

# Ottawa Items from Railway and Shipping World - 1912

01-Jan-1912 Page 32 Beachburg

Westward from Ottawa, contracts have been let to J.P. Mullarkey for building the line from Ottawa to Pembroke, 90 miles, and to Angus Sinclair for building the line from Pembroke to Capreol tp. 220 miles.

01-Jan-1912 Page 37 Ottawa Electric

An all steel sweeper is being built for the OER, three views of which are given in the accompanying illustration (see photo copy). 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 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 38 Hull Electric

The company has under consideration a project for the extension of the line from mileage 6.35 for 3100 feet to the Ottawa Racing Association track.

01-Jan-1912 Page 39 Ottawa Electric

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 39 Ottawa, Smiths Falls and Kingston

The prospectus filed with the provincial Secretary, Toronto, sets out that the company was incorporated by the Ontario Legislature Mar. 8 1911 with a capital of \$1,000,000 and office at Ottawa. The provisional officers and directors are:- Chairman, F.A. Heney, Ottawa; Vice-Chairman, E. Kidd, M.P. North Gower; Secretary-Treasurer, G.L. Dickenson, Manotick; General Manager, U.L. Upson, Ottawa; Other Directors- N.P. McGrath, Ottawa; Rev. D'A. T. Clayton, J.C. Graham, Kars; J.E. Caldwell, City View; J.C. Graham, Kingston; Solicitor F.B. Proctor, Ottawa. It is intended, according to the prospectus, to start construction as soon as 2,500 shares of the capital stock have been disposed of and 10% thereof paid up.

The plans show a line from Ottawa passing through or near City View, Manotick (sic), Kars, Bridge View, Burritt's Rapids, Andrewsville, Merrickville, Kilmarnock, Smiths Falls, Lombardy, Newbooyne, Portland, Elgin, Morton, Seeleys Bay, Brewers Mills, Washburn, Joyceville, Cashendalm and Kingston Mills to Kingston. An alternate route has been surveyed from Seeleys Bay to Kingston Mills passing through or near Heeleysville, Sunbury, Mount Cheshire and Maple Lawn. A branch line has also been surveyed from Smiths Falls passing through Perth to Lanark. The construction programme outlined divides the main line into two sections - Ottawa to Smiths Falls, 47 miles and Smiths Falls to Kingston, about 60 miles. The surveys for the section from Ottawa to Smiths Falls have been completed and those from Smiths Falls to Kingston have been partially made.

The population to be served on the Ottawa-Smiths Falls section is placed at 106,800, and the estimated cost of construction at \$430,000, or with the addition of \$21,000 for supervision, engineering and legal expenses, and \$18,000 for two 50 ton locomotives, three freight cars, two combination cars and two coaches \$469,500. The estimated revenue from this section is placed at \$160,000 and the operating expenses at \$96,096 leaving a surplus of \$64,064 for interest, dividends etc. The company is authorized to issue bonds for \$30,000 per mile of line constructed. The estimated cost of the Smiths Falls-Kingston section, subject to revision on completion of surveys, is placed at \$934,000 including supervision etc. No estimate of earnings for this section has been made.

01-Jan-1912 Page 41 Ottawa Electric

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-Feb-1912 Page 67 Central of Canada

A Montreal despatch of Jan 21 says-"It is announced that preparations are complete for the building of this line and that the first section from Montreal to Ottawa will be completed by the end of this year, while the further portion from Ottawa to Georgian bay will be built shortly thereafter. The company has changed its original plan, and the route, instead of passing through St. Benoit, will follow the shore of the Lake of Two Mountains, passing through St. Placide and Oka, crossing from the mainland to Ile Jesu at St. Eustache and reaching the Island of Montreal at Cartierville. It will then parallel the Riviere des Prairies, crossing the CPR tracks at Jacques Cartier jct. and reaching the Harbour Commissioner's lines on the waterfront at Tarte Pier. This will be the freight entrance into the city. A passenger entrance is planned from the west and it is expected that the terminus will be the GTR.

01-Feb-1912 Page 74 Beachburg

The Board of Railway Commissioners has authorized the company to use for construction purposes only, pending the completion of an interlocking plant, a crossing of the CPR at Chaudiere Jct. Ottawa.

Press reports from Ottawa states that G.H. Shaw, General Traffic Manager, is negotiating with business interests in the city regarding the building of a spur line to serve the industrial concerns west of the CPR tracks near Carling Avenue.

The construction of the Ottawa-Pembroke section of the line to Port Arthur, the contract for which has been let to J.P. Mullarkey, covers the building of two large bridges. That above Chats Falls on the Ottawa River will consist of 20 spans, while that at Portage du Fort will be somewhat smaller. The Board of Railway Commissioners has approved the revised location of the line between mileage 162 and 176 in this section.

01-Feb-1912 Page 77 Hull Electric

W.R. Taylor, of Askwith, Taylor & Co. contractors Ottawa, who died in Aylmer, Jan.14, entered the GTR service in 1885. Two years later he removed to the US going into the Missouri Pacific Ry. service and returned to Canada to become Manager of the HER which position he resigned in 1909.

01-Mar-1912 Page 120 Central of Canada

Complete surveys and profile and final location have been made from Montreal to South Indian via St. Eustache, St. Placide, Oka, St. Andrews, Hawkesbury, McAlpin, Lemieux. A large amount of the right of way has been purchased, including that for a terminal in Montreal. Rails and ties have been ordered for 50 miles. The bridges over Riviere des Prairies, near Montreal, Riviere des Milles Iles at St. Eustache, and over the Ottawa River at St. Andrews have been commenced. Other construction will be pushed directly weather permits. C.N. Armstrong, Montreal, is Managing Director; F. Stewart Williamson, Montreal, Chief Engineer, and C.J. Wills & Sons, London, England and Montreal are the contractors.

01-Mar-1912 Page 127 Ottawa Terminal

D. McNicholl, Vice-President, is reported as having said, Feb. 8, that the company is prepared to build the tunnel under the city of Ottawa as soon as the government gives the necessary permission. An Ottawa despatch, Feb 15, states that the matter will be dealt with by the government at an early date and that the engineers to whom the plans were referred report favourably. The cost of the work is stated to be about \$3,000,000.

01-Mar-1912 Page 137 Smiths Falls

From Sydenham to Ottawa the line is under contract and considerable progress has been made with the grading. It is expected that the track will be laid over it by Dec. 31.

01-Mar-1912 Page 137 Beachburg

West of Ottawa J.P. Mullarkey has the contract etc. piers and abutments of the two bridges, 2,600 ft. and 1,200 ft. long respectively are being made. Fitzroy and Portage du Fort).

01-Mar-1912 Page 143 Ottawa Electric

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 Ottawa Electric

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 Ottawa Electric

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 146 Hull Electric

G. Gordon Gale, General Superintendent, Hull Electric, Deschenes, writes in reference to snow clearing:- "We have 8.6 miles of city track and 16.2 miles of private right of way in use during the winter months. In the city we keep the full width of the street clear of snow. The tracks are cleared by means of single truck sweepers of the standard design and the roadway is cleared by a double-truck, double-end, double-side-wing plough built by the Ottawa Car Co.

The private right of way is cleared of snow by a double-end, right-hand, double-truck snow plough. Our snow expenses amount to about \$50 per inch of snow fall, or an average of approximately \$2 per inch of snow fall per mile."

01-Mar-1912 Page 148 Ottawa Electric

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 Ottawa Electric

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 159 Belleville

We are officially advised that the CPR has let a contract to Deeks and Hinds, Toronto, for the construction of a line from Glen Tay to Agincourt, 184 miles. The contract includes grading, concrete work and tracklaying, but not buildings and steel structures. The work will be gone on with at once and the contract calls for its completion within two years.

The Dominion Parliament in 1904 incorporated the Campbellford, Lake Ontario and Western Ry. to build a railway from the CPR Montreal-Toronto line between Blairton and Ivanhoe, southwesterly to Coburg and thence westerly rejoining the Montreal-Toronto line between Locust Hill and Leaside Jct. The object in view was the provision of a line giving a more close connection with towns on the Lake Ontario shore than the GTR gives, and to provide a competing line. The provisional directors included:- J.B. Ferris, Campbellford; H.J. Walker, Warkworth; H. Barrett, Port Hope, J.J. Mason, Bowmanville; F.L. Fowke, Oshawa and E.R. Blow, Whitby, all of which places it was proposed to reach by the new line. Public meetings were held throughout the district interested, preliminary surveys were made and the CPR was finally induced to take up the project. Various routes were gone over with a view of securing a suitable location, and the company's powers were extended from time to time, and in 1911 Parliament authorized the company to build the projected line from Glen Tay to near Agincourt. This decision was protested against by several towns which the original line would have served, with the result that while the new powers were given, the company retains the right to build through Campbellford etc.

The surveys on the new route were completed during 1911, and the final plans were filed, after approval, Jan. 10, 1912. The new line starts from the Montreal-Toronto line, at Glentay, 16 miles westerly from Smiths Falls, at the point to which a double line has been laid from Montreal. The route located makes straight for Belleville, 75 miles. The K&P Ry. is crossed at Parham. etc.

01-Apr-1912 Page 178 Smiths Falls

The line under construction from Toronto to Ottawa, which has been in operation for some time as far as Trenton, was reportedly completed as far as Deseronto, Feb. 29. At this point connection is made with the Bay of Quinte Ry. and trains will run over it as far as Sydenham. whence the line is under contract to Ottawa. Some betterment, including a couple of cut offs have been done on the BQRy. in order to provide for heavier traffic. A freight service is being operated from Toronto to Sydenham, but it is not expected that a passenger service will be operated until the summer.

01-Apr-1912 Page 178 L'Orignal

In connection with the plans for the entrance of the company's lines into Ottawa, the Board of Railway Commissioners has directed the company to build a bridge over the Metcalfe Road having a clearance of 60 ft., the city to pay the costs in excess of that of a 54 ft. bridge.

01-Apr-1912 Page 178 Beachburg

On Oct 13, 1908, the Minister of Railways approved a route plan for a line from Ottawa to Key Harbour. The route plan of the Ottawa - Port Arthur section of the Montreal - Port Arthur line, which are now being approved in short sections by the Minister, follow the route of the line approved in 1908 as far as Chisholm tp.

01-Apr-1912 Page 181 Central of Canada

We are officially advised that surveys have been made for a line from St. Eustache to South Indian and the present intention of the general contractors, C.J. Wills & Sons is to build 20 miles of line in Quebec and 20 miles in Ontario this year. None of the work has as yet been put in the hands of subcontractors. Contracts have been placed for 100,000 ties to be delivered by June 30 and it is expected to place orders for steel rails at an early date.

Press reports state that the company has completed, ready for submission to the Board of Railway Commissioners, plans for a station and terminals in the eastern part of Montreal; that a contract had been let for the building of the line from Montreal to Ottawa and that the work will be started in the spring.

01-Apr-1912 Page 198 Hull Electric

We are officially advised that the company will build an extension from the main line to the Ottawa Racing association's track, a distance of over half a mile, as soon as arrangements have been completed. The extension will have a double track, with a loop at the race course head to permit the use of single

01-Apr-1912 Page 199 Ottawa Electric

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 228 Ottawa Terminal

It is said that the Government has promised an early consideration of the (CPR) company's plans for a tunnel in Ottawa, and that the Minister of Railways has personally approved of the general proposal, though he has not given any definite approval of the plans.

01-May-1912 Page 228 Belleville

It is reported April 17 that about 800 men had started work on the line.

01-May-1912 Page 228 Kingston (CP)

Press reports state that 3,000 tons of new steel rails will be laid on this line during the current year, that several bridges will be rebuilt, and a lot of ballasting and considerable other betterment work done. The estimated expenditure is \$205,000.

01-May-1912 Page 231 Smiths Falls

Ottawa Car Shops. Sir Wm. Mackenzie, President, is reported as having stated at Ottawa, April 3, that car shops will be built on the site acquired near Ottawa, but he would not say that they would be the company's central car shops.

01-May-1912 Page 231 Beachburg

The Board of Transport Commissioners has approved of location and revised location plans as follows:- for 0.60 of a mile in Litchfield tp. at mileage 59 from Ottawa.

01-May-1912 Page 238 Central of Canada

We are officially advised that the Minister of Railways is being asked to approve a route map of the line from Carlton, QC, to South Indian, and that as soon as this has been obtained, progress will be made towards construction.

01-May-1912 Page 246 Alexandria

We are officially advised that the relaying of the line between Coteau and Ottawa, 70 miles, with 80 lb. steel will be started as soon as the frost is out of the ground.

01-May-1912 Page 251 Hull Electric  
Track approaches are being laid to the new car barns at Maniwaki Jct. and a new double switch is being put in at Brewery Street and Aylmer Road, Hull.

01-May-1912 Page 252 Ottawa Electric  
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 290 Ottawa Terminal  
In connection with the proposal for a tunnel in Ottawa, a proposed change is under consideration. The suggestion is to carry the tunnel down Wellington Street as far as Bank Street, skirt round the cliff then run south-westerly as far as Union Station. It is stated that this would give a shorter and less expensive route than the original one of running the tunnel right down under Wellington Street to the Union Station.

01-Jun-1912 Page 290 Smiths Falls  
Arrangements are being made to do away with the foot bridge across the tracks at George Street, Smiths Falls, and to replace it with a subway under the tracks 110 ft. long, 10 ft. wide and 7 ft. 6 in. high.

01-Jun-1912 Page 290 Belleville  
The Board of Railway Commissioners has authorized the crossing of the K&P at mileage 24.8 from Glen Tay.

01-Jun-1912 Page 293 Other  
H.L. Maltby, formerly chief clerk in the COR engineering offices Montreal died there recently after a lengthened illness. Before entering the CPR service he was associated with H.J. Beemer in his railway enterprises and was appointed guardian of the Ottawa and Gatineau Ry. by the banks prior to its becoming merged with the Ottawa, northern and western Ry. and being transferred to the CPR.

01-Jun-1912 Page 299 Central of Canada  
The Minister of Railways has approved route maps from St. Eustache to South Indian, 70 miles. The Board of Railway Commissioners has approved plans and profile of the company's line from St. Eustache to Hawkesbury and has under consideration plans and profiles from Hawkesbury to South Indian. Ties, poles and fence posts are being delivered at McAlpine, Ont. where the company has a spur and siding connection with the CPR. The right of way has been practically obtained from McAlpine to South Indian and construction has been commenced between McAlpine and South Indian. There has been deposited in the office of the Secretary of State at Ottawa the deed of trust made between the company and the City Safe Deposit and Agency Co. to secure the Company's bonds. A meeting of the holders of the bonds under this deed has been called to be held in London, Eng., July 17 for the purpose of passing resolutions releasing the land grant subsidy for the security thereof upon terms of the security thereof being turned into bonds guaranteed by the Dominion, Quebec or Ontario government or other consideration under which the proceeds of the bonds are to be applied.

01-Jun-1912 Page 300 Kingston (CP)  
It is proposed to expend about \$200,000 upon betterments this year, the principle expenditure being for the relaying of the line from Renfrew for 80 miles towards Kingston with new steel rails, 65 lbs. A considerable quantity of ballast will be added and a turntable is to be put in at Kingston.

01-Jun-1912 Page 300 Little Nation River  
A land grant of 3,000 acres per mile has been voted by the Quebec Legislature for the projected railway between Thurso and Montebello to Lake Mininque (sic), about 30 miles.

01-Jun-1912 Page 306 Ottawa Electric  
Crane car for OER with picture - see photo copy for 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 Ottawa Electric  
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.

01-Jun-1912 Page 309 Ottawa Electric  
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-Jul-1912 Page 336 Westport  
Press reports state that plans are being prepared for improving the BW&NW which is owned by the CNOR interests and is being operated as a branch line. It is proposed to relay 40 miles with new ties and steel and to bring it up to the CNOR standards. The point of junction is about 35 miles north of Brockville to which point the grading on the Toronto-Ottawa line has been completed, and it is expected that tracklaying will be started in June.

Construction is reported to be proceeding at a satisfactory rate on the line under construction into Ottawa from Toronto. An official inspection of the line was made recently by the company's officers and G.A. Mountain, Chief Engineer of the Board of Railway Commissioners, the special train carrying the party running as far east as Enterprise. A train service was put in operation as far as Napanee June 14.

Press reports state that plans are being prepared for improving the BW&NW which is owned by the CNOR interests and is being operated as a branch line. It is proposed to relay 40 miles with new ties and steel and to bring it up to the CNOR standards. The point of junction is about 35 miles north of Brockville to which point the grading on the Toronto-Ottawa line has been completed, and it is expected that tracklaying will be started in June. The grading beyond this point to Ottawa is well advanced.

The Board of Railway Commissioners has approved location plans for this line from near the McAlpine station of the CPR to near the GTR station at South Indian, mileage 7.2 to 38.165. This portion of the route passes through Routinier, Fournier and Lemieux. The company's plans also show an extension of the line from McAlpine to Hawkesbury on the Ottawa River.

The new central station and hotel were opened to the public June 1.

A new roundhouse with 47 stalls is projected at Brockville. On its completion a new station will be built at the head of Buell street according to press reports.

The President invited the Hull city council, June 4 to submit suggestions with regard to the new station which it is proposed to build there. The site selected is on Brewery Street at the junction of Frost Street and Chelsea Road. It is proposed to utilize the old station for freight purposes only. Plans for submission to the CPR are being prepared by the city engineer.

The Minister of Railways recently stated that the Department would not decide upon the question of the proposed CPR tunnel through the city for some time/ In connection with this proposal it is reported the CPR has secured an option on the Russell House property.

The Board of Railway Commissioners has authorized a connection of this line under construction with the CPR Montreal-Toronto line at Glen Tay and has approved of revised location plans from the point of junction to mile 2.08.

At a recent meeting of bondholders of the Central Ry. of Canada in London, Eng., called to deal with the proposed release of the land grant subsidy comprised in the trust deed from the security on the bonds being converted into bonds being guaranteed by the Dominion, Ontario or Quebec governments; and the modification of conditions under which the proceeds of the bonds are to be applied by the trustees, C.N. Armstrong, who presided, stated that owing to there not being a quorum present, no business could be done. He said that the whole object of the company was to get the bondholders' opinion as to whether they would prefer to get the bonds guaranteed by the Dominion Government or get what was expected in place of the bonds they now held. Ninety-five per cent of those he had been able to see or those he had heard from were entirely in favour of exchanging the bond worth, say, 95%, for a bond which would be worth at least par. There were only four bondholders who would prefer to stick to their land. Members of the Stock Exchange only represented about 5% of the bondholders. The total amount of debentures issued was £600,000 and the balance of £400,000 was all ready to be taken up on certain conditions. The cash in hand was about £125,000 and there was ample funds to carry on the whole of the work to be done this year, which was going on satisfactorily. He gave a history of the original land grant, and read an opinion by Sir Charles Cripps K.C. as to its validity.

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.

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Beachburg

From a point outside Ottawa to Pembroke, 90 miles, grading is being pushed forward, J.P. Mullarkey being the contractor for this work. It is expected to have track laid to Fitzroy harbour, 25 miles, this year.

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Smiths Falls

From Sydenham to Ottawa, 90 miles, J.P. Mullarkey is carrying out the contract for the greater part of the work. On this 90 miles track is reported to have been laid from Ottawa to the Rideau River and track is also being laid westerly from Sydenham. Another tracklaying gang is also preparing to start work at Forfar where the line crossed the BW&NW.

Sir Wm. Mackenzie is reported as having stated recently that the company's plans included the laying out of large yards and shops at Leaside Jct., and smaller shops on the Rideau River near Ottawa.

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Cornwall

Glengarry and Stormont. Press reports state that engineers have started making a survey for a line from near St. Polycarpe, southerly and westerly through Glengarry county to Cornwall. C.L. Harvey C.E. is a provisional director of the company.

The survey party is in charge of H.S. Dickson with M.J. McLennan as assistant and is working between Cornwall and Williamstown.

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Central of Canada

We are officially advised that the contractors have got well started on the first section of this line and expect to have the grading completed early in September. This section extends from McAlpine on the CPR to Lemieux, 25 miles. The general contractor, C.J. Willis, London, Eng. and Montreal have sublet several short lengths of grading to farmers in the district. F.S. Williamson, Montreal is Chief Engineer.

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Page 414

Kingston (CN)

We are officially advised that there is no foundation for the press report that the roundhouse and shops at present located at Brockville re to be removed to Prescott.

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Belleville

Deeks and Hinds are general contractors, have their headquarters in Agincourt.

01-Aug-1912 Page 417 Kingston (CN)

We are officially advised that there is no foundation for the press report referred to in our last issue, stating that work was about to start on an addition to the roundhouse at Brockville.

01-Aug-1912 Page 419 Kingston, Portsmouth and Cataraqui

Superintendent Mickle recently announced that cars would be run on Sundays only in very warm weather.

01-Aug-1912 Page 419 Ottawa Electric

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-Aug-1912 Page 420 Hull Electric

Inside hung brake rigging on Hull Electric cars - see diagram and picture.

The brake rigging of the Hull Electric Co.'s cars which operate between Ottawa and Aylmer has been considerably altered from the form it takes on leaving the car works. The outside hung rigging so generally used was found by this company to be rather cumbersome, constantly becoming clogged up in rough weather from its exposed position outside of the wheels. An inside position was deemed preferable, with the result that the brake rigging shown in the accompanying illustrations was designed. Several of the company's cars have had this new rigging applied and it is reported that the results attending their use have been most satisfactory, both from an operation and a maintenance standpoint.

The construction, which is much simpler than that of the outside hung type, consists of a very few simple parts, and is clearly outlined in the line illustration.

01-Aug-1912 Page 421 Ottawa, Smiths Falls and Kingston

Ottawa, Rideau Lakes and Kingston. T.R. Clougher, London, Eng., and H.E. Upson, Ottawa, made an inspection of the route of this projected railway from Ottawa to Kingston, early in July. Mr. Clougher is quoted as saying that with the exception of 20 miles at the Kingston end the line would be an easy one to build and that the company was arranging for the financing of the line, and that he expected that construction would be started early in 1913.

01-Sep-1912 Page 448 Kingston (CN)

An agreement has been signed under which the GTR will within two years lay out large yards and build thereon a locomotive house and other terminal facilities at a cost of \$150,000 in consideration of a fixed assessment of \$16,000 per year and the building of a subway by the town. The laying out of these terminal buildings will necessitate the closing of those at Brockville and it was stated in Montreal, Aug 7, that the object in view is the equalizing of the divisions. The distance from Montreal to Brockville is 125 miles and from Brockville to Belleville is 95 miles while Prescott is almost equidistant from Montreal and Belleville.

We are officially advised that the work to be done at Prescott will consist of the laying out of a terminal yard, with roundhouse and other necessary buildings and facilities.

01-Sep-1912 Page 450 Central of Canada

W.D. Hogg and E. Wilson Smith, Montreal are reported to have been elected directors in place of Hon. A. Campbell, Toronto, and E. Goff Penny, Montreal resigned. Mr. Campbell was president of the company.

The Board of Railway Commissioners has authorized the Canadian Northern Ontario Ry. (sic) to build a spur line at McAlpine station, for use by the CRY. of C. for construction purposes.

01-Sep-1912 Page 451 Ottawa Terminal

D. McNicholl, Vice President CPR is reported as stating that work will be started early in 1913, improving the entrance of the company's lines into Ottawa, and that some detail matters have to be settled before plans can be finally approved.

01-Sep-1912 Page 452 Westport

The BW&NW has ordered two first class cars and one combination car from J.T. Gardner, Chicago, IL.

01-Sep-1912 Page 454 Beachburg

Construction has been started on the section of line from just outside Ottawa towards Pembroke. The work starts at Hogs Back and the route is through Fitzroy Harbour and Portage du Fort, but does not run into Pembroke. It crosses the CPR in Pembroke tp. and the GTR in Stafford tp. and then follows the valley of the Tuchon river for a considerable distance.

01-Sep-1912 Page 454 Smiths Falls

The line from Toronto to Ottawa is being operated as far as Deseronto where connection is made with the Bay of Quinte Ry. and the section of that line from Deseronto to Sydenham, 29.7 miles has been incorporated into the line. There were gradients as high as 1.75% on the BQRy. and to overcome these, revisions have been made at Newbury, three miles long; Yarker, one mile long; and at Sydenham, 2.5 miles long, reducing the grade to 0.5 and making it uniform with the whole line from Toronto to Ottawa. Between the points where revisions have been made a considerable amount of train filling is being done and when this is completed there will be no gradients exceeding 0.5%. At Yarker it was necessary to build a bridge over the Napanee River, 400 ft. long and 37 ft. above high water. The revision work has been completed, and when the train filling is finished, new 80 lb. steel rails will be laid, so as to make the line conform to the general standard of construction. It is expected to have the work completed this season.

The steel work for the two bridges across Sydenham Lake is being erected. Grading is practically completed to Chaffey's Locks. Considerable grading has been done right on to Ottawa and track has been laid out of Ottawa to Hog's Back where the line to Port Arthur branches off.

Plans are reported to be in preparation for laying out a terminal site on the north side of the Rideau River.

01-Sep-1912 Page 470 Ottawa Electric

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 car. 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 501 Central of Canada

We are officially advised that the company has ordered in the US 1,500 tons of 80 lb. steel rails for prompt delivery. This is in addition to an order previously given the Algoma Steel Co. Track laying will be started as soon as grading is completed from McAlpine to the Norton River. Ties have been delivered for the first 30 miles. All bridges and culverts are under construction and a contract has been given the Canadian Bridge Co., Walkerville, for the steel viaduct over the Scotch River. The station yard at McAlpine has been laid out and a station to be used jointly with the CPR is about to be built. Construction will be pushed ahead west of South Inhorn as rapidly as possible. Construction is also under way east of McAlpine, through Hawkesbury, St. Andrews and St. Eustache, thence on to the Back River and into Montreal. F. Stuart Williamson is the Chief Engineer.

01-Oct-1912 Page 503 Kingston (CN)

Ratepayers of Prescott passed a by-law, Sept. 23, conferring an agreement between the town council and the GTR for the establishment of divisional terminal facilities. Under the agreement the land owned by the company will be assessed at \$16,000 a year for 25 years and the town will provide \$35,000 for the settlement of land damages etc. The company agrees within two years to lay out terminal yards and erect a roundhouse, repair shop and other buildings at a cost of not less than \$150,000.

01-Oct-1912 Page 504 Belleville

We are officially advised that the following are sub-contractors on the first forty miles out of Glen Tay:- mileage 0 to 6.2, P. McCoy, Kingston; mileage 6.2 to 7.5, J.M. Foreman, Perth; mileage 7.5 to 8.5, McMartin & Murdock, Perth; mileage 8.5 to 9, Shay and Huff, Perth; mileage 9.0 to 11.5, McMartin & Murdock, Perth; mileage 11.5 to 15, A. and W.D. Wheaton, Amherst, NS; mileage 15 to 24.8, Toronto Construction Co. general contractors, Belleville; mileage 24.8 to 39, Johnson Bros., Belleville; mileage 39.0 to 40.0, White and Scriven, Smiths Falls.

01-Oct-1912 Page 504 Chalk River

The Board of Railway Commissioners has authorized the company to change the location of its main transcontinental line in McNab tp.

01-Oct-1912 Page 510 Beachburg

The taxpayers of Pembroke have passed a by-law granting \$25,000 cash bonus, free water and exemption from certain taxes in return for which the town will be made a divisional point.

The Board of Railway Commissioners has approved of revised location plans for the line through Westmeath and Pembroke tps.

01-Oct-1912 Page 510 Smiths Falls

The Board of Railway Commissioners has approved of revised location of the line in Camden tp. and has authorized the operation of traffic between mileage 145.83 and 149 and between mileage 152.13 and 152.72.

01-Oct-1912 Page 521 Ottawa Electric

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 557 Central of Canada

A resolution passed at a public meeting in Midland, Oct. 10, endorsing the company's project to build a direct line from Montreal via Ottawa to Midland. C.N. Armstrong, Vice President, said the distance between the two points is 335 miles and the contract calls for the building of a line with a 0.4 gradient. The company has offered to grant the Dominion Government running powers over the line on an equitable basis. He also said that it is expected to start work upon the western half of the line in the spring.

01-Nov-1912 Page 559 Kingston (CN)

R.S. Logan, Vice President, GTR, informed the Prescott town council at a recent meeting that owing to the lateness of the season it would not be possible to do very much work with the laying out of the proposed terminals there this year, but that a start would be made early next spring.

01-Nov-1912 Page 565 Ottawa Terminal

D. McNicholl Vice President CPR, is reported as stating, Oct. 7, that the project for the building of a tunnel at Ottawa had not been abandoned as had been reported. Negotiations were going on with the Dominion Government and everything depended upon their outcome. It was possible that there would be some change in the plans, but nothing definite could be said for some time.

01-Nov-1912 Page 565 Winchester

Press reports state that local firms have been asked to tender for the erection of a locomotive house and machine shop at Smiths Falls.

01-Nov-1912 Page 573 Kingston, Portsmouth and Catarauqui

The city council of Kingston has under consideration the question of repairing certain streets on which the electric railway is being operated, and of having new steel rails laid at the same time. The matter is being negotiated between the parties.

01-Nov-1912 Page 574 Morrisburg and Ottawa Electric

At the annual meeting in Ottawa, Oct. 8, the directors were authorized to start construction May next. The question of letting the contract was left in their hands.

01-Nov-1912 Page 575 Ottawa Electric

Burpee - see photo copy

01-Dec-1912 Page 608 New York Central

J.P. Daly, General freight and passenger Agent, O&NY and NY&O, was presented with a silver salver by the office staff, a gold signet ring by the station agents and a gold ring, locket and chain by the locomotive engineers and trainmen on the company's lines, Nov. 1, on the occasion of his transfer to Buffalo, NY. to another position in the NYC&HR service.



The conductors and motormen of the Hull Electric Co. which operates between Ottawa and Aylmer, applied to the Minister of Labour a short time ago for a board of conciliation under the Industrial Disputes Investigation Act. The board appointed consisted of Peter McDonald, chairman; G.D. Kelly, representing the company and G.C. Wright, representing the men. The wages heretofore paid conductors and motormen were as follows: 1st year, 19c. an hour; 3rd year, 20c. an hour; 5th year 21c. an hour.

The men asked that they be paid the same as the Ottawa Electric Ry. employes and submitted the following rates, viz.:- 25 cents an hour for week days; 27 cents an hour for Sundays; time exceeding ten hours, time and a half. The board of conciliation unanimously recommended that the following scale take effect Nov 1:- First year men, 20 cents an hour; second year men, 21 cents an hour; third year men 22 cents an hour; men employes over three years 23 cents an hour. That motormen and conductors requiring an overcoat shall be supplied with one by the company every two years, the cost to be borne half by the company and half by the employe, this not to interfere with the present arrangement of supplying uniforms. That the company furnish each conductor with \$25 worth of tickets and cash to make change each day, each conductor to give a bond therefor. The award to be in force for 2½ years. The board considers that in view of the different conditions of employment and the difference in cost of living the new scale is practically equal to that paid by the Ottawa Electric Ry.

The following important recommendation was also made: "The members of the Board are of the opinion that in view of the proposed increase of wages, and considering the financial condition of the company, as shown by the annual statement, and the evidence given before the board, the company would be justified in increasing its charge for fares."

Press reports state that surveys are practically completed for the line between Ottawa and Morrisburg and that the contractors are preparing to start work next spring. The contract is said to call for the completion of 50 miles by the spring of 1914.

At a meeting of the Kingston city council, Nov. 14, it was decided to ask the company if it was willing to sell its line to the city.

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.