

Ottawa Items from Railway and Shipping World - 1910

01-Jan-1910 Page 43 L'Original

The line from Hawkesbury via Rockland to Ottawa, 59 miles, was inspected and passed for operation of freight and passenger trains by the inspecting engineers of the Department of Railways Dec. 3. A through train service from Quebec and Montreal to Ottawa was put in operation by the Canadian Northern Quebec Ry. Dec. 5. As a result of the refusal of the Board of Railway Commissioners to confirm an agreement with the Ottawa City Council, by which the line would cross Hurdman's Road at rail level, the company has had to erect a temporary station at Gladstone Ave. It is intended to construct subway instead of a level crossing, and when this is done the line will connect with one of the existing lines near the University oval and run into central

01-Jan-1910 Page 53 L'Original

The CNQR announces the establishment of "the only through passenger service between Ottawa and Quebec, also the improvement of the already excellent trains between Montreal and Quebec. Trains leave Ottawa 8.30 p.m. and Montreal 11.45 p.m. arriving Quebec 7.20 a.m. daily and leave Quebec 11 p.m. reaching Montreal at 6.20 a.m. and Ottawa at 9.45 a.m. The opening of the new Quebec-Ottawa line also provides a short route to the Dominion capital through the Eastern Townships and lower St. Lawrence via Levis.

01-Jan-1910 Page 57 Cornwall Street

An agreement has been signed between the company and the Cornwall tp. under which the company receives a franchise to extend its line up the West Front road, over Wood's Hill to the Ottawa and New York Ry. station.

01-Jan-1910 Page 57 Kingston, Portsmouth and Catarqui

The KP&CRy. ceased running its cars in the city Nov. 23 following a resolution of the City Council not to enter into a contract for the supply of power for longer than three years except that it had power to cancel the agreement on giving six month's notice in the fourth and fifth years. On the following day the company commenced to take up the tracks at the car barn, with the result that negotiations as to power were resumed. An agreement was finally arrived at on the basis of the city's terms, the new clause providing that the company will pay \$500 interest and depreciation if two new boilers are needed in the power house. The car service was renewed Nov. 27.

01-Jan-1910 Page 59 Ottawa and St. Lawrence Electric

We are advised that J. McFarlane referred to in our last issue as being a director of this company promoting the construction of an electric railway from Ottawa to Morrisburg is not connected with the O&StL but with another company. The O&StL Has a charter for the construction of a belt line of railway from Ottawa to the St. Lawrence River through Morrisburg and back to Ottawa a total distance of about 255 miles. Surveys have been made for about 45 miles from Ottawa South to Amprior but no surveys have been made between Ottawa and the St. Lawrence. It is this company for which it is said that the capital has been subscribed in London, England.

01-Jan-1910 Page 61 Hull Electric

The HER has ordered two 21 ft. closed vestibule cars from the Ottawa Car Co.

The HER has ordered three open cars with centre aisles, walk over seats, slat construction, air and hand brakes, white ash finish, with bodies 38 ft. long, vestibule at each end.

01-Jan-1910 Page 61 Ottawa Electric

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 127 Winchester

We are advised that the second track work from Montreal to Smiths Falls has been completed, the portion between Vaudreuil, mileage 23.8 and Finch, mileage 79.1 being completed during 1909. The grading between Vaudreuil and St. Lazare, mileage 28.5 where some heavy grade revision work was done, was handled by the company's own forces. From St. Lazare to mileage 44.8, near Dalhousie Mills, the work was done by J.P. Mullarkey, Montreal; and from mileage 44.8 to Finch the work was done by Macdonald and Keefer, Monklans. The culverts and bridge superstructures for the entire distance were built by J.P. Mullarkey. The tracklaying, ballasting and surfacing was done by the company's own forces. C.W.P. Ramsey, Assistant Engineer, had charge

01-Feb-1910 Page 129 L'Original

In connection with the company's line from Hawkesbury to Ottawa application was made Jan. 5 to the Board of Railway Commissioners for authority to divert the Ottawa and Montreal road at 29 miles west of Hawkesbury. It was pointed out that the company was seeking to divert a road which it did not have power to cross. The matter was adjourned in order that the township might have an opportunity of looking into the situation.

The ballasting on the line has been completed and the Ottawa Yards are being laid out. The station at Henderson Avenue is only a temporary one and is being utilized until all the questions with regard to the entrance into the city are settled. The temporary roundhouse which is being erected at the foot of Henderson Ave. is expected to be completed early in Feb. It will accommodate 12 locomotives and will have a repair shop attached.

01-Feb-1910 Page 137 Ottawa Terminal

At a meeting of directors in London, England, it was reported that it was expected to have the new passenger station at Ottawa completed this year and that good progress would be made with the erection of the Chateau Laurier Hotel near the station.

01-Feb-1910 Page 147 Morrisburg Electric

Application is being made to change the name to Morrisburg and Ottawa Electric Ry. and to extend the time for construction of the lines authorized. The company also asks that the capital stock be reduced to \$500,000 and that it be authorized to issue bonds to the amount of \$20,000 per mile constructed and to arrange and contract with any existing railway company for trackage from near Ottawa into that city.

J. McFarland, a director, is quoted as saying that arrangements would be made with the NYC&HR for a direct connection with its system; that 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; that 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, and that the preliminary surveys showed the line would be in an almost straight line from Ottawa to Morrisburg.

The line of railway is being promoted by this company is not connected in any way with the projected belt line railway from Ottawa, passing through Morrisburg, for which the Ottawa and St. Lawrence Electric Ry. has a charter. Some confusion has taken place in regard to these two companies in the past owing to the fact that the one company was generally referred to as the Ottawa and Morrisburg Electric Ry. and not the Morrisburg Electric Ry. With the change of name no further confusion is likely to occur.

01-Feb-1910 Page 149 Ottawa Electric

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

01-Feb-1910 Page 149 Hull Electric

The HER has received one double broom sweeper from the Ottawa Car Co. and has ordered three 50 ft. double truck summer cars for May delivery from the Preston Car and Coach Co.

01-Mar-1910 Page 183 L'Orignal

Work on the Hawkesbury-Ottawa line has been completed and trains are being operated over it. There are questions connected with the entrance into Ottawa from Toronto yet to be settled but for the present construction in Ottawa is completed.

01-Mar-1910 Page 183 Ontario and Ottawa

A bill has been passed by the House of Commons and is now before the Senate incorporating a company with this title to construct a railway from the Canadian Northern Ry. near Lake Couchiching easterly to Snowdon tp. Haliburton county and from Herschell tp. Hastings county easterly to Renfrew, thence crossing the Ottawa River and continuing in a generally south-easterly direction to Hull, or re-crossing the Ottawa River to Ottawa. The company is authorized to enter into agreements with Mackenzie, Mann & Co. lines and also with the Central Ontario Ry., the Marmora Ry. and Mining Co. the Bay of Quinte Ry., the BW&NW and the Bessemer & Barry's Bay. The proposed directors are G.G. Ruel, G.F. Macdonnell, R.H. Temple, A.J. Reid, R.P. Ormsby (NB. At least Ruel and Temple were officers of the Canadian Northern Ry.)

01-Mar-1910 Page 187 Ottawa, Montreal & Eastern

The House of Commons has passed an act incorporating a company with this title to construct a railway from the shores of Lake Megantic, Compton Co. to Montreal, crossing the St. Lawrence River at Longueuil, with power to construct a bridge over, or a subway under the river; and to continue the line westerly from Montreal to Ottawa through Prescott, Russell and Carleton counties; with power to construct branch lines to Arthabaska, Victoriaville and Yamaska. The act provides that the bridge or tunnel at the St. Lawrence River shall be calculated to accommodate general traffic and electric cars as well as steam railway traffic. The provisional directors are W.I. Bishop, A. Jarvis, C.E. Cutler, V. Cusson, M. Tetreau, Montreal.

01-Mar-1910 Page 227 Ottawa Electric

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 Ottawa Electric

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 233 Hull Electric

The HER has received one wing plow from the Ottawa Car Co.

01-Mar-1910 Page 233 Ottawa Electric

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-Apr-1910 Page 285 L'Orignal

An Ottawa despatch stated that the difficulties in the way of securing an entrance into Ottawa beyond Hurdman's bridge are in a fair way of being adjusted, and that the new plan will involve a bridge over the CPR and the GTR tracks.

01-Apr-1910 Page 303 Kingston (CP)

A Sharbot Lake liquor dealer has been fined \$50 and costs for selling intoxicating liquor to a CPR locomotive engineer who was on duty. The engineer was dismissed from the service.

01-May-1910 Page 371 Prescott

The east wing of the roundhouse near the Wellington Street Viaduct burned April 12, the damage being estimated at \$12,000.

01-May-1910 Page 399 Ottawa Electric

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-May-1910 Page 403 Hull Electric

The HER has received from the Preston car & Coach Co, three cars 38 ft. over body, 5 ft. 2 ins vestibule, 49 ft. 4 ins. length overall equipped with S.M.E. Westinghouse air brakes.

01-Jun-1910 Page 451 Little Nation River

A subsidy has been voted by the Dominion Parliament to aid in building a line from Papineauville on the CPR Montreal-Ottawa line northerly towards Lake Nominique, about 30 miles.

01-Jun-1910 Page 479 Ottawa Terminal

CPR. A plan was filed with the Department of Railways, May 6 for a new entrance into Ottawa. The proposal is divided into two sections:

(1) the closing up of the Rideau Canal between Deep Cut and Sappers Bridge and the placing of railway tracks on the bed of the canal.
(2) The construction of an underground tunnel from Central Station across the city to Union Station on Broad Street, where connection with existing lines would be made. The Dominion Government is asked to sanction the company's acquiring the canal bed, and the city is asked to authorize the use of the streets necessary. The matter was under discussion between D. McNicholl, Vice-President and the Mayor, May 11. The latter suggested an alternative proposal which Mr. McNicholl said would be looked at by the Company's engineers.

01-Jun-1910 Page 485 L'Original

In reference to the entrance into Ottawa it is said that arrangements are about completed for the purchase of the University Oval athletic grounds for station purposes.

01-Jun-1910 Page 495 Kingston, Portsmouth and Catarqui

An arrangement has been made by which the company will be permitted to remove its track on the Williamsville line, which is at present unused. It is agreed that the company's rights over the street will not be impaired by the removal of the tracks.

01-Jun-1910 Page 497 Ottawa Electric

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-Jun-1910 Page 501 Ottawa Electric

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-Jul-1910 Page 533 Ottawa Terminal

D. McNicholl, Vice-President, was present at the meeting of the Ottawa board of control, June 7, and explained that the conditions affecting the CPR in Ottawa were anything but satisfactory. The Central station, under existing conditions, was not suitable; the operation of trains via Hull was roundabout, consequently the company has, for some time, been looking for a new route for some of the trains. The plans filed by the company were produced and explained. They show the closing up of the Rideau Canal north of Deep Cut and the building of a tunnel from the Central station, under the Post Office, down Wellington Street, and after a detour, coming out at Union Station. By this means trains would be run from one station to the other in five minutes, instead of 25 as at present. The company recognized that the closing of the canal might meet with much opposition, but it was impossible to find a route equally advantageous. This company was ready to start work on the construction of the necessary works at once, and the Dominion Government wished to have the city's opinion before giving consideration to the question. The board promised to give full consideration to the proposal.

01-Jul-1910 Page 537 Alexandria

It is reported that negotiations are in progress between the company and the Dominion Government which will result in the building of a second track between Coteau and Ottawa, which would give double track connection between Montreal and Ottawa, 116 miles. The Montreal-Ottawa trains run over the existing double track line to Coteau Jct. 38 miles, so that the second track will be required in 78 miles, which forms part of the CAR. The general understanding is that the projected work is being contemplated in connection with the completion of the National Transcontinental Ry. One of the GTPRy. plans is the building of a branch southerly to Ottawa and if a double track were provided from Ottawa to Coteau Jct. trains from the west could be taken into Montreal without disturbing the present traffic.

01-Jul-1910 Page 537 Ottawa Terminal

C.M. Hays, President GTR, made an inspection of the work in progress at the new terminal station and hotel at Ottawa, recently. He expressed his satisfaction with the progress made and stated that it was expected to have the station completed in the fall, and the hotel ready for the summer traffic of

01-Jul-1910 Page 553 Smiths Falls

Plans have been filed with the Board of Railway Commissioners showing the route of entrance of the Toronto-Ottawa line into Ottawa. Starting from the point to which the route had previously been approved-at the crossing of the Rideau River, near Nepean and Gloucester streets - it crosses almost at right angles the Bank Street extension, or Metcalfe Road, some distance south of Billings Bridge, by an overhead crossing; parallels the StL&O line of the CPR to Rideau Junction; crossed the GTR and the CPR near the second diamond and effects a junction east of the Rideau River with the company's Montreal line, terminating for the present on Gladstone Avenue.

01-Jul-1910 Page 561 Ottawa, Rideau Valley and

Meeting was held of directors etc. A decision was arrived at to complete the surveys without delay and to arrange for the immediate construction of the line. According to press reports it will leave Ottawa by the GTR branching off near Graham Bay and passing through Manotick, North Gower, Burritts Rapids, Merrickville, North Augusta and Algonquin to Brockville. The company also has power to cross the Interprovincial Bridge and build a line to the iron mines at Ironsides. The reports also add that the line will probably be operated by the GTR

01-Jul-1910 Page 565 Ottawa Electric

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 581 Westport

The Mackenzie and Mann interests are acquiring the BW&NW which runs from Brockville to Westport, 54 miles. The CNORY's Ottawa-Toronto line, the western portion of which is already under construction will cross the BW&NW and through the latter the CNOR will obtain access to Brockville and the St. Lawrence River.

The BW&NW which was incorporated in 1903, succeeded the BW&SSM whose property was sold under foreclosure in that year. In Brockville it connects by ferry at Morristown, NY with the NYC&HR, also at Brockville with the GTR and CPR.

01-Jul-1910 Page 584 Hull Electric

Work was started on the extension of the line along Brewery Street and along the Chelsea Road to the tollgate. The grading is well advanced and track laying will be gone on with at once.

01-Jul-1910 Page 584 Ottawa Electric

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-Aug-1910 Page 621 Montreal and Ottawa

The Hull Board of Trade is representing to the company the necessity for the provision of a larger freight and passenger station there.

01-Aug-1910 Page 649 L'Orignal

W. Mackenzie, President, had a conference with the Mayor of Ottawa, July 8, regarding the entrance of the company's Hawkesbury-Ottawa line into the city. The line at present stops just inside the city limits by reason of the refusal of the Board of Railway Commissioners to allow a level crossing of Hurdman Road. The matter was discussed in a general way and it is said that a proposal will be made for a slight diversion of the Hurdman road so as to obviate the level crossing and permit of a junction somewhere near the Varsity oval with one of the existing lines by which entrance to the central station will be made, and that application will be made to the Board of Railway Commissioners in Sept. for approval of the route.

01-Aug-1910 Page 649 Smiths Falls

Beyond Trenton to which point construction is at present in progress, the final location of the route is being rapidly made. -- Plans show that the route will cross the BW&NW (which has been acquired by Mackenzie, Mann & Co. in the interests of the company) near Newboro. The line would have been carried through Westport but for engineering difficulties in the way at Crow Lake. A divisional point will be located at the point of crossing the BW&NW.

01-Aug-1910 Page 653 Westport

The company owns 45 miles of single track main line laid with steel rails, with two miles of yard track and sidings. There is one steel bridge having a 69 ft. span; 31 wooden bridges, the longest being 65 ft.; 19 short combination bridges and two trestles, one of 575 feet and one of 700 ft., on the line. There are 35 level crossings and the line is carried under one bridge which is 325 ft. above rail level (sic). The company's rolling stock at June 30 1909 included four locomotives, 20 freight cars, one car in the company's service and 10 passenger cars.

01-Aug-1910 Page 682 Hull Electric

In connection with the extension of the line along Brewery Street from Main Street out to the first toll gate on the Chelsea Road, an agreement has been reached by which the company will repair the street between these two points, the city supplying rough stone free and crushed stone at 50 cents a yard at the crusher.

01-Aug-1910 Page 682 Kingston, Portsmouth and Cataraqui

The Kingston board of works has decided to ask the company if it will pay a share of the cost of new rails and ties and a concrete foundation should Princess and Kings Streets be relaid. It was stated at the meeting of the board, July 8, when this decision was reached, that the President of the company stated that it would not pay anything.

01-Sep-1910 Page 731 Ottawa Terminal

CPR. In connection with the company's project for rearranging its lines in Ottawa, including the construction of a tunnel on a section of the Rideau Canal, which is now under consideration, a suggestion has been made somewhat modifying the proposal, as originally submitted, but making it possible to run the Toronto-Montreal trains through the city instead of as now making Smiths Falls the point at which Ottawa passengers leave and join the Montreal-Toronto trains.

01-Sep-1910 Page 731 Sussex Street

The company has secured options on certain properties adjoining its Sussex Street yards, the purchase price being fixed at \$125,000. It is understood that these properties are being acquired for yard extension.

01-Sep-1910 Page 749 Arnprior and Pontiac

A US paper recently published the following: "The A&P Ry. will begin construction this season on its projected 75 mile electric railway which is to connect Ottawa, Fitzroy Harbour and Campbells Bay. The line will connect with the CPR at Campbell's Bay and Arnprior and with the GTR at Grahams Bay. Power station and repair shops will be located at Fitzroy Harbour. Arthur Price, 75 Somerset Street, Ottawa is Chief Engineer". We are officially advised that it is not likely that any construction will be done on this projected line this year. The proposal is to build the railway in connection with the development of the Chats Falls in Fitzroy tp. The scheme is not fully developed as yet, but our informant says that it has good prospects. The chief engineer is A.H.N. Bruce of Ottawa, not Arthur Price as stated in our contemporary.

01-Sep-1910 Page 765 Ottawa Electric

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 Hull Electric

Grading has been in progress since June 15 in the extension from the CPR Station, Brewery Street, Hull to the first tollgate on the Chelsea Road, and it is expected to have a car service in operation over it by Sept. 30.

01-Sep-1910 Page 781 Ottawa Electric

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-Sep-1910 Page 785 Hull Electric

Wm. Boucher, conductor on the Hull Electric Ry. has been convicted of using a digger on his fare box, and sentenced to six months imprisonment. A special investigation having shown considerable dishonest practices by some employees of the Hull Electric Ry. which operates an electric railway between Ottawa and Aylmer. It has been found necessary to add to the protective features of the fare boxes, and a device invented by the General Superintendent, G. Gordon Gale, for which it is claimed that the farebox door is fastened in such a way that it is impossible to open it without detection is

01-Oct-1910 Page 835 Ottawa Terminal

Work has resumed upon the station annex, the walls of which were expected to be completed by Sept. 30. The work of tearing down the various old buildings on the site of part of the new building is being proceeded with, and the work generally on the station and hotel is being gone on with.

01-Oct-1910 Page 855 Beachburg

Application has been made to the Board of Railway Commissioners for the approval of the location plans for the first five miles of the line from near Hurdman's Bridge skirting south of the Rideau River. This is the eastern end of the line now under construction from Toronto.

01-Oct-1910 Page 859 Prescott

The city authorities received notification from the company Sept. 14 of a project for extending its limits in the neighbourhood of the Wellington Street Viaduct for the purpose of increasing yard facilities and putting up new buildings. In his letter, Vice-President McNicholl said considerable land had been acquired and it was proposed to purchase an additional area taking in several blocks. The intention of the company is to erect a larger roundhouse and other buildings on the land acquired. The assessment on the property within the area indicated by the company is about \$15,000.

01-Oct-1910 Page 859 Kingston (CP)

During the past three years we are advised, the company has rebalasted the main line with the exception of about 16 miles which were in good shape. During the current season a large amount of ballasting was done, over \$30,000 having been appropriated for that purpose. The other betterments included new work to bridges and culverts at five points; replacing ten miles of fencing northward from Godfrey and general repairs to bridges and culverts at 75

01-Oct-1910 Page 859 Belleville

Smiths Falls to Toronto. Referring to the reports that the company was about to undertake the building of another line from Smiths Falls into Toronto, D. McNicholl, Vice-President, in a recent interview, stated that it would rest entirely with the engineers report. It was a question of gradients rather than route: It was most important to get a level line first, but the question of the route also had to be considered. One of the reports referred to stated that a line was to be built from Smiths Falls to Belleville and thence to Toronto, and another report was to the effect that the new line to Toronto would branch off the main line at either Perth or Bathurst. The company controls the Campbellford, Lake Ontario and Western Ry. charter which was projected to give a line nearer the lake front than the present line. Several surveys have been made over the route proposed for this line, but nothing further has been done.

01-Oct-1910 Page 877 Ottawa Electric

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 915 Ottawa, Rideau Valley and

GTR. The power behind this company was disclosed at a meeting held at Ottawa, Oct. 5 when W. Wainwright Second Vice-President and W.H. Biggar counsel, were present. It is said to have been decided that the line should be built at once the work to be done by the ORV&B and then operated by the GTR. A decision was also reached that the final surveys would be gone on with at once. The line will, it is said, be built from Ottawa through the southern parts of Carleton and Leeds counties to Brockville, connecting with the GTR at both ends.

01-Nov-1910 Page 929 L'Orignal

An arrangement has been made, subject to sanction by the Board of Railway Commissioners, between the company and the Ottawa city council, by which the CNOR will be carried across Hurdman Road temporarily. In a recent interview President Mackenzie stated that the company's Toronto-Ottawa line would be completed to Sydenham, within 90 miles of Ottawa, this year. In the spring, the balance of the line would be taken in hand and rushed to completion. The route for this 90 miles has been approved by the Board of Railway Commissioners. As to the entrance into Ottawa, Mr. Mackenzie said the company had been terribly handicapped, but he hoped that by the spring everything would be straightened out.

01-Nov-1910 Page 933 Ottawa Terminal

A resolution has been passed by the Ottawa real estate men favouring the adoption of the CPR plans for a tunnel through the city. The proposal is to close up the Rideau canal from deep cut, using the bottom of the canal as a roadbed and tunnelling under Wellington Street.

01-Nov-1910 Page 965 Ottawa Electric

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 1025 Ottawa Terminal

Ottawa Tunnel Proposals. It was stated Nov. 10 that negotiations were in progress between the CPR and the CNOR with a view to their co-operation in the project for the building of a tunnel into the city. The City Engineer suggested that the CPR should give other companies running rights over the Alexandria Bridge as a quid pro quo for permission to build the tunnel into the city. It is proposed that the plan should be reported on by an independent engineer for the city and the city engineer has recommended W.F. Tye, formerly Chief Engineer, CPR in connection with the matter. While opinion at Ottawa is rather in favour of the proposed tunnel, opposition is being manifested in municipalities along the canal, and according to a local report of Nov. 15 a deputation representing the different interests is being arranged to interview the Government. The matter is to be considered by the government Dec. 8.

01-Dec-1910 Page 1025 Brockville

H.P. Timmerman, Industrial Commissioner, and other CPR officials were in Brockville Nov. 10 looking into the business situation. This visit is connected locally with press reports that the company has abandoned, temporarily at any rate, its project for a line from Kingston to Toronto in favour of an extension of the Georgian Bay and Seaboard Ry. from Peterborough via Kingston to Brockville. In this connection, Toronto papers state that by Nov. 1911 all the wooden bridges between Smiths Falls and Toronto will be replaced by structures of steel or re-inforced concrete and that the facilities at all stations will be

01-Dec-1910 Page 1025 Cornwall

A meeting of representatives of the municipalities interested is being arranged to discuss a project for the building of a line from Hawkesbury to Cornwall running through Vankleek Hill, Alexandria and Martintown to be operated by the CPR.

01-Dec-1910 Page 1027 L'Orignal

The matter of the entrance of the line into Ottawa was before the Board of Railway Commissioners Nov. 3 when the company's application for a temporary crossing of Hurdman Road was considered. The application it was stated was made for the purpose of establishing a connection for freight purposes with the Ottawa and New York Ry. which could be used during certain hours only. The mayor had expressed approval but the city solicitor was present to oppose the application. The matter was adjourned in order to permit a formal assent to be obtained from the city council. The arrangement which the company now proposes, which is now under consideration, is that the permission to use the crossing be restricted to two years.

01-Dec-1910 Page 1027 Smiths Falls

Press reports state that the company's agents are purchasing land for the right of way from Ottawa to Smiths Falls and that the projected line from Ottawa to Key Harbour will branch off from the Toronto line about four miles southwest of the capital.

01-Dec-1910 Page 1035 Ottawa Terminal

Chateau Laurier Hotel. It was reported Nov. 12 that the walls of the building were completed, the roof on and practically the whole of the exterior work completed. The heating apparatus, etc. is being installed and other interior work is being progressed with. It is expected that the building will be completed and furnished ready for opening by the fall of 1911.

In connection with the annex which is being built at the Central Station as part of the new union station, a coniform concrete chimney, which we are informed, is the first to be built in Canada, is under construction. The shaft is 169 ft. high with diameter at base of 12½ feet and at top of 7 ft. The shaft is being re-inforced by vertical bars and horizontal rings. The vertical bars are of sufficient strength to take up all the tensile stresses caused by wind pressure and reach partly down into the structure of the foundation, thus forming a perfect anchorage for the chimney. J.G. Siegfried, C.E. is the structural engineer, with M.M. Campbell, C.E. inspector in charge of construction.

01-Dec-1910 Page 1067 Morrisburg and Ottawa Electric

The company's stock is being put on the market and it is reported that it is being well taken up by residents in the townships through which the line will pass. The chairman is quoted as having said in an interview Nov. 11, that while it was proposed not to sell more than 10 shares to any single subscriber, already half of the amount required to start work on a permanent basis had been subscribed, that the length of the proposed line was 43 miles, that the cost of construction was estimated at \$750,000 and that the farmers were offering land for right of way at a very low price and to do a considerable amount of

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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.