

Ottawa Items from Railway and Shipping World - 1909

01-Jan-1909 Page 15 Chalk River

Pembroke freight shed. It is reported in Pembroke that the company has taken an option on certain properties on Lake and Victoria Streets. The object in view is said to be the company's desire to have freight sheds nearer the centre of the town than the present one.

01-Jan-1909 Page 27 L'Orignal

G. Tombs, General Freight and Passenger Agent, who went over the CNOR's new line from Hawkesbury to Ottawa, Nov. 30 stated that all that is required to put it in thorough working order is the completion of a couple of bridges. It is not likely, however, that this line will be opened for traffic until the spring. An early extension of the line may be looked forward to, added Mr. Tombs.

In connection with the application of the company for a right-of-way for an entrance into Ottawa, the Minister of Railways heard representatives of the company and city council Dec. 17. It is proposed to cross the Rideau River about 1,000 ft. north of Hurdman's Bridge, run through the Stewart property and strike the GTR near the Ottawa and New York new weigh scales. The Hurdman Road would be crossed by a trestle about 600 ft. south of Gladstone Avenue. The council expressed an opinion, in instructing its representatives, that the bridge should be built on as few piers as possible, to lessen the danger of

01-Feb-1909 Page 103 North Lanark

A press report states that this railway will be completed to Darling, Ont. during the year. Jas. Bell of Arnprior is President of the Company.

01-Feb-1909 Page 109 Winchester

During 1908 there was completed 10 miles of second track work upon the contract between Vaudreuil and Dalhousie Mills, a distance of 22.5 miles. J.P. Mullarkey of Montreal is the contractor.

The second track construction between Finch and Smiths Falls, 50 miles has been completed, track having been laid during 1908 upon the last 23.5 miles of the distance. The Toronto Construction Co. had the contract.

01-Feb-1909 Page 119 Kingston (CP)

Judge Gunn, of Ottawa has been appointed Chairman and J.L. Whiting KC and J.G. O'Donoghue, members of a board of conciliation to deal with a dispute between the K&P Ry. and its telegraphers.

01-Feb-1909 Page 135 Hull Electric

The Hull Electric Co. has under consideration the question of constructing the following extensions: From Bridge Street to Laurier Ave., Hull, 3 miles and from Hull station to the toll gate on Chelsea road, 4,000 yards.

01-Feb-1909 Page 139 Kingston, Portsmouth and Cataraqui

The KP&C Ry.'s car barns were destroyed by a fire which occurred at Kingston Jan. 13. All the cars but two were saved. The loss is estimated at \$10,000.

01-Feb-1909 Page 139 Ottawa Electric

E.A. Bredenbury, 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 181 Winchester

A press report states that the company's program of work for the current year includes the construction of 40 miles of additional second track on the line between Montreal and Toronto. This 40 miles would be in the vicinity of Smiths Falls.

01-Mar-1909 Page 183 L'Orignal

The question of the entrance of the CNOR line into Ottawa is not yet finally settled. Until this is disposed of, it is impossible to fully complete the line from Hawkesbury, the work on which is in a forward condition.

01-Mar-1909 Page 199 Ottawa Terminal

A deputation waited on the Government Feb. 15 with reference to the hotel part of the new union station project. It is said that a formal report will be drawn up for presentation to city council. The view generally entertained is that the government will insist upon the station building being gone on with anyway. W. Wainwright, Frouth Vice-President GTR in an interview, said the architects had stated that the working plans were prepared, tenders had not yet been called for, but there was sufficient time to do so before the spring. "We purpose," he added, "going ahead with the original idea."

01-Mar-1909 Page 213 Ottawa Electric

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-Apr-1909 Page 255 Winchester

A Montreal despatch states that it has been officially announced that the construction of the second track as far as Smiths Falls will be completed during the current season and that a start will be made preparatory to the construction of a second track between Smiths Falls and Peterborough.

01-Apr-1909 Page 281 Morrisburg Electric

The Ontario legislature is being asked to pass an act amending the act incorporating this company, by authorizing it to extend the main line from Ormond, continuing through the townships of Winchester, Osgoode and Gloucester to Ottawa, passing near the villages of Kenmore, Metcalfe and Greely; and by extending the line from Ste. Therese to connect with the main line in Osgoode tp.

01-Apr-1909 Page 281 Ottawa and St. Lawrence

Application is being made to the Ontario legislature for an act incorporating a company for the purpose of constructing an electric railway from the boundary line between Ontario and Quebec in Lancaster tp. Glengarry county westerly along the north shore of the St. Lawrence River, to Brockville, thence northwesterly to Perth, connecting there with the Lanark County Electric Railway from Morrisburg to Ottawa, connecting there with the Lanark County Ry. with branch lines from Kenmore to Metcalfe and Russell, connecting with the Ottawa and New York Ry. The company desires to have the power to amalgamate with the Lanark County Electric Ry. and all lines intersecting, to acquire, by purchase any electric railway within the territory comprises within its territory; to contract with the Brockville, Westport and North Western Ry. for trackage on that part of its line between Brockville and Athens and to acquire running rights over the Cornwall Electric Ry.

01-May-1909 Page 335 Ottawa Terminal

A press report states that the company has given up its project to erect an hotel on Major's Hill Park, Ottawa. The Ottawa City Council, Apr 5, passed a resolution asking the Dominion Government to cancel the proposed sale of the site to the GTR, that the fence be removed and the park thrown open as formerly.

We were officially advised Apr 22, that there was no intention of the company giving up the project and that plans are being made for the building, the construction of which will be undertaken and completed as soon as possible.

01-May-1909 Page 335 Brockville

Press reports state that CPR engineers were in Brockville April 10 taking measurements and levels in the tunnel which runs under the city connecting the upper yards with those on the water front. It is said that the work is being done with a view to submitting an plan for its enlargement so as to permit the largest locomotives and cars in the service to pass through it.

01-May-1909 Page 335 Prescott

Considerable damage was done by fire to the company's roundhouse at Prescott recently and two out of the three locomotives in it were burned.

01-May-1909 Page 369 Ottawa Electric

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-May-1909 Page 370 Hull Electric

The HER has ordered from Ottawa Car two semi-convertible cars 21 ft. bodies for delivery in June.

01-Jun-1909 Page 411 Ottawa Terminal

A permit has been granted by the Ottawa City Council for the erection of a power station and baggage annex in connection with the new station. Work has been resumed on the temporary buildings, and will be continued until completed. Loomis & Co., Montreal, are the contractors for this part of the work. E.H. Fitzhugh, third Vice-President stated May 2, that arrangements for the construction of the permanent station buildings are about completed and that work should begin at an early date. Representatives of Ross & Macfarlane, architects, Montreal, were in the city May 3, in connection with the matter. A gang of men has been engaged for some time in sinking test pits on the major's Hill site to find the rock level for the hotel building. In the House of Commons, may 13, a question was asked regarding the transfer of the site for the hotel, and the Premier stated the matter remained in the same position as formerly.

01-Jun-1909 Page 413 Arnprior & Pontiac

Press reports say that this company has been organized to construct a number of lines radiating from Fitzroy Harbour (a village in Carleton County on the Ottawa River) to connect with the electric smelters which it is proposed to erect near there, in connection with the development of a water power, estimated to give 110,000 h.p. The railway lines will run out to a number of large deposits of iron ore in the vicinity. The act incorporating the company has been passed by the Dominion Parliament. L. Simpson Valleyfield, Que, who controls the water power, is one of the provisional directors and A.H.N. Bruce, Ottawa, is Chief Engineer.

01-Jun-1909 Page 423 Prescott

Wellington Street viaduct. Construction was started May 14 by the CPR and the work is to be completed by July 1. The construction of the viaduct will do away with the level crossings at this point, an elimination which has been under discussion for several years. A portion of the works is to be done by the city council.

01-Jun-1909 Page 423 Brockville

We are advised in connection with the report as to the contemplated improvements at Brockville that the surveys being made at the tunnel under the city, connecting the upper yards with those on the water front were simply for the company's information, and that the officials are not in a position to say anything as to the object of the surveys, or whether the improvements are contemplated.

01-Jun-1909 Page 449 Ottawa and St. Lawrence Electric

Meeting of shareholders at Morewood May 4 the following were elected directors: C.M. Willard, J.K.B. and W.M. Longbridge, J.W. Bogart, A. Merkley and J. McFarlane. C.M. Willard was subsequently elected President and ___ Iveson, Secretary. Meetings have been held in support of the project at Prescott and other points and the directors state that stock enough to start the line has been subscribed by the farmers along the route; that nearly all the municipalities through which it will pass have voted cash subsidies and that New York firm has taken over the selling of the bonds. The route of the line as projected is as follows: starting from Ottawa it will touch Metcalfe, Ormond, Winchester Springs, Williamsburg, Williamsburg, Morrisburg then west along the St. Lawrence River passing Iroquois, Cardinal, Prescott, Maitland to Brockville, thence northerly taking in Lyn, Athens, Perth, Lanark and Arnprior thence along the Ottawa River to the starting point. It was reported that surveys were started May 10, A.H.N. Bruce, Ottawa being Engineer in Charge. It is stated that arrangement has been made to obtain electric power from Morrisburg until the company develop power of its own which it hopes to secure in the vicinity of Ottawa.

01-Jun-1909 Page 451 Ottawa Electric

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 479 Pontiac and Renfrew

Incorporated in 1888 with power to construct a line between Braeside and Arnprior to the PPJ between Quyon and Smith's stations and thence to Dessert, about 80 miles. It has constructed a line from Wyman's station to the Bristol iron mines in Pontiac County, 4.25 miles. The line has not been operated for some years. It was originally constructed by the Drummond interests of Montreal, and has recently passed into the hands of the Canada Iron Corporation.

01-Jul-1909 Page 495 Alexandria

The line in the vicinity of Carlsbad Springs is being raised. A large area of land has been acquired at Moose Creek, 20 miles further on for use as a ballast pit, in connection with the ballast operations on this line. It is also intended to erect a new station at Moose Creek.

01-Jul-1909 Page 495 Ottawa Terminal

The Minister of Public Works reported June 1, that the GTR had paid the Dominion Government the purchase price of the hotel site at Major's Hill Park. On the same day it obtained from the city council a permit for the erection of the hotel, the estimated cost of which is placed at \$864,000. The plans filed with the application for the permit show that granite will be used up to the first floor; the remainder of the building being of Ohio or Indiana sandstone - the roof being copper covered. The building will front on Rideau Street and there will be entrances on Mackenzie Avenue, along which its length it will run. The main entrance to the hotel will be reached through an large portiere, entering upon a hall. Opening off a spacious rotunda on the ground floor are lounging rooms, parlour, garden, tea room and reception room, a general dining room and a ladies dining room. There will be reception rooms, a large foyer, banquet hall and ballroom on the first floor; and a music gallery will be so arranged as to overlook the dining rooms and the lounge. On the first floor there will be 35 bedrooms and some parlours, from which several suites of state apartments can be made up. The remaining floors are to be entirely given up to bedrooms, of which there will be in all 350, of which 210 will be provided with private baths and 62 with stationary wash stands with hot and cold water connections. All corridors on the upper floors will have a uniform width of nine feet, and the main ones will lead directly to fire escapes. A subway will lead from the hotel to the station, the entrance to the latter being slightly below the level of the basement floor. Tenders are being asked for the erection of the building. The company started about 100 men on the preparation of the site May 27.

The erection of the annex to the present Central station is being proceeded with, and it is expected that it will be well on to completion by November. The new building will be 300 ft. long, 85 ft. wide and 40 ft. high. The foundations will be of blue lime stone, the main walls of buff brick, and the cornices and face work of Ohio sandstone. Over the approach there will be an iron and glass canopy and overhead a large clock. This annex will provide for the carrying on of the work of the station pending the removal of the existing station and the erection of the new structure, of which it is to form a part. The work is being done by the GTR under Ottawa Terminals Co.'s charter.

01-Jul-1909 Page 501 L'Orignal

In the line between Hawkesbury and Ottawa construction is being pushed forward rapidly and it is expected that the line will be completed to Ottawa during Aug. The plans for the entrance into Ottawa were approved by the Minister of Railways June 18.

01-Jul-1909 Page 523 Ottawa and St. Lawrence Electric

We were advised June 16 that there have been no surveys made to date for this projected railway, but it was expected to start them in the near future. The line as projected will have a total length, including three branches, of 250 miles, the main line being about 201.50 miles in length. It will start in Ottawa, run to Morrisburg, thence westerly to Brockville, then north through Perth, Lanark, White Lake to Arnprior, then east through Fitzroy, Harborne and Britannia to Ottawa. The branches are from Kenmore to Russell, four miles, from Morrisburg easterly to the Interprovincial boundary, about 30 miles, and from darling, Lanark County to High Falls, about 15 miles. It is proposed to get the power from Ottawa, the Clints Falls, Fitzroy, the Madawaska River near White Lake, and Morrisburg with probably a steam plant in the vicinity of Brockville. The total cost would approximate \$3,000,000. It is said that construction may be started this season. The distances between the principal points on the projected main line are: Ottawa to Morrisburg, 44 miles, Morrisburg to Brockville, 33.5 miles, Brockville to Perth, 42 miles, Perth to Arnprior, 46 miles, Arnprior to Ottawa, 36 miles. Total 201.50 miles. A.H. Bruce is Chief Engineer.

01-Jul-1909 Page 523 Ottawa Electric

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-Jul-1909 Page 524 Kingston, Portsmouth and Cataraqui

A letter has been sent by H.W. Richardson, President, to the Kingston City Council offering to sell the line to the city for the sum equal to that invested in 1905 plus 6% interest. The operating of this line has not paid the company. The company purchases its power at 1.66c. a kilowatt hour. The matter is being considered by the finance committee.

01-Jul-1909 Page 525 Kingston, Portsmouth and Cataraqui

The question of the operation of the street railway in Kingston is likely to remain unsettled, the directorate being divided on this subject. H.W. Richardson, the President, is opposed, whilst W.F. Pickle, the Secretary-Treasurer, is favourable to the running of cars on Sunday, which it is claimed the company's charter permits.

01-Aug-1909 Page 583 Ottawa Terminal

The question of the amounts which the CPR has to pay for the use of the tracks and station facilities at Ottawa central station has been for some years unsettled. The CPR and the CAR never had arrived at an understanding and the matter has been under consideration since the GTR took over the CAR. The Board of Railway Commissioners made an order July 7 directing the CPR to pay the GTR interest since 1898 on a capitalization of \$250,000 in addition to a wheelage basis on its local trains between Ottawa and Montreal and \$500 per month for through trains. A press report says that the order does not specify the rate of interest to be paid and that the companies disagree as to whether the rate should be 2½% or 5%.

01-Aug-1909 Page 585 Prescott

Wellington Street viaduct. Considerable progress has been made by the company upon the construction of the viaduct at Wellington St. The work should have been completed by July 1 but as, from unavoidable causes, the company could not start the work as early as was expected, the Board of Railway Commissioners granted an extension of time for its completion to Sept. 1.

01-Aug-1909 Page 595 Smiths Falls

From Toronto east the route plan has been approved by the Minister of Railways as far as Verona, 153 miles and the question of the route from Verona to Ottawa is under the Minister's consideration.
From Verona to Ottawa two routes are under the Minister's consideration, one via Portland and South(sic) Falls, south of the Rideau Lakes, the other crossing the Rideau Lakes near Newboro' thence via Perth and Carleton Place.

01-Aug-1909 Page 595 L'Orignal

The Board of Railway Commissioners, July 6, approved of the location plans for the extension into Ottawa of the company's line from Hawkesbury. The plan shows a line well to the south of the Rideau River, gradually curving around to a junction near Hurdman's Bridge. It was decided that a separate order must be applied for to authorize connection with the CPR and the Ottawa and New York Ry. The construction of this short piece of line into Ottawa will be carried out by Mackenzie, Mann & Co.'s own staff.

01-Aug-1909 Page 599 Ottawa Terminal

The contract for the new joint terminal station has been let to P. Lyall & Sons, Montreal. A member of the firm was in Ottawa in that day and stated that work would be started at once. It is stated that operations must necessarily be on a small scale at first until the staff in the present building can be moved into the baggage annex, which is to be used as a station until the new building is completed. This annex is in course of erection, the shed framework is partly erected and the bricklaying has been commenced. It was expected that work would have been so far completed by Aug 1, that a beginning could be made in moving the staff from the present station. The old station building is to be torn down, and the new building will cover the old site and some adjacent land. The new station will be 140 ft. wide and 228 ft. deep. It will be four storeys high and will be connected with the proposed new hotel on Major's Hill Park by a subway. The proposed new buildings are fully described and illustrated in our July 1908 issue.
The contract for the hotel to be called Chateau Laurier is reported let to G.A. Fuller & Co., New York. The contract price has not been announced, but it may be mentioned that the building will cost about \$1,500,000.

01-Aug-1909 Page 609 Kingston, Portsmouth and Cataraqui

A letter was received by Kingston City council, July 8, stating that if no readjustment of the present condition of affairs can be made the company will discontinue giving service. The company will not take a bonus to operate the line but is prepared to sell at a price. If nothing can be arranged the service will be given up and the company will take its loss to date.

01-Aug-1909 Page 609 Ottawa Electric

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 651 Ottawa Terminal

T.T. Amos, representatives of the Geo. A. Fuller Co. of New York, said recently that the company will take over the excavation work commenced by the GTR on the hotel site and push it to a conclusion. This would take two or three months to complete don account of the hard rock bed.

01-Sep-1909 Page 659 Westport

S. Rothwell, Locomotive Foreman, BW&NW, died at Brockville, Aug. 14 aged 52. He was born at St. Catharines but had lived in Brockville the greater part of his life. Prior to his service with the BW&NW he had been engaged with the GTR and the CPR having in the latter case been employed on the construction of the Rocky Mountain section.

01-Sep-1909 Page 663 L'Orignal

The Board of Railway Commissioners has approved of location plans of the line through Gloucester and Nepean twps. from mileage 51.91 to 57.42 west from Hawkesbury. It is expected that the work on the line from Hawkesbury to Ottawa will be completed so as to permit of the operation of trains over it by

01-Sep-1909 Page 687 Ottawa Electric

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

01-Sep-1909 Page 687 Hull Electric

The HER has added to its rolling stock, 2 vestibule cars, with 21 ft. bodies fitted with longitudinal seats, built by the Ottawa Car Co.

01-Oct-1909 Page 721 Chaudiere

The GTR has withdrawn its opposition to the raising and widening of the bridge over which its line crosses Preston St. Ottawa. Some months ago the city secured an order from the Board of Railway Commissioners to raise the bridge on the ground that it constituted an impediment to vehicular traffic. The engineers estimate of the cost of the work and the necessary grade alteration was \$16,000. It was subsequently found that this estimate was below the mark, and the company desired to have the question reopened. The city instructed its solicitor to oppose the application. The company has now withdrawn the application and the work will be gone on with.

01-Oct-1909 Page 739 Brockville

The Company, as lessees of the Brockville and Ottawa Ry. has deposited with the Department of Public Works at Ottawa plan and description of the site of an alteration I a wharf extending westerly from the east limit of Ferry Street, Brockville, for which the approval of the government is asked.

01-Oct-1909 Page 759 Prescott

A CPR shunting engine collided with Sir Thos. G. Shaughnessy's private car early on the morning of Sept. 1 at Ottawa station. The President was asleep at the time, and he, as well as the other occupants, though somewhat shaken up, escaped without injury.

01-Oct-1909 Page 763 L'Orignal

Tracklaying has been completed on the extension from Hawkesbury to the vicinity of Ottawa, and ballasting and other work necessary to complete the line for operation is well advanced. It is expected that construction to Ottawa will be completed so as to permit of the opening of the line for traffic early in Oct. Work on a temporary bridge over the Rideau River was started Sept. 15, to be completed by the end of Sept.

01-Oct-1909 Page 771 Ottawa Electric

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-Oct-1909 Page 771 Ottawa and St. Lawrence Electric

It is reported that at a meeting of directors at Ottawa Sept. 3, an offer was submitted from a syndicate of British capitalists to take over the charter and to provide the funds needed to construct the line, and that the directors have given the syndicate an option on the charter until Nov. 30. The route is said to have been decided upon between Ottawa and Morrisburg, although the exact location of the entrance into Ottawa has not been arranged, and it is stated that grading will be started at the beginning of October. The line will be 55 miles long, and will pass through the towns and villages of Williamsburg, Bouck's Hill, Elma, Dunbar, Winchester Springs, Chesterville, Winchester, Morewood, St. Therese, Ormond, Kenmore, Vernon, Metcalfe and Greeley.

01-Nov-1909 Page 839 L'Orignal

In reference to the entry of the line from Hawkesbury into Ottawa, the city council approved a plan involving the construction of a level crossing over Hurdman Road. When the matter came before the Board of Railway Commissioners for final sanction, it was referred to the Board's engineer. It is understood that this official reported against the crossing being allowed, and recommended that instead of the route approved by the city council, the line enters the city over the O&NY and CPR bridge. The suggested route will necessitate the breaking of the line outside the city and putting in a curve to the CPR about 300 yards south of the present approved route.

01-Nov-1909 Page 839 Smiths Falls

The Bay of Quinte Ry. is crossed south of Enterprise and the K&PRy. a short distance north of Verona. Continuing easterly it passes north of Dessert Lake and Mud Lake crossing the BW&NW at Newboro. Still proceeding easterly, Portland is reached where the direction again becomes north-easterly, the route surveyed in 1906, being followed through Smiths Falls, and Richmond to Ottawa, where connection will be made with the Ottawa - Hawkesbury line, now practically completed. It is understood that there will be a branch line from some convenient point to Lanark. We are advised that some residents of Perth have surveyed a line for a branch to connect with the Toronto-Ottawa line at Newboro crossing the Rideau Lake at the Narrows. It is not at all certain that this line will be followed, as it involves a very elevated crossing of the Rideau Lake.

01-Nov-1909 Page 847 Kingston, Portsmouth and Cataragui

The company and the Kingston city council have under consideration the terms of an agreement for the supply of power by the city for the operation of the street railway. The council offers power at a certain rate for a term of three years. The company accepts the rate but asks that the term be for five years.

01-Dec-1909 Page 895 L'Orignal

The extension of the line from the CNQR at Hawkesbury into Ottawa has been completed and it was announced that it would be opened for traffic Nov. 28. The completion of the line was considerably delayed on account of the difficulty of securing an entrance into Ottawa. All the questions involved in this matter have not been settled, but temporary terminal facilities have been arranged for. On Nov. 1 when the company's application for approval of a route within the city came before the Board of Railway Commissioners, in the form of an agreement with the city council, it was refused owing to it involving a

01-Dec-1909 Page 929 Kingston, Portsmouth and Cataragui

The city council of Kingston decided Nov. 23 that it could not grant a five year agreement for the supply of power to the company. It was, however, finally decided to offer an agreement for five years at \$1.20 per kilowatt hour, the city to have the right of cancelling it at the expiration of three or four

01-Dec-1909 Page 929 Hull Electric

A contract has been let for the steelwork for the bulkhead at the power house at Lake Deschenes in connection with the reconstruction of the plant which was destroyed by fire Oct. 19.

01-Dec-1909 Page 931 Ottawa and St. Lawrence Electric

J. McFarlane, a director, stated in an interview Nov. 1 that arrangements would be made with the NYC&HR for a direct connection with its system. Options had been secured on several falls on the Ottawa river, west of the city, from which the necessary power would be developed for the operation of the company's lines. The location surveys had been completed for 18 miles, and estimates were in preparation, so that the grading could be started at an early date. The preliminary surveys showed the line would be almost straight from Ottawa to Morrisburg.

01-Dec-1909 Page 933 Hull Electric

The HER is asking the Hull city council for an exemption of taxation for a further 15 years. The present agreement expires in 1910, and the council proposes to assess the company's property at \$60,000.

01-Dec-1909 Page 933 Ottawa Electric

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.