ave. The total distance is approximately 8,000 ft.

With regard to the proposed extension of the Elgin St. line, the Board of Railway Commissioners has refused the company's application to cross the CNR tracks at Bronson Ave. without grade separation. The line has been connected with another street on which the CNR track is crossed by a bridge. The Board of Railway Commissioners has authorized the company to connect its new Ottawa East extension with the Elgin St. line's terminus through the Elgin St. subway.

01-Jun-1925 Page 294

The OER machine shop and stables at 198 Mill St. caught fire on the night of May 5. Seven horses in the stables were got out but considerable damage was done to the building and the machinery before the fire was got under control

01-Jun-1925 Page 295

A press report states that the extension across the Pretoria Ave. bridge and through Ottawa East by Main and Clegg Sts., is expected to be completed by June 15.

01-Jun-1925 Page 299

A description of the Ottawa Electric Ry's recently completed shops, at Champagne Ave. and Elm St., about half a mile from the center of Ottawa, was given in Canadian Railway and Marine World for May, pg. 243. A perspective view and a floor plan are given herewith. The main divisions of the shop are shown on the plan; in addition, there is a mezzanine floor at the Champagne Ave. end. At the running shed side, on this floor, are a lavatory, and fan and blast coils for the heating system. Over the boiler room is additional heating equipment, and at the Elm St. side are the armature shop and space for fare box repairs.

A typical bay cross section shows a height of 20 ft. clear from floor to bottom of ceiling beams, with 4 ft. 10 in. depth of pit. Pits are 4 ft. 11 in. wide, space between pits is 10 ft. 4 in., and from outside wall of pit to wall of bay is 5 ft. 2 in., total width of bay being 30½ ft. The pits are formed by car rails, supported by 6 in. H columns. The floor between the rails has 6 in. of concrete treated with cement hardener. All steel beams supporting the floor run at right angles to the tracks, thus allowing maximum head room between the pits. By using a 7 in. Lorain section 82-505 rail, it was found that the supporting columns could be placed 8 1/3 ft. apart. Surmounting the H section uprights are column caps, upon which the rails are bolted with ¾ in. bolts passing through slotted holes. Horizontal anchor bolts, passing through the-rail web, threaded sufficiently to permit a nut being located on each side of the web, made the lining up of the rails a simple operation. The ¾ in. bolts securing rails to column caps were not tightened until the rails were lined up and anchored. The bottom of the concrete slab was dropped 3 in. below the top of the beams to give lateral rigidity to the tracks and floor. The pit column bases are carried down 8 in. below the finished pit floor, to provide an effective anchor.

Pit lighting equipment consists of outlets for attaching portable lights, and lighting sockets alternating under each track at about 15 ft. centers. Each bay has one 300 w. lamp with reflector, except in the repair shop, where it is supplemented by 2 brackets on each column. On account of the high-ceilings and frequent opening of the large doors, installation of special ventilating equipment was reduced to a few globe ventilators in the skylights.

The part of the building containing the store room, paint shop, and conductors' and motormen's rest room, is heated by direct low pressure steam, and the other parts by an indirect system designed to keep the temperature at 60 degrees. The 2 units of motor driven fans and A.B.C. pipe coils supply hot air to concrete ducts carried under the floor. Two 135 h.p. tubular boilers supply the steam for both heating systems.

01-Jun-1925 Page 293

Fares

01-Jul-1925 Page 364

The OER has received 12 semi-convertible double-truck motor cars from Ottawa Car manufacturing Co. similar to those supplied in 1924. The OER is having 28 double truck steel cars and 14 single truck wooden cars, revamped by Ottawa Car manufacturing Co. The steel cars are to be of the front entrance rear exit type, with monitor roof, extending from bulkhead to bulkhead, and 2 folding doors are to be provided in connection with the folding steps at the front and rear ends. They are intended for single end operation for city service and will be arranged for either one man or two man operation. The 14 single truck wooden cars will have front entrance and exit and will be entirely one man operation. The air brake equipment has been ordered from Canadian Westinghouse Co. and the material for automatic door and step control from Railway & Power Engineering Corporation, Toronto.

OER has ordered 50 gross tons section 82-505 steel rails from United States Steel products.

01-Jul-1925 Page 360

The Board of Railway Commissioners gave judgement on June 13 granting the company's application for a revision of fares on its Britannia line which extends from city limits to Britannia, 4.26 miles. The company's application was to divide the line into 2 zones. McKellar being the dividing point, and to charge 5c on the whole line with 10 tickets for 25c in each zone. The result of the new fare is that residents of the area between city boundary and McKellar, where 70% of the population adjacent to the line lives, will pay a 7 1/2 cent fare from anywhere in the city and the 30% population residing beyond McKellar will pay a 10c fare from any point in the city, which was heretofore common to the whole line.

01-Jul-1925 Page 362

The Ottawa East extension is, we are officially advised, under construction. It consists of 4,000 ft. of double track line crossing Pretoria Ave. bridge and under Elgin St. subway, lowering the grade there 2 1/3 ft. The construction of the Lindenlea extension is under consideration. (gives description).

01-Aug-1925 Page 409

The Ottawa Board of Control decided on July 3 to ask the company if it intends to start construction on the Lindenlea line this year. This line is one of those included in the 1925 programme under the 1923 agreement.

An agreement is reported to have been reached between the company and the Eastview Town Council for the extension of the electric railway along the Montreal Road to the Notre Dame Cemetery. The agreement is subject to ratification by the ratepayers who will be asked to pass a money bylaw at the same time for paving the road concurrently with the railway construction.

01-Aug-1925 Page 412

The new tariff is:

The maximum fare between point within the City of Ottawa as they exist on Feb. 23, 1925, including the line to Main St., Hull, also between such points and the Dominion Government Experimental Farm; and between such points and Cloverdale Road in Rockcliffe Park and intermediate points, between 6 a.m. and 12 midnight, 5c; between midnight and 6 a.m. 10c. Between Holland Ave. and Britannia-on-the-Bay Park and intermediate points and between Cloverdale Road and Rockcliffe Rifle Range and intermediate points, between 6 a.m. and midnight, 5c; between midnight and 6 a.m., 10c. (verified)

01-Sep-1925 Page 462

The OER has received the last of the 40 cars, double truck, front entrance, ordered from Ottawa Car Manufacturing.

01-Sep-1925 Page 465

We are officially advised that the route of the projected Lindenlea extension has not been definitely fixed. It will consist of approximately 1 1/2 miles of single track and 800 ft. of double track, to be laid in water bound macadam road, oil treated surface for about half the distance. The material for the overhead work will be of the direct suspension type. The 800 ft. of double track from the intersection of Crichton and Beechwood Streets to the intersection of Springfield and Beechwood Streets, has been completed and it is intended to go ahead with the single track work on Springfield Road as far as Maple Lane. Beyond this point the extension is unsettled.

Eastview ratepayers on Aug. 9 rejected by 316 votes to 244 the company's offer to lay tracks and operate a streetcar service in the town. It is stated that the reason for the adverse vote was objection to the conditions rather than to the construction of the line itself.

01-Oct-1925 Page 518

We are advised officially Sept. 11, that construction was started on the Springfield Road extension on Aug. 1, and that it was expected to put the line in operation on Sept. 21. The extension starts at the junction of Crichton St. and Beechwood Ave. and is double track line to the junction of Beechwood and Springfield Aves. Thence it is single track, the route being on Beechwood Ave. to the junction of Oakville Road and the Keifer estate, through the Keifer estate for 900 ft. and going out at the intersection of Acacia Ave. and Maple Lane, along Maple Lane to Springfield Road and along that road to the junction of Beechwood Ave. The total distance is 1.5 miles. It has been laid with 6 in., 72 lb. T rail, in macadam road with oil treated surface.

The company is remodelling its no. 1 car barn, which prior to the construction of the new shops was used as the main electrical repair shops, and which when remodelled will be used as a garage and will house about 30 trucks and 10 passenger buses. It is expected to be completed by Nov. 1.

01-Nov-1925 Page 572

The OER has ordered a single truck sweeper with steel underframe and wood bottom from Ottawa Car Manufacturing. Co.

01-Nov-1925 Page 573

The Ottawa traffic Committee, on Oct. 14, discussed the desirability of having the OER restore the skip stop system and appointed a delegation to take up the matter with the board of control.

01-Nov-1925 Page 575

The OER is remodelling its No. 1 car house as a garage for passenger buses and for its Ford one ton box trucks, which are fitted with a special box and are used for snow removal. The company had for some time been operating a few buses through Eastview to Notre Dame Catholic Cemetery and it is contemplating experimenting with one or two buses to run out for a mile or two from the city limits on main roads leading into the city, in an effort to accommodate the people who live along these roads near to the city.

01-Dec-1925 Page 623

Ottawa City Council's street railway committee, on Nov. 13, agreed to forego the right to require the construction of the Queen St. and Lyon St. extensions, which are part of the second year extension programme under the agreement. It was stated that the company is ready to build these extensions as soon as its revenue from the first year extension comes up to the Feustel estimate, which formed the basis of the contract.

01-Dec-1925 Page 624

One man car operation in Ottawa

Ottawa Allied Trades and Labour Association passed a resolution recently to the effect that one man cars are a menace to the city and instructed its executive committee to request the city council to make a thorough investigation of the system and, if possible, to have it abolished.

Major F.D. Burpee laid before the Ottawa Traffic Commission on Dec. 8, 1925 a plan for speeding up traffic on the company's lines by reducing the number of fixed stops from 517 to 427. By means of a chart he showed how unnecessary a large number of the stops are and how their elimination would improve the service. The commission approved of the suggestion and sent it on to the city council's street railway committee for consideration.

OER has received 7 revamped cars from Ottawa Car Manufacturing Co. out of 28 ordered to be rebuilt.

The Ottawa Traction Co. held its annual meeting in Ottawa, Feb 1. The President, Thos., Ahearn, in his address, regretted that the report was not as good as the shareholders were accustomed to receive, as it showed a substantial decrease in gross earnings, compared with 1924. He stated that the company had, in carrying out its new contract with the city, spent a very large amount in improving and extending the system and had expected that the predictions of earnings made by Mr. Feustel in his report to the city would have been realized. The second year of the contract had just been completed and the results for both the first and second years were much less than those forecast in the city expert's report. In this connection he called attention to the possibility of an application for increased fares at the end of the current 5-year period. He reiterated the company's well known policy to maintain the 5c fare in Ottawa if possible and expressed the hope that improved business conditions would enable that policy to be continued. He pointed out that one of the causes for decreased receipts was the operation of buses to and from points outside city limits. The inroads being made by this competition, if checked, would result in increased streetcar fares. The Manager had recently brought the matter to the city board of control's attention and he hoped that steps would be taken to have such competition removed.

The annual report which was adopted itemized the work done during the past year in modernizing the company's plant and the President stated that everything possible was being done to make the street railway up to date in every department.

A letter from Mr. Burpee was read at a meeting of the Ottawa city board of control, Jan. 28, stating that unless business conditions improve considerably it will apply, under the terms of its contract, to the Board of Railway Commissioners in the year prior to Aug. 14, 1928 for an increased scale of fares to be in effect during the five year period following that date. A press report of the meeting says that Major Burpee stated that the company estimated the amount taken from the revenue it expected to receive at the time of the signing of the new agreement at \$40,000 a year. The revenue for the first year under the agreement, was below that made by R.M. Feustel, upon whose estimates the contract was based. Mr. Feustel estimated that the 1924 income available for interest and dividends would be \$442,255, and that the 1925 income for the same purpose would be \$550,250; the actual income was \$300,221 and \$235,605 respectively. The company had protested against a substantial loss of revenue from the operation of buses which operate between Ottawa and points immediately adjoining the city, but does not make any objection to buses operated between Ottawa and points some distance away. It is stated that 4 bus routes operate between Ottawa and adjoining communities.

The OER has received two gear-drive sweepers from Ottawa Car Manufacturing Co. which are duplicates of those supplied to Montreal Tramways.

Following the defeat in the Ontario Legislature of the bill to confirm an agreement for the operation of an exclusive bus service in the Town of Eastview by the Eastview Transit Co. the OER put in force on April 5 on its bus line between the corner of Charlotte and Rideau Streets and Notre Dame Cemetery, on Montreal Road, which passes through Eastview, the following fare schedule:-

Between Notre Dame Cemetery and Rideau and Charlotte Sts., 5c cash fare or a 2½c ticket; between the east end of Cummings Bridge and any point in Ottawa, Rockcliffe Park, the terminus in Hull or the Government Experimental Farm, 5c. Transfers are issued by Rideau or Laurier cars good on eastbound buses as far as the east end of Cummings bridge, beyond which passengers pay a 5c cash fare or 2½c ticket for the trip on Montreal Road. Passengers boarding the bus at Notre Dame Cemetery or in Eastview east of Cummings Bridge are not entitled to a transfer to city cars, but those boarding buses at the east end of Cummings Bridge and paying the city fare of 5c will receive a transfer good on Rideau and Laurier cars at the corner of Rideau and Charlotte Sts. The 2½c bus tickets will be accepted at their face value on streetcars or buses.

The OER has received 2 revamped 600 class cars from Ottawa Car Manufacturing Co., making 11 which have been revamped.

Single versus double truck sweepers

OER bus operation

01-Jul-1926 Page 376

OER employees voted by a majority of about 150 in favour of making a new agreement with the company to replace the one which expired April 30. The new agreement makes considerable changes to the schedules the result of which is that all spreads have been brought within the 12 hours, no regular man's spread being over 10 hours, while the actual platform time works out at about 8 1/2 hours, the men being paid for 9 hours. The rate of wages remains as in the agreement which expired April 30, viz., first year, 45c an hour; second year, 47c; third year, 48c; fourth year and over, 50c.

01-Aug-1926 Page 431

Track renewal work has been in progress between Rockcliffe Pavilion and Cloverdale Road., on the Prescott-Rockcliffe park line, on July 5, and during its progress the cars were run from Cloverdale as far as the Rockcliffe car house.

01-Aug-1926 Page 433

A wage agreement between the company and its employes has been signed under which the agreement, which had expired April 30, was renewed, with a number of changes in working conditions, but without changes in wages. The agreement is to run from May 1 to May 1, 1928, the per hour rate of wages for motormen and conductors being:- 1st year, 45c; 2nd year, 47c, 3rd year 48c, 4th year and thereafter, 50c; one man car operators 5c an hour extra. Nine hours constitutes a day's work, all excess time, except on Sundays and seven legal holidays to be paid at time and a half, and all emergency work to be paid at a similar rate. The changes made in the agreement are with regard to the spread of working hours for operators, motormen and conductors, and will cut down the spread of runs to not more than 12 hours.

01-Aug-1926 Page 436

The OER has received 2 more revamped cars, making 13 in all, from Ottawa Car Manufacturing.

01-Sep-1926 Page 488

The OER has received 6 revamped cars from Ottawa Car Manufacturing, making a total of 19 delivered.

01-Oct-1926 Page 548

The OER has received 2 more revamped cars, making a total of 21, from Ottawa Car Manufacturing,

01-Nov-1926 Page 595

Letter from Major Burpee

01-Nov-1926 Page 601

Ottawa City Council's board of control decided Oct. 14, to ask the company to raise the age limit from 14 to 16 years for children eligible to use schoolchildren's tickets on the cars, pointing out that since the age limit was fixed the Adolescent School Act, which compels children to attend school until they are 16, had become effective. The company replied that the unusually low fare prevailing in Ottawa render it impossible for any change to be made in regard to children.

01-Dec-1926 Page 660

OER liability for Rockcliffe park steps

01-Dec-1926 Page 656

The OER has received 4 more revamped cars of the 600 class Ottawa Car Manufacturing, making a total of 25.

01-Jan-1927 Page 40

Painting electric cars
Snow fighting

01-Jan-1927 Page 43

The OER has received 3 more of its 600 class revamped cars from Ottawa Car Manufacturing completing this year's order for revamping 28.

01-Feb-1927 Page 94

The OER is having an ice cutter built with four sets of knives to level off the ridges of ice and snow besides its tracks. Since the new franchise agreement went into force in 1924, the company has expended more than \$750,000 upon construction in excess of the estimate made by the city's expert. Some of the recommendations made by the expert have not been made on account of the city's growth not warranting their undertaking while in regard to providing new cars, modernizing old ones, the construction of shops and other buildings and their equipment, the company has done more than the franchise agreement calls for. Forty-two new cars have been added: 44 old type cars have been rebuilt; there remaining yet 4 steel cars to be converted to the new type, and 29 double truck wooden cars to be put into first class condition before the company's programme is completed. The equipment has also been increased by 2 sweepers and 9 motor coaches. The venture into the bus business has entailed a heavy expenditure, and this is probably but a beginning. The bus is not regarded as a competitor that will supplant the electric car, but rather as an ally and feeder which will co-operate with the railway system. The new shops erected on Elm Street and Champagne Avenue at a cost of over \$250,000 were built with a view to future necessities as well as present needs. Other work done was the erection of 2 power substations, the fitting up of the old no. 1 car house on Albert St. as a motor bus garage, and the provision of new lineman's quarters on Queen St. The trackwork done included the construction of the Hull loop and station and the relaying of one track on Sparks and St. Patrick Streets.

01-Mar-1927 Page 162

Directors report for calendar year 1926. "A bus department was organized in 1924 and now consists of nine 21-passenger Reo buses and an up-to-date garage on Albert St. This department is making steady progress and already justifies its creation."

01-Mar-1927 Page 157

Passenger fares

01-Mar-1927 Page 155

The OER has received 2 more 650 class cars which have been revamped by Ottawa Car Manufacturing making a total of 30. OER is building a planer attached to a specially built flat car, for cutting down to a minimum the ice ridges immediately adjacent to the tracks, where the roadbed will permit.

OER has ordered 10 double truck front entrance p.a.y.e. motor cars from Ottawa Car Manufacturing similar to those ordered in 1924, which were described and illustrated in Canadian Railway and Marine World for Dec. 1924 on pg. 628.

01-Mar-1927 Page 153

OTC annual report

01-Apr-1927 Page 291

OER has received 2 more revamped cars of the 600 class from Ottawa Car Manufacturing completing the order for 33. OER has ordered ten more double truck front entrance p.a.y.e. cars in addition to the 10 mentioned in March. They will be similar to those ordered in 1924.

01-May-1927 Page 287

New cars.

01-May-1927 Page 290

The Ontario Legislature has passed an act relating to the city of Ottawa, one section of which authorizes the city council to borrow \$50,000 upon 20 year debentures for improvements upon such streets as the OER may extend its tracks under agreement with the city. Major F.D. Burpee met the Ottawa board of control, April 14, to discuss street railway matters and is reported to have promised to submit to the board as soon as possible a complete report showing what the company has been required to do under the present five year agreement, what part of this programme has been carried out and what left undone and why, also the cost of extensions and any other work the company had carried out with the reasons why projects expected of the company under the agreement had not been attempted.

01-Jun-1927 Page 346

Burpee - In 1926 there was an increase of nearly 1,500,000 passengers over those carried in 1925, This year there has been an increase of about 5,000 passengers a day over last year. After the peak year of 1925 the company experiences a steady decline up to and including February 1926. Since then railway traffic has shown a steady upward tendency. General business in Ottawa is good and the future outlook is favourable. The growth of railway patronage, despite the increase in the number of automobile licenses issued, is most encouraging.

01-Jun-1927 Page 348

The OER has ordered 85 gross ton, 122 lb., groove rails.

01-Jun-1927 Page 353

We are officially advised that the company has under construction 1,660 ft. of track on the south side of Sparks St. and contemplates the construction of 1,690 ft. of track on the south side of Queen St. The question of the reconstruction of the viaduct on Somerset St. and the apportionment of cost of the work between the city and the company came before the city's board of control April 29, and at another meeting May 6 the board decided to apply to the Board of Railway Commissioners for an order to apportion the cost of strengthening the Wellington Street viaduct so as to permit electric railway traffic over it and to authorize a level crossing on Somerset St., to replace the present high level bridge. Major Burpee stated that the company was not enthusiastic about having a level crossing at Somerset St. as it would cause too many delays to the service. While about ten minutes could be saved on the Britannia line trips by running cars out Albert St and over the Wellington St. viaduct, the company preferred to operate on Somerset St. over the bridge. The city engineer is reported to be preparing plans for strengthening Wellington St. viaduct.

01-Jul-1927 Page 425

OER construction programme

Thomas Ahearn is being honored by having his portrait hung in the Public Archives of Ottawa, among 50 odd portraits of national celebrities already there. A.G. Doughty, Dominion Archivist said "The addition of Mr. Ahearn's portrait by Fosbery to this collection will be most welcome. It is particularly fitting that it should become the national property in this year of the Jubilee of Confederation, when the whole nation is turning its attention to national achievement. Few men have exercised a wider influence in the development of the capital than Mr. Ahearn, and few men have rendered more valuable aid in carrying out of the great objects of Confederation - to bring the people of the whole Dominion in touch with the seat of government. It was Mr. Ahearn who was entrusted with the telegraph instrument equipment of the Canadian Pacific Ry. from the Atlantic to the Pacific, and it is Mr. Ahearn who is bringing the bells of the peace tower within hearing, not only of the people of Canada, but of practically the whole world. It has been said of Mr. Ahearn that 'he has the habit of doing great things; he puts his best into whatever he does,' and it might be added 'and always without any thoughts of fame.'"

01-Aug-1927

Page 484

Thomas Ahearn, who had charge of the broadcasting arrangements for the Confederation Jubilee celebration at Ottawa, has been given the microphone used which has been mounted and inscribed.

01-Aug-1927

Page 477

The OER is raising the level of the south channel of the Ottawa River at its Chaudiere power plant to the same height as that of the north channel, which will give an additional head of 3 ft. to the flow of water and provide an increase of 500 h.p.

01-Aug-1927

Page 483

1 item

01-Sep-1927

Page 539

Board of control decided on July 28, to recommend to council that the proposed extensions to the lines in the city as outlined in the Feustal report be held in abeyance, suggesting that no action be taken which might imperil the 5c fare. Full details were given in July pg. 425 and Aug. pg. 483. At a council meeting on Aug. 1 it was decided to send the recommendation back to the committee, the vote being 11 to 7. Major Burpee had a new suit of clothes stolen recently from the vestibule of his house in Ottawa where it had been left by a delivery boy. Edward Laffey pleaded guilty in the police court, Aug. 1, and was remanded for sentence.

01-Sep-1927

Page 543

Passenger fares

01-Oct-1927

Page 606

The Board of Railway Commissioners has reserved judgement on Ottawa City Council's application for an order for the erection of a new bridge to carry Somerset Street cross the Canadian National and Canadian Pacific Rys. When the bridge was rebuilt in 1907, the OER was called upon to pay 75% of the cost, and at the hearing contended that it should not only recover the capital amount then invested but should not now be called upon to pay more than the extra cost of the bridge to provide for carrying its electric railway tracks. The steam railways contended that they should not be called upon to contribute to the cost of the bridge.

Ottawa city board of control had under consideration recently the question of rails to be laid on new track. The city compelled the company to lay girder rails instead of T rails, paying the difference in cost, and it has been decided to test its obligation to pay the difference for the future, and also whether it must pay for the extra 6 in. of concrete that has to be placed under the rails. The question arose out of the Laurier Avenue bridge roadway.

01-Oct-1927

Page 609

Passenger fares

01-Nov-1927

Page 664

Fares

01-Nov-1927

Page 658

We are advised officially that the car house destroyed by fire. Sept 25, was one of three car houses in Rockcliffe Park, just outside the city limits. These three car houses have been used for some of the company's older rolling stock which has been used of late on extraordinarily busy days or during construction jobs when a 2-way car is required to provide a stub service, also for storing sweepers and other snow equipment in summer. The fire wall between the burned car house and the next one localized the fire and prevented its further spread. It has been decided to rebuild the burned car house exactly as it was before. The walls were not injured by the fire and the tracks were not damaged, consequently it will be a simple job to, consisting of only a new roof and doors. The dimensions of the structure are 212 x 50 ft. and it contains four tracks. The reconstruction will probably be done this year.

The company is, we are advised officially, just about completing the construction of 600 ft. of track line on the Plaza. It is being laid with used 122 lb. rails on ties placed at 24 in. centers, with tie chairs, the roadbed is concreted 6 in. underneath the ties up to within 3 in. of top of rail with an asphalt surface 3 in. deep.

01-Nov-1927

Page 656

OER in the fire at the Rockcliffe Car House on Sept. 25, lost 17 single truck open cars, 2 single truck closed cars and 1 Kerwin rail grinding car. The company is having 20 new standard type cars built which will be ample to take the place of those built.

01-Dec-1927 Page 722

A press report states that a contract has been let to J. Sutherland, Ottawa on a cost plus basis, for the construction of a car house at Rockcliffe park to replace the one burned Sept. 25.

01-Jan-1928 Page 35

The OER has moved its offices from 248 Albert St. to a 10 story building which has been erected by the OE Co. at 56 Sparks St. on a site 66 x 198 ft. running through to Queen Street and including the site of Ahearn and Soper's former offices. The OER has taken the whole of the sixth floor and also some other offices and will rent or sell its old office building on Albert Street

01-Jan-1928 Page 101

The OER has received 6 cars from Ottawa Car Manufacturing, making a total of 20. The rear door has a treadle device, leather upholstered rose spring cushions with individual fittings have been installed and all sashes are metal instead of wood.

01-Jul-1928 Page 425

The OER has adopted a transfer slip similar to that used by the TTC and by HEPC with some slight changes due to the special needs of the company.

01-Aug-1928 Page 491

A letter read from major Burpee at the meeting of the board of control July 12 stated that if the city wanted 103 lb. girder rails on Laurier Ave. instead of 87 lb. T rails, it would have to pay the extra cost involved. There was some discussion on the matter and it was stated subsequently that a conference would be arranged at an early date to discuss this and other matters.

01-Aug-1928 Page 489

Wages

01-Aug-1928 Page 494

Grooved rails for Laurier Avenue.

01-Aug-1928 Page 483

OER authorized to raise fares

01-Sep-1928 Page 548

The new schedule of fares authorized by the Board of Railway Commissioners went into effect Aug. 13 at 6 a.m. The new tickets are red for adults and green for children. The company gave previous notice that it would redeem all unused tickets and unpunched spaces in school cards of the old issues at its offices or by conductors on the cars, either in cash or on account of the purchase of new tickets, or that the old adult tickets might be used with 2c to pay the new cash fare. Major Burpee stated that there had been no trouble whatever in putting the new fares into effect. About 5% of the passengers pay cash fares, the balance buy tickets. The returns for the first day showed that most of the passengers bought the 4 for 25c strip of tickets, and that there was an increase despite the increased fare.

01-Sep-1928 Page 549

Wages

01-Oct-1928 Page 613

The company is selling 14 tickets for 50c to school children under 14 years of age. This order is not effective outside the city, therefore children going to school on the Britannia line or using the buses on Montreal Road can buy 20 school tickets for 50c, which however, cannot be used on the city lines.

01-Nov-1928 Page 669

Ottawa city council's plans for a new bridge at Somerset Street are ready and preparations are being made for calling for tenders for the work. The Board of Railway Commissioners order for the building of the bridge requires the OER to pay 60% of the cost.

01-Dec-1928 Page 738

Ottawa city council let a contract to Farley and Grant, Nov. 16 for the construction of the viaduct at Somerset Street at a cost of \$119,025.

The council has discussed the raising of about \$145,000 to pay the cost of the structure including cost of sidewalks, land damages, etc. OER is by the BRC order to pay 60% of the cost.

In connection with the construction of a line on Templeton Avenue which forms part of the extension plans for 1929, the city council is to open up a street through the varsity oval. A press report states that the company is considering making an offer to the city to place a bus line on the route to find out what traffic may be expected, before it is decided to build the proposed extension.

01-Jan-1929 Page 33

OER employees have heretofore been affiliated with the Amalgamated Association of Street and Electric Railway Employees of America. At a meeting a number of them on Nov. 25, 1928 it was decided to form an organization to be affiliated with the All Canadian Congress of Labour. W.B. Fitzgerald, First vice President, visited Ottawa Dec. 10 and addressed a meeting of the company's employees in support of the older organization.

01-Feb-1929 Page 98

In order to relieve congestion the tracks on Sparks St. are to be extended to Lyon St. and thence north to Wellington St. When this is completed all Hull cars will take that route instead of turning north on Bank St. thus relieving the congestion at the corner of Sparks and Bank Streets.

The company advised the city board of control on Jan. 15 that it did not propose to pay anything towards the cost of the Somerset Street bridge until its appeal against the distribution of cost as between the company and the CPR and CNR has been disposed of by the Supreme Court of Canada. The company is appealing against the BRC order of May 1928 directing it to pay \$90,000 towards the cost of the bridge on the ground that under an old agreement it is not called upon to make any contribution.

01-Feb-1929 Page 93

Sybil Donkersly sued the OER and the Orange Crush Bottling Co. in Oct. 1928, for injuries sustained by being struck by an Orange Crush truck on Rideau St. at Sussex after she had alighted from a streetcar. The jury awarded her \$2,500 jointly against the defendant companies, on the ground that she was allowed to leave the street car at a point other than at the loading platform at the corner of Rideau and Sussex Sts. which was due to the fact that the street car ahead of the one in which she was a passenger was already occupying the platform. Both companies appealed to the Ontario Supreme Court on Jan. 7 when judgement against the OER was set aside with costs and the Orange crush Bottling Co.'s appeal was dismissed. The Appellate division held that Miss Donkersly being allowed to leave the street car at a point other than at the loading platform did not constitute negligence in law.

01-Mar-1929 Page 158

The OER started on March 1 to sell 17 adult tickets in book form for 41, an average of 5.88c each instead of 16 for \$1, or 6.25c each previously. The sale of 4 tickets for 25c, or 6.25c each continues for those who do not want to buy a dollar's worth. The management expects the new books will have a large sale and increase the riding habit.

01-Apr-1929 Page 126

The question of a route for the projected Templeton Avenue extension was raised at a meeting of board of control March 5, when it was suggested that the car tracks be laid from Laurier St. on Nicholas St. to Somerset St. then down Somerset St., looping back on Mann Ave.

01-Apr-1929 Page 235

New fares - on the first day the new tickets went on sale 6,000 of the books were sold and new supplies had to be ordered.

01-May-1929 Page 314

Wages

01-May-1929 Page 312

1 item

01-Jun-1929 Page 385

The company was reported on May 17 to have approved of plans for a 12 ft. square tunnel underneath Chaudiere Road to connect two of the E.B. Eddy Co.'s buildings. As the company has its car tracks on the road underneath the tunnel will pass, its consent was necessary.

Board of control and the civic street railway committee have approved of the extension of Templeton Ave. from King Edward Ave. to Nicholson (sic) St. as the first step towards getting an extension of the street railway there. There is considerable opposition to the proposal and on May 3, the St. Francis Municipal Association passed a resolution protesting against the plans.

01-Jun-1929 Page 387

Wages

01-Jul-1929 Page 458

Wages

01-Aug-1929 Page 518

The OER is relaying 3,480 ft. of single track on Queen Street, between Bank and Elgin Streets in connection with repaving. It has bought 225 gross tons steel rails Bethlehem section 122/407A.

01-Sep-1929 Page 575

The OER is providing life saving appliances at Britannia pier.

01-Sep-1929 Page 582

The board recommended that the wages provided in the agreement ended April 30, including those for Sunday and legal holidays, be continued for another year to expire April 30, 1930, which recommendation was accepted subsequently by both the company and the men. An agreement giving effect to the recommendation was drawn up subsequently, the only variation being in regard to seniority, viz.: - that Single seniority shall apply to those on the spare list, of approximately 100 men, who after regular runs have been chosen, will, if qualified, be able, in line of seniority, to take runs as motormen or conductors. Previously the rule applied only to those who were classified as motormen or conductors. It is stated that there are only 5 men on the spare list who are not qualified to operate as operators on one-man cars. The new agreement was signed at the end of July by Major F.D. Burpee for the company and J.A. Robinson, President and P.J. Tomkins, Secretary of Local 279 of the Amalgamated Association of Street and Electric Railway Employees of America.

01-Oct-1929 Page 643

Ottawa Board of Control considered on Sept. 18, the question of the use of T or girder rails by the OER. Under the agreement the company is required to build new tracks in a substantial manner and according to the best modern practice, under the supervision of the city engineer, and the question has arisen whether this means that girder rails are to be used in preference to T rails. In recent track laying, T rails have been used in St. Patrick Street and Bronson Avenue, while on Queen Street girder rails have been laid in renewal of older rails of the same type. The board is considering taking a test case to a court in order to have the point decided.

01-Oct-1929 Page 647

Work on relaying the curves and renewing the paving at the intersection of Sparks and Bank SSts. was started by the company and city works department on Aug. 27. The new curves have a longer radius than the old ones to permit cars to pass each other on the curve without waiting as formerly. The rails for the curves are 150lb. to the yard, with manganese switches. The new track work, supplied by Canadian Steel Foundries, Ltd., weighs 50 tons, and consists of double right hand and double left hand curves with straight track through on Bank Street. The traffic over the new track was resumed, Sept. 5.

01-Oct-1929 Page 645

Donkersley vs. OER

01-Nov-1929 Page 708

Robert Alanson Baldwin, Master Mechanic, dies at Ottawa, Oct. 3, after having been in poor health for about a year. He was born there, Sept. 24, 1872, and was educated at the normal model school and the high school. He entered OER service May 22, 1893 as an electrician; was appointed Inspector of Rolling Stock in May 1909 and Master Mechanic in 1910, remaining in that position until his death.

F. Bourque and J. Smythe, who were employed by the OER when it began operations in 1891, having attained the age of 65 years, have been placed on the pension list. The following other employees having reached retiring age have also been pensioned, the figures after their names representing the years they were in this company's service:- S. Collins, 37; A. Kritsch, 36; W.J. Stalford, 36; E.H. Hupp, 35; A.P. McDonnell, 34; J. Lunny, 34; V. Bovin, 26; and A. Renaud, 25.

01-Dec-1929 Page 766

The OER has been asked by the city's engineering department to plough down and clear snow to a depth of 2 in. from the pavement on all streets on which it has tracks. The agreement provides that it shall keep the streets, on which its tracks run, clear of snow to whatever depth is determined by the city engineering department, but this is said to be the first time that a specific snow depth has been requested.

01-Dec-1929 Page 770

The Board of Railway Commissioners reserved decision on Oct. 29 in the CNR application for approval of plans of a new bridge across Laurier Avenue towards which the OER was asked to pay part of the cost.

Vehicle traffic over the new Somerset Street bridge was started Nov. 5, and it is expected that the rest of the paving work in the bridge will be completed early in December. The deck of the new bridge provides a 30 ft. roadway with a 6 ft. sidewalk in each side. The street railway tracks will be in the centre of the roadway instead of to the north as on the old bridge. The question as to the liability of the OER to contribute to the cost of the bridge as ordered by the Board of Railway Commissioners is before the courts.

01-Jan-30 Page 45

W. J. St. Aubin, who has been an OER employee motorman since Nov. 16, 1927, has been elected an alderman for the Ottawa Ward in that city.

01-Jan-30 Page 47

Bus operation

01-Jan-30 Page 44

Ten of the employees had their services dispensed with in Aug. 31, 1929 as they had reached 65, which is the retirement age. The executive of division 279, Amalgamated Association of Street and Electric Railway Employees of America and Magnus Sinclair, an international officer of the association, took up the matter with the Dominion Labour Department and with the company's management, and after considerable negotiations it was announced at a meeting of the Division on Nov. 27, 1929, that the 10 men would be re-engaged by the company in some capacity in the car department, but would not be restored to their former positions as conductors and motormen.

01-Feb-30 Page 110

Bus operation

01-Apr-30 Page 232

The OER management advised representatives of employees at the Dominion Experimental farm, March 13, that it has no intention of restoring jigger car service to the farm, which is outside city limits.

01-Apr-30 Page 234

The Second Divisional Court at Toronto allowed, on March 11, the OER's appeal from a judgement of Mr. Justice Kelly and a jury finding the company liable to Mrs. George Athonas for \$8,500 for injuries received by her in a collision between an automobile and a street car which occurred near Westboro, when a motor car, driven by Carl Glover of Detroit, collided with a streetcar and hit Mrs. Athonas, injuring her severely. She sued both the railway and Glover, and an Ottawa jury held Glover guiltless and awarded Mrs. Athonas \$8,500 and costs against the OER which appealed. Redmond Quain, counsel for the OER argued that the jury was obviously prejudiced, and that the finding of negligence in the verdict did not, when analyzed, constitute negligence at all from the legal standpoint. The Second Divisional Court's judgement holds that Glover's negligence caused the accident.

01-May-30 Page 318

Bus competition

01-Jun-30 Page 373

major Burpee advised City Council, May 8, that the company has no objection to a plan under discussion for the reduction of the number of poles in certain streets by combining them with those of the Hydro-Electric Commission, but could see no reason why it should share the expense. The company's poles on Sparks St are of iron and small size and not unsightly.

01-Jun-30 Page 375

OER states in a recent advertisement that due to the presence of the Ottawa River to the north, traffic into and out of the business district in Ottawa must come and go by three directions, viz., south, east and west, and says:-
"There is a point beyond which further downtown motor parking becomes a real obstacle to business as well as transportation. That point is rapidly approaching in Ottawa, and the effects are sure to be felt in reduced business. The OER carries over 80% of the buying public to the shopping districts, In cities in the USA and Canada where a similar situation exists, parking in business districts is prohibited. It is estimated that in those cities hundreds of thousands of dollars were lost monthly by merchants because of the traffic congestion caused by parking. The solution is one that Ottawa must consider in the near future."

01-Aug-30 Page 526

The OER is building or replacing double track as follows:- On Somerset St. from bay St. to Bronson Ave. 1,100 ft of street; on Dalhousie St, from George St. to St. Patrick St., 1,300 ft.; on Rideau St. from King St. to nelson St, 550 ft.; on Bank St. from Gladstone Ave. to Argyle Ave., 750 ft. It recently bought 230 gross tons Bethlehem section 103-287a groove rail.

01-Sep-30 Page 585

Owing to the removal of pavement on Somerset St., the OER Britannia route cars using that street were routed on Aug. 12 via Preston and Albert Sts. for the duration of the pavement renewal work. The Holland and Mckellar route cars continued to use Somerset St.

01-Sep-30 Page 589

OER history - see pp. 589-591

01-Dec-30 Page 784

The Supreme Court of Canada gave judgement, Nov. 4, reversing one given by the Supreme Court of Ontario, Appellate Division, and restoring the original one made by Mr. Justice Kelly, by which the OER was ordered to pay \$8,500 and damages to Mrs. Catherine Athonas for injuries sustained in July 1929, when, while standing waiting for a westbound streetcar to approach, she was struck by an automobile which had been struck and pushed along the rails by an approaching eastbound streetcar.

01-Jan-31 Page 45

W.F. Garland, M.P. for Carleton, is reported from Ottawa as having requested the Dominion Minister of Agriculture, Mr. Weir, to take action in regard to an OER spur running into the Dominion Government Experimental Farm at Ottawa, Mr. Garland suggesting that the spur, upon which operation was discontinued some time ago, be again operated or taken up, and claiming that taking up the track would release at least five acres of land for cultivation.

01-Jan-31 Page 47

Major Burpee, in replying to the city board of control, which reported complaints as to speed of electric railway cars in certain sections of the city, stated recently that the cars are operating at the maximum speed consistent with good service, and that no one is more anxious than the OER management to have average speed as high as possible.

01-Mar-31 Page 166

The OER and the city

01-May-31 Page 320

OER and the city

01-Jun-31 Page 391

Wages

01-Jun-31 Page 393

Experimental farm service

01-Jun-31 Page 396

The OER is laying track on Beechwood Avenue as follows:- from Crichton to Springfield, double track, 600 ft.; from Springfield to Oakhill, single track, 2,715 ft.

01-Jun-31 Page 399

OER appeal Somerset Street bridge

01-Jul-31 Page 468

Wages etc.

01-Aug-31 Page 530

Wages

01-Aug-31 Page 533

OER and the city

01-Aug-31 Page 534

Somerset Street bridge appeal

01-Sep-31 Page 591

Fare box illumination

01-Sep-31 Page 594

OER fares

01-Sep-31 Page 595

OER prosecutes competing motorist.

01-Oct-31 Page 661

Prosecution of competing motorist

01-Oct-31 Page 648

OER is being sued for \$15,000 by Evelyn Devitt, as the result of an accident in which plaintiff is said to have received injuries, through the alleged folding the step at a street car door as she boarded it. Trial by jury has been requested.

01-Oct-31 Page 656

1 item

01-Nov-31 Page 720

Prosecution of competing motorist

01-Nov-31 Page 723

OER and the city

01-Dec-31 Page 778

Fares

01-Dec-31 Page 779

Forces have carried out a track renewal programme covering the double track line on Rideau St., from Nelson St. to Charlotte St., 2,208 ft., using LS 103/478 rail, construction of a Y at Rideau and Cobourg Sts., and installation of clearance curves at Rideau and Charlotte Sts., the special work for the two latter jobs having been supplied by Canadian Steel Foundries and having included 122 lb. and 140 lb. rail.

01-Jan-32 Page 36

Major Burpee was quoted in a recent Ottawa press report as saying that rumours that the company might apply to the city for authority to operate I-man street cars exclusively were wholly without foundation.

Hull City Council decided, recently to forward to the OER management a complaint by the Association Catholique de Jeunesse Canadien that the OER is not carrying out its contract to provide bilingual transfers for its passengers.

01-Feb-32 Page 90

Prosecution of competing motorists

01-Feb-32 Page 91

OER and the city

01-Feb-32 Page 92

At the Ontario Supreme Court Winter Assizes on Jan. 12, an Ottawa jury awarded Miss. Ethel Nixon \$17,557.15 damages against the OER for injuries received when she was struck by a street car on Jan. 29, 1931, at the Civic hospital stop, her counsel having claimed that the car was being operated negligently and that it was going at an excessive rate of speed, the evidence showing that it travelled 400 ft. from the time the brakes were applied until it was stopped. The jury found that the negligence was 10% due to Miss. Nixon in neglecting to exercise necessary precautions in crossing the tracks and 90% due to the OER and it allowed bills totalling \$2,115, 18 months salary at \$198 a month and 50% of salary for the next ten years. An Ottawa dispatch stated that the argument would be heard by the presiding judge prior to judgement being entered on the jury's verdict, as to whether the negligence found by the jury as the basis of its decision constitutes negligence in the eyes of the law. It was also stated that the decision would be appealed.

01-Mar-32 Page 144

Competing motorist

01-Mar-32 Page 143

Report

01-Mar-32 Page 145

Experimental farm

01-Mar-32 Page 147

The OER published an advertisement in daily newspapers recently as follows:- "Safety first. use the street cars, the only safe means of travel. The law requires all other traffic to stop to allow you on and off the street car."

01-Apr-32 Page 208

OER matters

01-Apr-32 Page 203

Experimental farm

01-May-32 Page 268

1 item

01-Jul-32 Page 372

Fares

01-Jul-32 Page 373

The OER has completed and placed in operation a loop at Buena Vista and Lisgar road, Rockcliffe Park. Cars on the Sussex route are using it as their terminal.

01-Aug-32 Page 427

The OER has installed clearance curves at Queen and Bank, Queen and Elgin, Sparks and Elgin and Laurier and Nicholas Sts., all with the exception of at Queen and Bank Sts. which was a replacement, being new installations, which were necessary to reroute the service from off Laurier Avenue bridge, via Nicholas, Rideau, Elgin and Queen Sts.

01-Sep-32 Page 473

Transfer form

01-Sep-32 Page 474

Fares

01-Oct-32 Page 527

Fares

01-Nov-32 Page 586

Extensions

01-Nov-32 Page 581

Track reconstruction work scheduled includes renewal of 1,500 ft. of double track on Somerset St. between Bronson and Booth Sts., with new rail, Bethlehem section 104/287A.

01-Nov-32 Page 585

Ticket sales

01-Nov-32 Page 587

Hitch hiking - in recent newspaper advertising, shows a drawing of a customer leaving a butcher's shop with a large purchase, the expression on the shopkeeper's face indicating in no uncertain manner that he has not received payment for his goods. The caption is "If thumbs became coin of the realm," it being asked "Would this be a prosperous country if "thumbs" could buy goods with "Thank you very much" and sometimes not even that?" The advertisement goes on to say:- "Let's discourage hitch-hiking. It takes business away from the regular transportation lines."

01-Nov-32 Page 583

Fares

01-Dec-32 Page 643

Fares

01-Dec-32 Page 644

The OER is making improvements in a number of its cars. At the beginning of November, two had been dealt with, heavy linoleum having been placed in the floors in place of the usual slats, and seats upholstered in leather having been substituted for those covered with rattan. We were advised officially early in November, that four more cars would be dealt with, the seats to be installed to have crude rubber sets and leather covered backs. It is the management's intention to use the rattan seats taken out of the cars to replace those requiring repairs. As that stock is used up, several more cars will be dealt with, the rattan seats from them being used similarly, this process to continue until all the car seats are upholstered in leather. The placing of linoleum on the car floors is an experiment, and experience during this winter will show whether it is successful or not.

01-Dec-32 Page 646

Experimental farm

01-Jan-33 Page 27

Major Burpee submitted samples of a new street car ticket, which would have the company's name, and a facsimile of someone's signature, on both sides. In this connection it was stated that the majority of tickets issued in Canada have some slogan on one side, which might be produced by any printer.

01-Jan-33 Page 28

The OER put into effect Dec. 1, 1932, only, between 10.00 a.m. and noon and between 2 and 4 p.m., a 5c fare, as an experiment to encourage Christmas shopping, the merchants generally having a particularly attractive display of goods and offering many bargains.

01-Feb-33 Page 75

An Ottawa press report of Jan. 13, dealing with a discussion between the city board of control and the City Works Commissioner, stated that the latter had suggested the possibility of strengthening the bridges on Sussex St. over the Rideau River diversion at an approximate cost of \$25,000 for each, to make them good for another 5 years. He said that the OER, the tracks of which are laid on both bridges, had refused to contribute anything to the cost of the suggested improvements. The Commissioner also suggested replacement of electric railway track allowance on Wellington, Sussex, Bank and Dalhousie Sts. at a total estimated cost of \$106,386, and a new pavement for the approaches to the Elgin St. subway, at a total estimated cost of \$36,245, the OER to be responsible for the track allowance paving, at the subway approaches at a cost of \$13,128.50 leaving \$23,116.50 to be paid by the city. The Commissioner was said to have stated also that the City Solicitor was considering litigation to force the OER to pay for the cost of track allowance paving replacement. Consideration of the Commissioner's proposals was postponed.

In regard to the action taken by the Dominion Government, on behalf of its Agriculture Department, against the OER because of the latter's discontinuance of electric railway service over a route of less than a mile in the Dominion Experimental Farm grounds, we were advised early in January that counsel for the OER had arranged to have trial postponed for a month or six weeks. Early in 1932 the government applied to the Board of Railway Commissioners under the Railway Act, sec. 35, for an order to direct the OER to resume service on the route but the application was dismissed, the OER having shown that the route had been operated at a heavy loss for the preceding 21 years. The OER contends that it is giving a better service into the farm grounds than the one discontinued, on another route.

01-Feb-33 Page 74

Fares - two items

01-Feb-33 Page 76

1 item

01-Mar-33 Page 127

Experimental Farm service

01-Apr-33 Page 182

Franchise, fares pp. 182-3.

01-May-33 Page 234

Franchise, fares

01-May-33 Page 232

Legal actions, track allowances

01-May-33 Page 230

1 item

01-May-33 Page 228

New cars

01-Jun-33 Page 283

Fares

01-Jun-33 Page 279

The OER wrote to the city police commissioners recently protesting against the number of taxicabs in operation and the company's solicitor, Redmond Quain, K.C. appeared before the board in support of the company's contention that the number should be reduced. The Commissioners stated that the number of taxicabs in operation had been decreased materially, and that the reduction was continuing.

01-Jul-33 Page 341

Fare increase, curve at Dalhousie and St. Patrick

01-Jul-33 Page 339

New tickets

01-Aug-33 Page 382

Agreement with the city

01-Aug-33 Page 388

Following dismissal by Mr. Justice Wright, of the action taken by the Dominion Government on behalf of the Agriculture department to compel the OER to resume operation of its electric railway line into the Dominion Experimental farm grounds, the Government ordered the company to remove its loop in the grounds by Sept. 1. The City of Ottawa is reported to have appealed to the Minister of Agriculture to allow the company to retain the loop. It is immaterial to the company whether the loop is allowed to remain or not, as it has its own property at Holland and Carling Avenues in the vicinity, on which to build a loop to replace the one on the farm grounds, and has had its land cleared in preparation for construction of a loop if it becomes necessary.

01-Oct-33 Page 433

Rail renewal

01-Oct-33 Page 477

Smoking on cars. Burpee. On our one-man cars smoking is undoubtedly indulged in at the rear end but it is difficult to overcome. During the last two years we have made no effort to stop the practice because any passenger, even a smoking one, is welcome. On one or two cars we are installing ventilators at the top of the rear window and at the two angle windows on the sides, with the hope that smoke will be drawn out during the winter.

01-Oct-33 Page 476

Since OER discontinued its electric railway service on Laurier Ave. and over Laurier Ave. railway bridge and took up its tracks on Laurier Ave. and transferred its service from Elgin St. and Laurier Ave. to Rideau and Nicholas Sts. there has been discussion by the city council of trying to compel the restoration of the original service, but the City Solicitor told the council recently that if it resorted to litigation to compel the company to restore the service it might have to take the matter as far as the Imperial Privy Council's Judicial Committee. He referred to a judgement having to do with a situation in Kingston, Ont, which has not been reversed, and to a refusal by the Board of Railway Commissioners to issue a mandatory order in the face of the Kingston decision. The Mayor of Ottawa summed up the situation when he said :- "Apparently we cannot compel them to run the cars" (over the former route) "without going to the Privy Council." - On Sept. 5 the city council adopted a recommendation by the board of control, granting the company permission to remove, without prejudice, a switch and mate at the intersection of Elgin St. and Laurier Ave. for use elsewhere, a provision having been inserted that if the switch and mate have to be returned to their previous locations the work will be done without expense to the city.

01-Oct-33 Page 475

Track rehabilitation involving reported expenditure by the OER of \$30,000 and by the city of between \$80,000 and \$90,000, was started late in August, when work began upon street repaving and track renewal on Wellington St. There are four sections of track and street to be dealt with, the other three being on Albert, Sussex and Dalhousie Sts. Work on Albert St. consists of repaving from curb to curb, but on the other streets the city's paving work is restricted to the track allowance. The track is being replaced by grooved girder rails; previously the company was empowered by its contract with the city to renew its tracks with T rails, but in the recent negotiations it undertook to use grooved girder rails which means a substantial saving for the city on paving work.

01-Oct-33 Page 471

New cars

01-Oct-33 Page 431

New cars, suit

01-Oct-33 Page 430

The order given by the Dominion Government to the OER to remove its electric railway loop in the Dominion Experimental Farm grounds near Ottawa, Sept. 1, followed dismissal of an action which had been taken by the Government on behalf of the Agriculture department, to compel the OER to resume operation of its electric railway line into the farm grounds. On July 31, the acting Prime Minister, Sir George Perley, to whose attention the inconvenience which the order would cause to people going to and from Ottawa city hospital was called by civic and hospital authorities, stated that the effective date of the government order had been deferred until Nov. 1 to allow more consideration of the matter. On Aug. 2 it was reported that the OER was preparing to build an alternative loop at the junction of Holland and Carling Avenues., where cars could be turned about 200 yards from the hospital. The City Solicitor was reported as saying that the company is obligated under its agreement with the city to build and operate a line from Holland Ave. along Ruskin and Fairmont Aves. to Wellington St. near the hospital, but it is said that construction and operation of such a line is contingent upon the city opening Ruskin Ave. and the preparation of Fairmont Ave. by the city for the laying of electric railway tracks, and that the latter would be a costly procedure as it would involve the taking up of three quarters of a mile of asphalt pavement and the construction of a subway at a cost of about \$200,000. The company discontinued its service into the experimental farm grounds in 1929, following many years of loss in operation.

01-Oct-33 Page 429

Franchise

01-Oct-33 Page 473

Franchise

01-Jan-34 Page 31

The OER has received five one-man cars from OCM completing the order for 10, the first five of which were delivered Aug 1. 1933.

01-Feb-34 Page 75

The OER has centred its tracks on Booth St. (Chaudiere) from Duke St. to Union Bridge, 1,100 ft. and has replaced 80 lb. T rail by Bethlehem section 104/287A groove girder rail for approximately 500 ft. in connection with the work. The company had been endeavouring for several years to have its tracks removed from the eastern side of the roadway to the centre.

01-Feb-34 Page 71

Fares

01-Mar-34 Page 114

Fares

01-Apr-34 Page 162

Ottawa Traction Co has declared a dividend of 50c per share payable April 2. This is the first dividend to be paid by the company since 1928.

01-May-34 Page 205

The OER sued the city to recover the cost of removal of some of the company's poles to different locations on the highway, to enable the city to make improvements to its streets. The action was dismissed with costs at Toronto, April 14, by Mr. Justice Kingstone.

01-Aug-34 Page 356

Track renewal

01-Aug-34 Page 363

OER taking delivery of four 29-passenger buses.

01-Aug-34 Page 355

One hundred per cent one-man car operation was started in Ottawa, August 19, 1933. Cars are being operated on the same schedules as before the change, when there was about 70% one-man operation. The remaining 30% consisted of the two heaviest lines, Bank Street and Hull, which are working without any complaint from the public or the employees.

01-Oct-34 Page 446

The OER has received from OCM 6 cars out of 11, duplicates of 10 supplied in 1933, subsequently increased to 12.

01-Nov-34 Page 487

The Ottawa traction Co declared a dividend of 50c a share on its capital stock Oct. 1.

01-Jan-35 Page 29

Article on light weight buses, Short bros.

01-Jan-35 Page 27

The OER has received from OCM the remaining 6 cars out of 11.

01-Mar-35 Page 129

Bus acquisition.

01-Mar-35 Page 113

Snow removal article

01-May-35 Page 224

OER acquired oil engined buses.

01-May-35 Page 216

The OER has agreed to contribute \$6,000 towards the cost of reconstructing pavement through the Elgin St. subway, an Ottawa report of April 9 states. Total cost of the work will be \$50,000. The FDC is to contribute \$11,000.

01-Jun-35 Page 261

Article on transit facilities in Canada's Capital

01-Nov-35 Page 519

The OER received delivery about the middle of October of 2 29 psgr. buses. Diesel engined.

01-Feb-36 Page 78

OER bus operations

01-Jun-36 Page 285

More AEC oil-engined buses for Ottawa. Two buses for city service, chassis to be built by Ottawa Car.

01-Aug-36 Page 383

Ottawa reports outstanding success with AEC diesels.

01-Nov-36 Page 514

OER wins transit Journal Maintenance award

01-Dec-36 Page 565

First prize in maintenance contest

01-Dec-36 Page 560

OER budget system

01-Mar-37 Page 139

De luxe parlour coach added to Ottawa fleet. Reo chassis, Ottawa car body.

01-Apr-37 Page 1870

OER reports progress

On the morning of June 23, two of the three sections of the OER car house in Rockcliffe were destroyed by a spectacular fire, which burned also about 40 old street cars, which had been long retired from active service and stored at the car house. The structure, built about 30 years ago, was valued at about \$100,000. The north section had been burned about five years ago, but had been rebuilt. Major Burpee was quoted as saying that the loss was about \$75,000, all covered by insurance. The cause of the fire is unknown, but it is thought to have been started by a cigarette stub or by a small fire made by transients, as the company had been compelled to chase transients away from the property from time to time. Official advice of July 16 is that the OER had no intention at present of rebuilding the car house; it is probable that the land will be offered for sale, as it would be quite suitable for use as residential property.

01-Sep-37

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OER fares

01-Oct-37

Page 493

Recent advice from OER management is that the track on approximately 4,000 ft. of line on Holland Ave. between Wellington St. and Carling Ave. is being renewed, the 80 lb. T rail being replaced by 104 lb. grooved girder rail; about 250 tons of the latter is being used. Also, in connection with this work, the management is installing a right-hand, double track branch-off, with diamond, at the junction of Holland Ave. and the Britannia line, using 140 lb. and 104 lb. rail. All joints are being Thermit welded. Work on this job was begun Sept. 20 and is expected to be completed within five weeks from that date.

01-Oct-37

Page 498

The OER has before the Board of Railway Commissioners an application for an order authorizing abandonment of tracks on Bell St. and Powell Ave. and laying of tracks on Bronson, south of Gladstone Ave., with a level crossing of the CNR tracks. An Ottawa dispatch records that the company's desire to lay tracks on Bronson was discussed by Major Burpee with members of the Ottawa City Board of Control. Major Burpee is reported as having told the board of control members that the OER has no plans for reduction of trackage in Ottawa by change to buses or trackless trolley buses. He is said to have advised the board members that the company is considering the introduction at some future date of a new type of street car which will be practically noiseless in operation; the reference was no doubt to the PCC car, as described in these columns on previous occasions. Major Burpee explained, however, the dispatch states, that general use of the new cars would be unlikely in Ottawa for some time, for the reason that the company has some \$3,000,000 invested in the cars which are now operated. He indicated, however, that when new cars are required the company will likely conduct test operation with the new equipment.

On Sept. 20 the Ottawa City Council by 12 votes to 11 decided not to accede to the OER request for abandonment of the tracks on Bell St. and Powell Ave. and the laying of new tracks on Bronson Ave., and to oppose the OER application now before the Board. A motion requiring the company to proceed with the laying of new tracks on Bell St. and Powell Ave., prior to paving of the streets, was adopted. A contract for the paving work has been awarded.

01-Feb-38

Page 77

OER stock has been approved for listing on the Montreal Stock Exchange, this following the recent action of the Ottawa Traction Co. shareholders in agreeing to an exchange of their holdings for OER stock on the basis of five shares of the latter for eight of the Ottawa traction Co. shares.

01-Apr-38

Page 184

OER results.

01-Apr-38

Page 186

Death of Major Burpee on Feb. 25. Mr. Ahearn said "The passing of major Fred Burpee means that Ottawa has lost one of its finest citizens. To those of us who have been connected with the OER since its start, it not only means the passing of a sterling character and a dear friend but one who, starting as a youth in the offices of the OER, worked up by sheer ability to the office of Vice President and general Manager. The clam courage with which Major Burpee faced two major operations within a few years of each other is, I think, a matter of common knowledge. I sincerely mourn his passing".

Mayor Lewis said "The City of Ottawa loses one of its finest citizens in the death of Fred Burpee. He was a leader in business and sport. Fred, as he was known to all, rose to the top by his ability and hard work. He was a true friend and in the business and sporting life of the city he will be sorely missed. The crippled children of Ottawa will especially regret his passing."

The funeral service was held at Ottawa, Feb. 28 and interment was at Beechwood Cemetery.

01-Jul-38

Page 358

The OER has been negotiating during recent weeks with representatives of its employees; the employees are asking for wage increases of approximately 10%, and a revision of working conditions. It was reported that the management is not disposed to grant the employees' request and that, in the event of further direct negotiation being unsuccessful, the employees will apply to the Dominion Minister of Labour for the formation of a board of conciliation and investigation under the terms of the Industrial Disputes Investigation Act, to deal with the matter.

01-Aug-38

Page 401

Death of Thomas Ahearn at his residence, Buena Vista at 9.40 p.m. on June 28

01-Sep-38

Page 454

Early electric traction in Ottawa

01-Oct-38 Page 520

OER stops dividends.

01-Feb-39 Page 79

Report on OER wages

01-Apr-39 Page 183

OER results - not copied.

01-May-39 Page 251

Expansion in bus operation

01-Nov-39 Page 564

The OER carried 1,540,000 revenue passengers in September this year, an increase of 5.7% over Sept. 1938. the August traffic this year was 1,538,000 revenue passengers, an increase of 1.7% over Aug. 1938.

01-May-40 Page 251

OER results in 1939 - not copied.

01-Oct-40 Page 519

Ottawa Car and Aircraft - new plant at Uplands Airport.

01-Apr-41 Page 194

Results 1940

01-Jul-41 Page 398

An Ottawa despatch of June 14 recorded that an agreement had been reached by the OER and the Ottawa members of the Amalgamated Association, whereby the employees are granted a wage increase of 4c an hour, and improved working conditions. this pay increase, it was said, is in the form of a cost of living bonus, effective retroactively from May 1 this year until May 1 next year, and applies to all hourly rated employees. Whereas such employees did not formerly receive maximum rates until they had been three years in the service, they are now to receive the maximum after eighteen months' service. Also all men on the extra list are to receive pay for reporting time.

01-Dec-41 Page 679

Staggered hours

01-Jan-42 Page 37

At a conference early in December between members of the Ottawa City Council railway committee and Alan T. Lewis, Vice President and Redmond Quain, K.C. Solicitor, OER the OER officials did not hold out much encouragement for introduction of a 5c fare in Ottawa for members of the armed forces, the subject of a motion in the city council some time before. Mr. Quain advised the railway committee members that the motion, if made effective, would require the company directors to give away a portion of the shareholders' money; he also said that in order to grant their request, the company would have to secure authority from the Board of Transport Commissioners. F.B. Proctor K.C. Ottawa city solicitor, confirmed this latter statement. Mr. Quain pointed out that it would be unreasonable to ask the company to make fare concessions for people on relief, for the old, the infirm, returned soldiers from the 1914-18 war and other classes of society; then, if such concessions were granted, people would wonder why the munitions workers should not benefit from fare reductions. He pointed out that there has been no suggestion that the city should cut down water rates for members of the armed forces, or reduce taxes on property owned by them. Mayor Lewis, of Ottawa, pointed out that the council has no power to make such concessions, to which Mr. Quain replied:- "In other words, you cannot give away taxpayers' money." He added that the Bell Telephone Co. and the suppliers of gas and electricity in the city had not been asked to make concessions to members of the armed forces. The railway committee members left the meeting with realization that there would be no recommendation to the OER directors for the suggested fare reduction

A practical step of first importance toward relief of transit congestion was taken in Ottawa on Dec. 1, when the Dominion Department of Munitions and Supply changed its working hours from 9 a.m. - 5 p.m. to 8.30 a.m. - 5.30 p.m. This means that the department is now operated on a workday basis of 7½ hours, replacing the 6½ hour day worked previously.

Effective Dec. 10, hours were changed for many more employees of the Civil Service, the following table showing the departments and the numbers of employees in each which have altered their hours in such manner as to provide maximum traffic relief:-

Department of Mines and Resources -- 1,000

Department of National Revenue -- 900

Post Office Department -- 500

Department of Public Works -- 250

Department of Trade and Commerce -- 1,770

Auditor General and Treasury Staffs -- 220

The employees listed in the table above combine with those of the department of Munitions and Supply to make a total of approximately 6,500 government employees whose hours have been altered, thus making an effective contribution to the relief of Ottawa traffic congestion. There are approximately 31,000 civil service employees in Ottawa, and the changes in hours as above detailed followed a study of some six weeks as to the best way to go about altering their working hours. The magnitude of the undertaking may be realized to some extent upon consideration of the fact that there are about 111 civil service departments in the city of Ottawa, and that there is a great deal of interlocking among those departments as concerns the clerical operations. Evidently, to prevent loss of time, it is necessary that certain classes of employees be on duty during the same hours.

01-Feb-42

Page 98

An Ottawa newspaper commented editorially, at mid-January, upon an announcement by the OER management that it was doing away with some 43 electric railway car and bus stops, with a view to speeding up the transit service. The editorial said in part "It is a sensible step, and one long urged by this paper, and such minor inconvenience as is caused will soon be forgotten. Car stops a short block apart - and there have been many such cases - are a luxury we can do without."

01-Mar-42

Page 154

In its programme of stop elimination, designed to speed up the transit service and to promote efficiency and economy, the OER management had eliminated 62 electric railway car and bus stops in the period Jan. 1 - Feb. 12.

01-May-42

Page 283

Results for 1941

01-May-42

Page 295

New Macks operating in Ottawa

01-May-42

Page 279

Ten of these cars have been furnished by the TTC for OER and five for Fort William Street Ry. These cars, formerly of the pay-as-you-leave type, were remodeled and converted to pay-as-you-enter cars in the period between Sept. 1924 and Dec. 1933 and thus modernized, provide a very efficient vehicle for mass transportation.

01-Jul-42

Page 421

New Macks operating in Ottawa - article not copied.

01-Jul-42

Page 414

It was reported from Ottawa, June 19, that at a meeting of the civic street railway committee of the city council it had been decided to seek lower fares from the OER management, and it was said that the city council would be asked, at a special meeting on June 25, to serve notice on the OER that the city will seek fare reduction when the present city-company agreement expires on June 28, 1943. At the meeting of the street railway committee, there was read a letter from the city clerk, stating that the agreement between the city and company expires on the date mentioned, and that a year's notice is required if any change in the franchise terms is contemplated. Mayor Lewis presided at the meeting, and the controllers and aldermen attending placed themselves on record as in favour of reopening the questions of bus service and snow removal costs. Ottawa City Solicitor Proctor attended the meeting, and explained that if fare schedules cannot be agreed upon directly by the company officers and civic authorities, they are determined by the Board of Transport Commissioners. On the suggestion of a controller, the committee decided to seek figures from the OER management, showing traffic and earnings in 1937 and in 1941.

01-Aug-42

Page 477

It was reported from Ottawa at the end of June that city council approved, without discussion, a recommendation of the street railway committee, concurred in by the board of control, to seek a reduction in OER fares.

01-Nov-42 Page 661

It was reported at the end of September that about 100 stops had been eliminated from OER railway and bus routes, thus lengthening considerably the average distance between stops and the OER General manager, David Gill was quoted as saying that many more stops would be eliminated

The report referred to said that plans for further staggering of hours in Ottawa were being formed, and that the management, unable to obtain new equipment and faced with the prospect of heavier traffic than ever before in the coming winter, must depend upon the speeding up of schedules to enable it to handle the traffic.

01-Dec-42 Page 721

An Ottawa press report of Nov. 4 recorded that the OER had begun construction of an electric railway loop, west of the Municipal Building on Wellington Street, the reason for building the loop being to allow some of the electric railway cars to be turned back on Wellington Street, instead of crossing to Hull. This short turning of some cars was expected to result in greatly improved service for passengers from the north-east section of the city.

01-Feb-43 Page 87

Travel up largely

01-Mar-43 Page 142

In connection with the staggering of hours for civil servants and other employees in Ottawa, a wartime transit advisory committee has been formed in that city consisting of K.A. Greene, F.E. Bronson and C.H. Laberge, all prominent Ottawa citizens. Announcement of the office of the Transit Controller is that this advisory committee has been established "to investigate and consider transportation facilities in the Ottawa district, and to confer with, advise, and make recommendations to the Transit Controller". An Ottawa dispatch states that further rearrangement of the working hours of civil servants is under study.

01-Apr-43 Page 197

It was reported from Ottawa, March 20, that the national War Labour Board had granted an increase of 4c an hour in the wages of 700 employees of OER, all classes of labor in the company employ being affected, except office and clerical help. The report states that the increase will cost the OER an amount of between \$50,000 and \$60,000 a year.

01-Jun-43 Page 318

Bus operations

01-Oct-43 Page 538

OER fares

01-Nov-43 Page 597

OER fares

01-Dec-43 Page 646

OER fares

01-Feb-44 Page 89

Traffic

01-Mar-44 Page 136

OER fares

01-Oct-44 Page 557

The OER has completed the laying of some 1,600 ft. of double track on Somerset Street West, between Bank St. and bay St., using 104 lb. girder rail, replacing 82 lb. T rail. Asphalt surface has been employed to replace stone and wood blocks. The joints have been Thermit welded, and tie rods have been installed at 6 ft. centres. The work was completed in the period August 31- Sept. 10.

On Sept. 11 the company began track reconstruction through the Bank Street subway between Arlington Ave. and Pretoria Ave., 1,000 ft. of double track being involved. The former 82 lb. T rail is being replaced by 122 lb. girder rail, with Thermit welded joints and tie rods at 6 ft. centres. The stone block surfacing is being replaced by asphalt.

01-Jan-45 Page 33

The Board of Transport Commissioners upheld a contention of the City of Ottawa that it is entitled to apply to the Board for a revision of the rates of fares charged by the OER; the Board so ruled despite protestations from the company that the civic authorities had not complied with formalities specified in the agreement between the city and the company, and that, therefore the company had not been given proper notice by the city of the latter's intention to ask for fare revisions. The OER appealed to the Supreme Court of Canada from the decision of the Board and that appeal was heard in Ottawa in the latter part of November, with Walter Schroeder, K.C. representing the company and Gordon C. Medcalf, K.C. representing the city. On December 20 the Supreme Court issued judgement, dismissing the OER appeal with costs, thus leaving the way clear for the city to proceed with its application to the BTC for fare revisions.

01-Feb-45 Page 89

Ottawa dispatch of January 30 which states that OER employees who have been endeavouring to secure increased wage rates, voted by a small majority to accept an award handed down by the National War Labour Board, granting increases ranging from 4 1/2 c to 7 1/2 c an hour. The dispatch adds that several points remain for discussion between the OER management and the employees' representatives, the major one being the institution of a superannuation fund.

01-Mar-45 Page 147

NWLB decision re Ottawa transit employees

01-Jul-45 Page 458

The OER has ordered 20 CC&F Brill 36 passenger buses and delivery is expected in the final quarter of this year. The company is now engaged in the construction of an extension to its garage, for the housing of track maintenance and snow removal equipment which has been occupying space which will be required for the 20 new buses.

01-Feb-46 Page 92

There has been considerable discussion recently in Ottawa City Council in regard to the possible acquisition of the OER property by the city. At mid-January, mayor Lewis asked the street railway committee to make a thorough study of the company, examining closely the value of property, possible cost of operation, necessary expansion of services, etc. He is said to have pointed out that much information is available in exhibits furnished the Board of transport Commissioners for Canada for the recent hearings on OER fares.

01-Apr-46 Page 208

OER fares remain unchanged

01-May-46 Page 257

Judgement re OER fares

01-Sep-46 Page 512

reasoning in OER case - see photo copies pp. 512-3-4

01-Jun-47 Page 332

A bill passed by the Senate May 14, provides for an "Act respecting the Ottawa Electric Ry. Co.". Section 1 empowers the company to change its capital. By the original legislation it is specified that the capital stock is to consist of 40,000 shares of no par value. A subsection added by the Senate bill states that the company may, at any time, by resolution of the directors, subdivide the 40,000 shares into 160,000 shares of no par value, and that after such subdivision no stock is to be issued at less than \$25.00 per share. This amendment was requested to enable the company to give wider distribution to its shares. The Senate bill also provides an improved method by which the company can exercise its statutory power to issue securities. It is specified that, in connection with the power to issue securities, the value of the company's assets is deemed to have been \$4,500,000 as of July 31, 1922, and that hereafter it shall be deemed to be that amount and all amounts invested after that date, from time to time, in the capital assets of the company.

01-Feb-48 Page 94

Following considerable negotiation, and the carrying out of valuation by company and city representatives, the Ottawa ratepayers are to vote on February 16 on a proposal for acquisition by the City of Ottawa of the property of the OER at a price of \$6,000,000 plus cost of capital acquisitions made to the property since November 1 last; it has been agreed that such additions will not total more than \$300,000, which would make the top price \$6,300,000.

The valuator for the city, F.S. Haberly, found the reproduction cost, new, of the property, \$14,918,422 and found cost, less depreciation, \$6,606,649.

The valuator for the company, W.M. Black, found the reproduction cost, new \$14,205,655 and cost, less depreciation, \$6,952,546.

In the event of the ratepayers voting in favor of acquisition of the property by the city, the transfer is to be made effective as of midnight, August 12-13 next.

The question which the ratepayers will be asked to answer is as follows:-

"Are you in favor of the Corporation of the City of Ottawa acquiring on August 13, 1948, all property of the Ottawa Electric Railway Company used in connection with the transportation system, at \$6,000,000 plus the cost of capital additions after November 1, 1947, and of the Corporation applying for legislation enabling it to acquire such property, assets and rights at such a cost, and to borrow without further vote of the electors the money required to pay for the same?"

01-Mar-48 Page 148

Ottawa ratepayers favour OER purchase

01-Sep-48 Page 503

City acquires OER

01-Apr-49 Page 203

OTC announces that it is rehabilitating its auxiliary steam turbo-generating unit, as insurance against a possible power shortage next winter. The Commission is renewing 3,100 ft. of single track, using 122 lb. girder grooved rail, with Thermit welded joints. Present ties are being retained on this job. Also, it is relaying 3,452 ft. of single track with 122 lb. girder grooved rail; on this job, new ties are being installed.

01-Aug-49 Page 446

Official advice at mid-July was that the OTC bus garage had been completely equipped with a sprinkler system supplied by Grinnel Co. Montreal branch. Earlier in the season, 1,550 ft. of double track on Queen Street between Bank St. and Elgin St. was renewed with 122 lb. girder rail, with Thermit welded joints and with tie rods at six foot intervals. The wood ties in this section remained in place. At the date of our advice, 3,500 ft. of single track on Springfield Road and maple Lane was being rebuilt, with new ties at 2 ft. centres, 122 lb. girder rail, Thermit welded joints, and tie rods at 6 ft. intervals. The expectation was that this undertaking would be completed before the end of July.

01-Jan-52 Page 82

Effective January 1, the adult ticket rate of three for 25c on the OTC routes was discontinued and the adult fare was made 10c cash straight, with tickets sold at 5 for 50c. Official advice of January 17 is that the Commission, due to popular demand proposed offering to the public a book of 20 tickets for \$2.00.

01-Jun-55 Page 38

OTC trolley coach operation

01-Feb-56 Page 91

Word from Ottawa at mid-January was that increased fares are to be made effective by the OTC early in February. While the adult cash fare of 15c and ticket rate of 2 for 25c will remain unchanged, the ticket rate of 10 for \$1.00 will be replaced by a rate of eight for \$1.00 and shoppers tickets will sell at nine for \$1.00 instead of 12 for \$1.00. The ticket rate for children will change from five for 25c to four for 25c, and student tickets will sell at 10c or three for 25c, in place of the present charge of 5c.

01-Feb-58 Page 58

OTC Report

01-Nov-58 Page 53

L.J. MacDonald resigns