

Ottawa Items from Railway and Shipping World - 1914

01-Jan-1914 Page 4 Central of Canada

Central Railway of Canada and its contractors.

The Quebec Court of Appeal delivered judgement, Nov. 26 in the action of Wills against the Central Ry. of Canada. This was an appeal against the decision of Mr. Justice Archibald in the original action. The Central Ry. of Canada has a charter from the Dominion parliament to build a railway from Montreal to Midland, with charters from the Quebec and Ontario Legislatures to build various connecting lines. The company entered into a contract with C.J. Wills of London, Eng. to build the Montreal-Midland line, agreeing on its part to provide funds for carrying on construction. The contractors started work in 1911, but early in 1912 difficulties arose between the company and the contractors. The latter alleged that the company failed to provide money as agreed, and the former that the contractors were not proceeding with due diligence. As a result the contractors sought to recover damages, and the company took steps to let another contract for construction. The contractors thereupon applied for an injunction restraining the company from proceeding with the work itself of from letting a contract to any other person for building the line. At the original trial, judgement was given in favour of the contractors for \$2,373.30 on the first claim with a reservation to claim other damages for breach of the general contract, and an injunction restraining the company from having the line built by any one other than Wills and Co.

The railway company appealed against this decision, and the court of appeal found unanimously in favour of the contractors on the first point :- the condemnation to pay \$2,373.30. On the second point, the reservation to claim other damages, the Court of Appeal found that the trial judge's finding should be amended in such a way as to eliminate the enacting clause embodying the reservation in question. On the third point-the maintenance in full force and effect of the contract-the court found, by four to one, that while the company had failed to provide the necessary funds in conformity with the contract, and consequently was alone to blame for any delay experienced in the carrying out of construction, the company had a right to terminate the contract at any time on paying damages. The opinion of the trial judge was reversed on the point as to the present force of the contract. On the fourth point-the injunction to prevent the company building the line itself, or letting a contract to anyone else-the court, in a lengthened review as to law and practice affecting injunctions, set out a number of reasons why the injunction should be set aside. The decision of the trial judge is therefore upheld so far as to pay the contractors \$2,273.30, but is reversed as to all other of its enacting clauses.

We are officially advised that all construction on this projected line between Montreal and Ottawa has been stopped. F.S. Williamson, Chief Engineer, has resigned, and will act for the company in future as Consulting Engineer.

A meeting of shareholders, under the trust deed of July 17, 1911, made between the company and the City Safe Deposit and Agency Co., London, Eng., was held Dec. 16, for the purpose of passing resolutions canceling the trust deed and the redemption of the outstanding bonds.

01-Jan-1914 Page 6 Beachburg

Divisional Yards on the CNOR - see photo copy. pp. 6-8

01-Jan-1914 Page 26 Belleville

Tracklaying has been completed from Glen Tay to Agincourt -- a freight service is being put on at once but it is not intended to operate a passenger service over the new line until the summer.

01-Jan-1914 Page 29 Smiths Falls

A mixed freight and passenger service has been put in operation on the Ottawa-Sydenham section of the Ottawa-Toronto line which has recently been completed. A regular freight and passenger service has been operated for some time between Toronto and Sydenham, and these services will be run through to Ottawa early in the spring.

01-Jan-1914 Page 29 Beachburg

Track was laid on 120 miles of the Capreol-Ottawa section during 1913. All stations section houses and other buildings up to mileage 200 have been erected.

01-Jan-1914 Page 35 Ottawa Electric

Ottawa Electric Ry.'s suburban fares.

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

01-Jan-1914 Page 38 Ottawa and St. Lawrence Electric

Press reports state that it is likely that construction will start on the Ottawa-Morrisburg section of this projected railway in the spring. It is also stated that it has been determined to provide a private right of way in Ottawa.

01-Jan-1914 Page 38 Hull Electric

We are officially advised that rails have been laid on the double track extension from Rivermead to the Jockey Club at Connaught Park, 0.75 miles.

01-Jan-1914 Page 39 Ottawa Electric

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

01-Jan-1914 Page 40 Hull Electric

The HER has ordered two 800 k.w. transformer for its plant at Deschenes from General Electric Co.

The HER has ordered four 43 ft. semi-convertible, single end trailer car bodies from the Ottawa Car Manufacturing Co.

01-Feb-1914 Page 69 Cornwall

The ratepayers of Cornwall have approved of a bylaw granting a bonus of \$5,000 to aid in building a railway from the CPR at St. Polycarpe to Sidney and Sixth Streets, Cornwall, to be paid on completion of the line.

C.L. Hervey, who is the principal promoter of the line is also engaged in promoting a line from Cornwall to Hawkesbury, where a junction would be effected with the projected Calumet and Northern Ry. for the construction of which a separate charter may be procured.

01-Feb-1914 Page 73 Smiths Falls

A through fast freight service was inaugurated between Toronto, Ottawa, Montreal and Quebec, Jan. 8 over the Toronto-Ottawa line, the last section of which was recently completed.

01-Feb-1914 Page 73 Beachburg

Out of Ottawa, track is laid nearly to Pembroke.

01-Feb-1914 Page 74 Belleville

All along the line, gangs of men are engaged in putting the finishing touches to the work. Passenger and freight stations, and the other buildings are nearly all completed. It is expected the line will be put in operation early in the spring.

01-Feb-1914 Page 84 Hull Electric

See photo copy for diagram.

Four prepayment trailer cars have been ordered by the Hull Electric Ry. for service on its interurban line between Ottawa and Aylmer, to be delivered in March to meet the spring and summer traffic. They will be of single end type, somewhat similar to the trailer recently ordered by the Montreal Tramways for the heavy service on its St. Catherines St. line. The general dimensions are as follows:

Length over bulkheads --- 42 ft.

Length over bumpers --- 43 ft.

Length over body --- 33 ft.

Width of body over sheeting --- 8 ft. 6 ins.

Height of body from bottom of side sills --- 7 ft. 8 ins.

Side posts, centre to centre --- 30¼ ins.

Length front vestibule --- 7 ft.

Length rear vestibule --- 2 ft.

Width of aisle --- 22 ins.

Length of seats --- 36 ins.

Seating capacity --- 54

The underframe will be of composite wood and steel construction, with the sill running in one piece through the car from bumper to bumper. The cross sills will be of oak mortised and tenoned into the longitudinal sills, the whole being tied together transversely with 5/8 in. steel tie rods, with a thread and nut on each end. The centre of the frame will be supported by two needle beams, suspended on two 1 1/8 in. steel truss rods. The flooring will be of hard pine, laid in double thickness, with heavy builders' tarred paper between. The bumpers will be of 6 in. heavy steel channel, rigidly secured to the ends of the main sills with angle plates. The bolsters will be of the standard half diamond type.

The upper body construction will be of the standard interurban car type, with monitor roof and lifting sashes in the sides. The interior finish will be in natural colour cherry, excepting the ceilings, which will be of agasote board, painted. The seats will be of a standard type, covered with rattan and non reversible. The window curtains will be of pantasote material, with all steel rollers. All interior fittings, such as grab handles, door locks, sash lifts, etc., will be in solid bronze, of a modern design, and polished. The entrance and exit doors will be equipped with automatic folding doors, controlled by the conductor from his position.

The cars will be equipped with trailer trucks, which have been ordered in the United States. Westinghouse schedule s.m.e. air brakes, Westinghouse combination car and air couplers, hand brakes, Consolidated Car Heating Co.'s electric heaters, interior electric lights fixtures, standard M.C.B. tail lamps, steps, and brass railings for the prepayment arrangements.

The cars, which are being manufactured by the Ottawa Car Co., will be of practically the same design and general dimensions as the motor cars by which they will be hauled, so that together they will form a neat working unit.

01-Feb-1914 Page 88 Morrisburg and Ottawa Electric

At a meeting of the Morrisburg Council Jan. 21, an application by the O&M Ry. was heard for a right of way through the town. The council has already granted a right of way to the Ottawa and St. Lawrence Electric Ry. which right will expire Oct. 1, if not taken advantage of, and it was announced that nothing could be done in the way of granting any fresh rights until after that date.

Calls of 10% of the subscribed capital of the company are due and payable at the office of the company, Canada Life Building, Ottawa, Feb. 2, April 6, June 8 and Aug 22.

01-Feb-1914 Page 89 Hull Electric

The HER has ordered four pairs of trailer trucks in the United States.

01-Mar-1914 Page 134 Ottawa Electric

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

01-Mar-1914 Page 134 Hull Electric

Statistics for year ended June 30 1913. 14.12 miles main track, net income \$26,500, car mileage 818,589, fare passengers 2,300,456

01-Mar-1914 Page 135 Kingston, Portsmouth and Catarqui

Press reports state that a contract has been let to a US firm for the supply of steel rails to be used in relaying the lines on King and Princess Streets.

Ottawa Traction Company

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

01-Apr-1914 Page 172 Central of Canada

The Central Ry. of Canada, which has been considerably in evidence during the last few years, particularly on account of its claim to a land grant made in 1855-6 by the old Parliament of Canada, for the building of a railway from Montreal to Georgian Bay, is gradually being freed from the various entanglements which followed the assertion of the claim. One of the matters involved was the railway known as the Carillon and Grenville Ry. which was part of the original project, but which for many years was owned by the Ottawa River Navigation Co. and operated by it in connection with its line of steamboats running on the Ottawa River. The O.R.N. Co. was acquired by the C. Ry. of C. but how far it became really a part of the undertaking is uncertain. Anyway the C. and G. Ry. sold its property to the Canadian Northern Ry. interests, retaining its charter and charter rights, by a resolution passed July 25, 1911. The O.R.N. Co. questioned the legality of the resolution, alleging among other things that the C. and G. Ry. had no authority to sell and the C.N.R. interests no authority to buy, and that the necessary proceedings prescribed by the Railway Act respecting sales had not been observed. An action was brought in the Quebec courts in the name of the O.R.N. Co. and certain other persons to have the sale set aside, and judgement was given Feb. 28, upholding the sale. During the trial of the action it was shown that 1,900 of the 2,000 shares of the C. and G. Ry. were owned by the O.R.N. Co. and 80 of the remaining shares by Senator Owens, who was at that time the owner or controller of practically the entire stock of the O.R.N. Co. Senator Owens at the meeting of the directors of the C. and G. Ry. when the sale was authorized, voted as representing the O.R.N. Co., in favour of the resolution. The court held that technically, while Senator Owens might not have been authorized to vote for the resolution on behalf of the O.R.N. Co., yet being the owner of the shares votes, the passing of a resolution authorizing him to vote would be a mere formality. The court found that there was nothing in the Railway Act which would prohibit the sale.

The Canadian Northern Ontario Ry. is applying to the Dominion Parliament for an act vesting in it the right of way and other property acquired under the terms of the resolution referred to in the above mentioned action. The right of way so acquired is to form part of the Montreal-Ottawa section of the C.N.R. transcontinental.

The Central Ry. of Canada application for an extension of time for the building of the various lines authorized, has been approved by the House of Commons. When the measure was before Parliament in 1913 there was a difference of view between the House of commons and the Senate as to the inclusion of a section prohibiting the company carrying on litigation with a view to securing from Ontario and Quebec certain lands granted in pre-confederation days, which it was claimed were still available for the lines proposed to be built by the company. The following section is included in the present bill:- "It is hereby expressly declared and enacted that the C. Ry. of Canada shall not, nor shall the Ottawa River Ry., the Central Counties Ry., the Ottawa Valley Ry., the Carillon and Grenville Ry., or the Ottawa River Navigation Co., not the assigns of the said companies, nor shall any other company or person whatsoever, be entitled to receive any land grant or grants under the provisions of the statutes of the late province of Canada, 19 and 20 Victoria, chap. 112, and 24 Victoria, chaps. 80 and 87, or any of them, or any amending statutes or acts of Canada or any of the provinces of Canada.

01-Apr-1914 Page 184 Ottawa and St. Lawrence Electric

We are officially advised by M. Malone, Engineer of the Company at Ottawa, that a contract has been let to the Ottawa and St. Lawrence Construction Co. of which H.W. Pearson is Manager at 201 Union Bank Building, Ottawa, to build 70 miles of line from the Connaught rifle ranges, 15 miles west of Ottawa, and thence across country to Morrisburg on the St. Lawrence River, with a branch line from Metcalfe to Russell, on the Ottawa and New York Railway; that this line will cross the CPR Montreal-Toronto line at Winchester; that the line will pass through the following towns and villages viz.: Britannia, South Gloucester, Greeley, Kinnore, Vernon, Ormond, Winchester Springs and Williamsburg; that work will commence about May 1, and that bonds have been floated covering this portion of the line. He also stated that on this first portion, outside of terminals, in three of which there will be a 2.5% gradient, the gradients will not exceed 0.7%, with a maximum curvature of 8 degrees; that there will be 12 bridges varying in length from 30 to 400 ft. and that it is proposed to use Diesel electric cars.

The company's complete project is for the building of about 300 miles of line, the other portions including a line from Brockport, west of Brockville, to the Quebec provincial boundary by way of Cornwall, and another line north from Brockport through Smiths Falls, Perth and Lanark to Arnprior. J.A. Morden and Co., brokers, are interested in the project.

01-Apr-1914 Page 184 Hull Electric

A press report states that the HER is considering plans for the extension of the line from Hull to Gatineau Point. G. Gordon Gale is General Superintendent. We are officially advised that the project is entirely on the part of the Hull City Council and that the company does not contemplate building the extension at present.

01-Apr-1914 Page 184 Kingston, Portsmouth and Catarqui

We are officially advised the company has ordered in the US 130 tons of 90 lb. steel rails ASCE section.

01-May-1914 Page 213 Cornwall

A press report April 22 stated that contracts have been let for the construction of this line as follows: G.R. Phillips, from north of GTR tracks near Cornwall station to Glen Donald, 4 miles; the company proposes to build the next section itself; McDonald and grant, from near Williamstown for 4 miles; A.C. Mulhearn, next section easterly; A.C. McArthur from CPR at St. Polycarpe westerly to connect with Mulhearn contract. It is stated that the contracts call for the rapid completion of the work and that it is hoped to have track laid by Nov. 1.

01-May-1914 Page 231 Hull Electric

We are officially advised that at present the company is not arranging for any extensions. A press report stated that the company was going to build some second track, and a branch to Notre Dame Cemetery, Hull.

01-Jun-1914 Page 253 Locksley

Pembroke station. In pursuance of the company's policy of erecting new stations where such are necessary, a new station building and freight shed are being completed at Pembroke at a cost of about \$64,000. it is expected to be opened early in July.

01-Jun-1914 Page 253 Kingston (CN)

A recent press despatch from Prescott stated that preliminary operations had been started on the construction of the divisional terminals at that place; the sidings were being built to the site of the locomotive house and shops, so that building materials might be taken in ready for starting operations. We are officially advised that beyond the preliminary studies made some time ago no plans have been made and no preliminary work is in progress. Under terms of the agreement with the town, the company is to expend not less than \$150,000 on the buildings and remove its terminals from Brockville to Prescott. The agreement was signed June 29, 1912 and was confirmed by the Ontario Legislature May 6, 1913. It provided for the work being done within two years after final confirmation.

01-Jun-1914 Page 261 Belleville

An official inspection of the line from Glen Tay to Agincourt was made May 12. Ballasting is being completed and the station and other buildings are fast being got into shape. A regular train service will be put in operation July 1.

01-Jun-1914 Page 272 Beachburg

Three spans of the 1,800 ft. bridge across the Ottawa River at Portage du Fort have been erected and preparations are going on for the erection of the 1,600 ft. bridge across the same river at Fitzroy Harbour. It is expected to have this stretch of 170 miles completed this year. The Pembroke-Capreol section is also expected to be completed this year.

01-Jun-1914 Page 272 Smiths Falls

The first through train from Quebec run entirely over the CNR lines arrived in Toronto May 1 and was sent on to the west, over the company's Toronto-Sudbury line. by this route the company is enabled to give connections from Quebec through to west of Edmonton. In connection with the opening for through traffic of the Toronto-Ottawa line. passenger service, mainly for tourist purposes, is to be operated by gasoline electric car from Ottawa to Chaffey's locks.

01-Jun-1914 Page 283 Ottawa Electric

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

01-Jun-1914 Page 283 Kingston, Portsmouth and Cataraqui

The company has expressed its dissatisfaction with the specifications for track bed work on Princess Street prepared by the city engineer and has suggested that the Chief Engineer of Construction, Montreal tramways be called in to settle the matters about which differences have arisen. The city council has approved of the suggestion. The city has let the contract for the paving of the street and the company has its rails, ties, etc. on hand, ready to proceed with the work as soon as the track bed is prepared.

01-Jul-1914 Page 319 Belleville

It was understood that a regular train service would be put in operation June 29.

01-Jul-1914 Page 322 Smiths Falls

It was announced that a regular through passenger train service would be put in operation between Toronto and Ottawa, June 29, replacing previous

01-Jul-1914 Page 323 Cornwall

A contract for the construction of the line is said to have been given to the Glengarry Construction Co. Subcontracts have been let and it is said that construction is in active progress.

01-Jul-1914 Page 329 New York Central

Henry W. Gays, General Manager, Ottawa and New York Ry., Ottawa, who died there May 21, after an illness of about four months, was born at Brant, Erie County, N.Y., May 21, 1848. He entered railway service Jan 1, 1861 since when he was, to Dec. 31, 1862 messenger, Erie Rd., Dunkirk, N.Y.; Jan. 1, 1863 to Mar. 31, 1864 telegraph operator, same road, Dunkirk, N.Y.; Apr. 1, 1864 to Mar 18, 1867, assistant cashier, Buffalo and Erie Rd., Dunkirk, N.Y.; Oct. 1, 1867 to July 31, 1869, cashier, same road, Dunkirk, N.Y.; Aug. 1, 1869 to June 30, 1874, cashier, Louisville and Cincinnati Mail Line Steamers; July 1, 1874 to May 30, 1877, General Agent, same company; June 1, 1877 to Mar. 31, 1879, General Agent, Cleveland, Columbus, Cincinnati and Indianapolis Ry.; Apr. 1, 1879 to Mar. 30, 1885, Assistant General Freight Agent, same road; Jan. 1, 1881, to Apr. 30, 1885, also General Freight Agent, Indianapolis and St. Louis Ry.; July 1 to Oct. 31, 1885, in charge of traffic, Wiggins Ferry Co. and East St. Louis Connecting Ry.; and operated lines at East St. Louis, Mo.; Nov. 1, 1885 to May 30, 1886, Superintendent same companies; June 1, 1886 to Nov. 30, 1889, Manager, same companies; Dec. 1, 1889, to Aug. 1, 1894 General Manager, St. Louis Merchants Bridge and Terminal Ry.; Aug. 1, 1894 to July, 1896, Traffic Manager. St. Louis, Chicago and St. Paul Ry.; July 1896 to Feb. 1899, General Manager, same road and Chicago, Peoria and St. Louis Ry.; Feb. 1899 to Apr. 25, 1900, General Manager, New York and Ottawa Rd.; Nov. 1899 to Apr. 25, 1900, also President, and Apr. 25, 1900 appointed Receiver, same road; Mar. 1, 1899 appointed Manager, Ottawa and New York Ry., and Nov., 1899 also President and receiver, same road, which positions he retained until the New York and Ottawa Rd., which owned the Ottawa and New York Ry., was sold by order of the U.S. Courts in 1904, to the New York Central and Hudson River Rd., when he was appointed General Manager.

01-Jul-1914 Page 335 Kingston, Portsmouth and Cataraqui

Work was started on putting in the foundation for relaying the tracks on King Street, May 25, and the entire work is reported to have been completed. It is also reported that the laying of a second track on Barrie and Alfred Streets has been finished.

The relaying of tracks on Princess Street is completed and service was started over the new tracks June 17.

We are officially advised that the company is building a new steam plant. The building is of brick on concrete foundation, with concrete roof. The boiler room is 86½ by 40 ft. and 48 ft. high, will be equipped with three Babcock and Wilcox marine type water tube boilers, with integral superheaters, having a capacity of converting 90,000 lbs. of water per hour with 200 lbs. steam pressure. each boiler will be fitted with a 5½ ft. smoke stack, 60 ft. long, with induced draught fan driven by separate motor on each fan. The coal will be kept in a concrete lined steel bunker of 300 tons capacity. It will be crushed, elevated to the bunker and carried in spouts to the hoppers where it will pass to the Babcock and Wilcox chain grate motor driven stokers. The ash will be removed by spiral conveyors, elevated to a hopper and delivered outside the building through a spout. Water will be fed to the boilers by two Weir vertical pumps, each capable of supplying all the boilers. The coal crusher, elevator and conveyor, and the ash handling machinery will all be motor driven. The engine room is 86½ by 25 ft and 30 ft. high. It will be equipped with one 4,000 k.v.A., 2,400 volt turbo generator 3,600 rpm. The field will be excited by a 60 k.w. 120 volt D.C. generator direct connected to a 90 h.p. 440 volt induction motor. The engine room will also contain a 1,000 k.w. motor generator set.

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

L. Von Sydow, Engineer in Charge, has invited tenders up to July 4, for supplying the right of way, complete construction and equipment of about 35 miles of line commencing at or near Ottawa and extending to Chesterville, payment to be made in bonds or stock or both of the company.

The Board of Railway Commissioners has dismissed the town of Aylmer's application for a reduction in fare on the HER between Ottawa and Aylmer. The HER has restricted smoking on its line to the last four seats on the Aylmer cars and to the longitudinal seats on the CPR local cars provided that all windows are open.

See photo copy for map.

The Construction of the Lake Ontario and Western Railway.

A new line 182.6 miles long is the main feature of an improvement just completed which, in conjunction with double tracking done during the last five years, gives the C.P.R. two tracks all the way from Montreal to Toronto. The new line, built as the Campbellford, Lake Ontario & Western Ry., has ruling gradients of 0.4% each way, and takes the place of a second track along the old route through Havelock and Peterboro, which has ruling grades of 1.1% in each direction that could not be reduced to 0.4% except at a prohibitive cost. Incidentally the new line taps some new territory and touches a number of good-sized places on the shore of Lake Ontario that the C.J.P.R. has not hitherto reached.

From Montreal to North Toronto via the old line is 335.7 miles. The territory is shown on the accompanying map. For operating purposes there are three subdivisions, namely, from Montreal to Smiths Falls, 128.7 miles; from Smiths Falls to Havelock, 109.2 miles, and from Havelock to North Toronto, 97.8 miles. The first or Smiths Falls subdivision was first double tracked, this work being completed late in 1909. The alignment on this section was already good and the ruling gradient of 1% was reduced to 0.3% eastbound and 0.4% -westbound.

Growth of business made some relief of the single track between Smiths Falls and Toronto imperative. Surveys completed in 1911 developed the fact that even with long diversions it was impossible to reduce materially at any reasonable cost the gradients on the existing line, but it was found that on the new location shown between Glen Tay, 15.5 miles west of Smiths Falls and Agincourt, 10.5 miles east of North Toronto, a new line 1.6 miles longer than the old, but with 0.4% ruling grades each way, was feasible. The section from Smiths Falls to Glen Tay was double tracked in 1911, the work being fairly light. Heavy grading was necessary between Agincourt and North Toronto in order to get the grades down to the desired maximum, and this portion of the double tracking also entailed the construction of two large viaducts. This work was started in June, 1913, and is nearing completion.

Starting from Glen Tay, the new line, after traversing a few miles of agricultural country, strikes into a rocky section, lightly timbered and abounding in lakes. In these 34 miles is the heaviest grading. Reaching an arm of Lake Ontario at Belleville, the route is near the shore until within 20 miles of Agincourt, and is situated in what is considered one of the best farming districts in Ontario. Seven important towns are reached, and particular attention has been paid to securing in each place a location favorable from a traffic standpoint.

This line is built with a maximum curve of 4 deg., spirals of 100 ft. in length per degree of curve being used in all cases. The average curvature is 20 deg. per mile. While the ruling gradients are virtually 0.4% in each direction, velocity grades were used where economy suggested them. Curves are compensated 0.04 ft. per degree of central angle. Vertical curves are 100 ft. long per 0.05% change of grade in sags and per 0.1% change on summits. All grades at, approaching and leaving passing sidings are reduced to 0.3% compensated for a distance of 3,000 ft. from either end of the siding.

In general the right of way is 100 ft. wide. Embankments up to 16 ft. high are 16 ft. wide; higher ones are 18 ft. wide. Slopes of fills are 1½ to 1 for earth and 1¼ to 1 for rock. Earth and rock cuts are respectively 22 ft. wide, with 1½ to 1 slope, and 20 ft. wide, with ¼ to 1 slope. Both in the purchase of right of way and in the grading account was taken of the probability of future double tracking, sufficient land for the purpose being bought where possible, embankments and cuts being made for the additional track in preference to wasting or borrowing material.

All bridges and culverts are of concrete and steel construction. Of the steel structures the principal ones are that over the Ganeraska River at Port Hope, 1,800 ft. long; that over the Trent River and Canal, 1,493 ft. long; that over Mud Lake, 964 ft. long, and that over Dixie Creek, 916 ft. long. Most of these are of viaduct construction, with few spans greater than 90 ft.

The greatest difficulties were encountered at Mud Lake crossing, near the eastern end of the new line. Two 241 ft. trusses span the lake proper with a pier in the centre. A short girder span leads to the top of the east bank, several viaduct spans constituting the west approach. The lake itself is only 2 or 3 ft. deep, but the bed is a mass of semi liquid mud some 20 ft. deep, under which a thick stratum of blue clay, very soft at the top, and thin layers of sand, gravel and hardpan made it necessary to carry the centre pier down to a depth of 103 ft. below the water level to reach solid rock. The pier on the west shore also had to be carried down 56 ft., and the next one 30 ft. These three piers were sunk under air pressure, using reinforced concrete caissons with steel cutting edges.

The objection, to grade crossings on this line is naturally not as acute as in more populous regions. Of 17 railway crossings and 293 highway crossings, 7 and 225 respectively are at grade. For operating purposes Trenton, which is midway between Smiths Falls and North Toronto, has been made a division point, and a yard and shops have been built there. Passing sidings are 3,000 ft. long and are about 6 miles apart. The track is laid on cedar, hemlock, tamarack and jack pine ties in 18 in. of gravel ballast with 85 lb rail.

Quantities on the work include 7,500,000 cu. yd. of grading, of which 1,300,000 cu. yd. were solid rock, 100,000 cu. yd. of masonry and 15,200,000 lb. of steel. The cost has conformed closely to the estimate, which was \$11,000,000, or approximately \$60,000 a mile. The work was done under the direction of C. W. P. Ramsey, Engineer of Construction, and P. B. Motley, Engineer of Bridges, C.P.R. - Engineering Record.

01-Aug-1914 Page 356 Other

An action brought by A.B. Cook, of Helena, Mont., for a declaration that G.S. Deeks, T.R. Hinds, G.M. Deeks and the Dominion Construction Company are trustees for the Toronto Construction Company of a contract with the CPR for the construction of the Campbellford, Lake Ontario and Western Ry., has been dismissed by Mr. Justice Middleton in Toronto. Plaintiff was associated with Deeks and Hinds in the formation of the Toronto Construction Co. in 1906 and shared with them in a great deal of work. Though the capital was only \$200,000, in six years the dividends amounted to \$1,562,500. Plaintiff's associates became dissatisfied with him, and said he was doing too much independent work. They held 75% of the share value of the Toronto Construction Co. and decided to do without Cook in the new CPR contract. In his judgement the Judge said: "While I could wish that greater candour had been displayed towards Cook, on the whole I think that his claim is absolutely devoid of merit. He has no moral claim to share in the earnings off the defendants."

01-Aug-1914 Page 370 Cornwall

The Glengarry and Stormont Ry. is under construction from about a mile west of St. Polycarpe station on the CPR Smiths Falls subdivision, to Cornwall, 25 miles. It will pass through St. Telesphore, Bridgend and Williamstown. The contract for the construction complete is held by Glengarry Construction Co., Montreal which has sublet portions, as already noted. A.A. Mellor, A. Can. Soc. C.E. is Chief Engineer.

Local reports state that the work is being pushed ahead all along the line, a large proportion of the scraper work being completed. The concrete work on the bridge foundations was started July 9. The two most important structures are the bridges across the Beaudette River and the southern branch of the same in Stormont County, but neither are large bridges. It is expected to have grading completed so as to commence tracklaying in September. The station, etc., at Williamstown, the only point at which there will be buildings of any size are being erected.

Copy of a trust deed securing an issue of \$825,000 of 5% 30 year mortgage bonds has been filed with the Secretary of State at Ottawa. The deed is made between the Royal Trust Co. and the CPR. The filing of this deed confirms the reports that the line is built in the CPR interests.

01-Aug-1914 Page 374 Beachburg

The Board of Railway Commissioners has authorized the CNOR to make a connection with the GTR at Ottawa. The line between Ottawa and Toronto has been opened for traffic, and also the portion of the Montreal-Ottawa-Port Arthur line from the junction of the line from Toronto, this latter being operated as a through line from Toronto to Edmonton.

01-Aug-1914 Page 375 Belleville

This new line from Glen Tay to Agincourt, 183.42 miles, was opened for traffic June 29. Trains are operated over it between Ottawa and Toronto, making connection at Smiths Falls with trains to and from Montreal, and at Parham Jct. with trains to and from Kingston, and local trains between Belleville and Toronto. The distance between Montreal and Toronto by the new line is 340.42 miles, or about two miles longer than the original route.

01-Aug-1914 Page 382 Hull Electric

Trailer cars for Hull Electric - see photo copy for picture and diagram.

The Hull Electric Company placed in service recently four single end semi convertible trailer cars. Following are some of the principal dimensions: Length over all, 43 ft.; length of body, 35 $\frac{1}{4}$ ft.; length of front vestibule, 6 $\frac{3}{4}$ ft.; width over side sheeting, 8 $\frac{1}{2}$ ft.; width of car inside, 7 ft. 8 ins.; height from bottom of sill to top of roof, 8 $\frac{3}{4}$ ft

The underframe is of wood, reinforced with steel plates and rods, side and intermediate sills are of B. C. fir, end sills and cross timbers are of best oak. Side and centre sills are reinforced with a steel plate running full length of same, sandwiched between inner and outer wood sills and securely bolted to same.

The vestibule platform is on the same level as car floor, and is carried by the centre sills and side sill on closed side, and by a knee composed of a 5 in. I beam wood filled on step side. The outside of car is sheeted with matched poplar sheeting and is painted antique brown. The flooring is Georgia pine, laid double, with tar paper between and has wood matting strips laid lengthwise, running full length of car body in the aisle. The roof is of monitor type, with standard deck sash and openers. The interior trimming is best quality red cherry throughout.

The seating consists of 16 stationary cross seats, two longitudinal seats at front end and a circular seat extending entirely around the rear end of car. All seats are of standard design and are covered with twill weave rattan. All sashes in body are arranged to raise to open. All windows on devil strip side are provided with window guards. The cars are also equipped with sanitary hand straps, storm sash, folding doors, p.a.y.e. rails, Coleman stationary fare boxes, Westinghouse automatic couplers, Consolidated truss plank heaters, and Consolidated buzzers. The car bodies, completely equipped without trucks, weigh about 1,900 lbs. These cars were built by the Ottawa Car Manufacturing Co., to specifications prepared by G. Gordon Gale, M. Can. Soc. C. E., General Superintendent, Hull Electric Co.

01-Sep-1914 Page 419 Cornwall

We are officially advised that a contract has been let to Atchison & Co. and Henry Williams, Cornwall for the erection of the station buildings at the corner of Pitt and Sixth Streets, Cornwall. The station will be of the CPR standard type.

01-Sep-1914 Page 425 Central of Canada

The judgement of the Imperial privy Council in the case of Wills and Sons against the Central Ry. of Canada was announced in London, Eng., Aug. 5. The company entered into a general contract for the building of a line from Montreal to Georgian Bay, and work was started from near Hawkesbury in the direction of Montreal. Subsequently the company became involved in difficulties of various kinds and the contractors claimed that the company had broken the contract by not making payments at the times fixed in the contract as the work progressed. The company, on the other hand, claimed the contractors had failed to prosecute the work with due diligence and proceeded to let other contracts, and the contractors sought an injunction to prevent this. The Privy Council dismissed the appeal of the contractors which sought to set aside the finding of the Court of Appeals which set aside the injunction obtained in the lower courts restraining the company from letting construction work to any other firm than the plaintiffs. The suits for damages on either side which were brought were not involved in the appeal, having been arrived at in the courts of the hearings.

01-Sep-1914 Page 431 Hull Electric

Press reports state that some improvements are about to be made on the company's lines, although it is not at all likely that a second track will be built on the Chelsea Road line this year. This is a revival of the reports officially contradicted earlier this year.

Since the foregoing was written we have been officially advised that the company proposes constructing a Y at the terminus of the Chelsea Road line, to permit of the operation of single end cars. A second track will not be built at the Chelsea Road this year.

01-Sep-1914 Page 431 Morrisburg and Ottawa Electric

We are officially advised that three tenders were submitted for the building and equipment of this projected electric railway, from Ottawa to Morrisburg, 55 miles, of which one by a New York construction company is under consideration. The company offers to build the line provided the various municipalities through which it would pass are prepared to guarantee about one sixth of the bond issue, which with the company's stock, would be handed over to the construction company in payment for building and equipping the line. The M&OE will have by laws providing for this guarantee submitted to the ratepayers of the different municipalities at an early date. The company owns about 300 acres of gravel, averaging about 35 ft. in depth, close to the route of the line, and about 25 miles from Ottawa, which will be valuable for ballasting purposes. President, J.G. Kilt; Secretary, R.A. Bishop; Chief engineer, L. Von Sydow; Offices, Union Bank Building, Ottawa.

The company is reported to have offered the Ontario Government 40 or 50 ft. of its right of way between Ottawa and Morrisburg, on condition that a provincial road is build alongside the tracks.

The Morrisburg town council has been asked to give a guarantee on \$25,000 of bonds, and is considering the proposition. The Gloucester township was asked to guarantee \$70,000 of bonds, but on Aug. 12 passed a resolution declining to take any action. The Williamsburg township council, which was also asked to guarantee \$70,000 of bonds asked the ratepayers to vote on a by law Aug. 17.

01-Oct-1914 Page 463 Central of Canada

There has been deposited with the Secretary of State at Ottawa a mortgage deed upon the Company's undertaking and assets, made with the City Safe Deposit and Agency Co. London, Eng.

01-Oct-1914 Page 464 Belleville

The new line has ruling gradients of only 0.4% each way and the maximum curvature is 4 degrees. In general the right of way is 100 ft. wide, embankments up to 16 ft. high are 16 ft. wide and higher ones are 18 ft. Both in the right of way and in the grading the probability of future double tracking was kept in mind, sufficient land being bought for the purpose wherever possible and embankments and cuts made for the additional track. All bridges and culverts are of steel and concrete. --- At Mud Lake, in order to secure a solid foundation, it was necessary to carry the centre pier down to 103 ft. below the water level to reach bed rock, another pier had to be carried down 56 ft. and a third 30 ft.; these three piers were sunk under air pressure, using reinforced concrete caissons with steel cutting edges. Quantities of material used in the work include 7,500,000 cu. yd. of grading of which 1,300,000 were solid rock, 100,000 yards masonry, and 15,200,000 lbs. steel. The cost was about \$11,000,000 or approximately \$60,000 per mile, and conformed closely to the estimated made before the work began.

01-Oct-1914 Page 467 Beachburg

There is now continuous track between Pembroke and about 40 miles west of the Yellowhead Pass. -- From Hawkesbury the line is completed to Fitzroy Harbour, Work has been started on the superstructure if the 1,799 ft. bridge over the Ottawa River, which is expected to be completed in February next. From Fitzroy harbour to Portage du Fort, about 22 miles of grading has been completed and track laying and ballasting is to be finished this year. At Portage du Fort, where there is another crossing of the Ottawa River, the bridge is practically finished. From Portage du Fort to the bridge crossing of the CPR, about 7 miles east of Pembroke, 18 miles of track has been laid and ballasted so that the line has been completed from Ottawa to near Pembroke, about 87 miles with the exception of the bridges at Fitzroy harbour and the crossing of the CPR near Pembroke. The superstructures of the bridges at the crossing of the Montreal River and of the GTR at Pembroke are completed. From Pembroke track has been laid to Capreol, the junction of the line from Toronto.

01-Oct-1914 Page 476 Cornwall Street

The ratepayers of Cornwall will vote Oct. 14 on a bylaw granting the company an extension of its franchise for an electric railway. The original franchise was granted, Dec. 28, 1895 to W.R. Hitchcock and his associates, who transferred it to a company, which subsequently was taken over in the interests of the bond holders and a new company formed. The bylaw provides for an extension of the franchise for 20 years upon the same terms as the original bylaw and the amendments thereof, with the following exceptions:- the payment of \$300 by the town to the company is to cease, and the company is to pay all taxes on the assessed value of its property. Certain regulations for traffic are made in new sections, and provision is also made for the rebuilding of the loop lines on Cumberland and Water Streets.

01-Oct-1914 Page 477 Morrisburg and Ottawa Electric

The Morrisburg and Ottawa Construction Co. has been incorporated under the Ontario Companies Act, with a capital of \$40,000, and office at Ottawa, to carry on railway contracting, and other allied businesses. The provisional directors are :- A.J. Fraser, M.J. Brennan, Miss L.E. Milks, Miss L.B. Younghusband, Ottawa and G.D. Mumford, New York. These are merely nominal directors. for the purposes of incorporation. The company is apparently being formed in connection with the New York syndicate with which negotiations have been in progress for some time for building the line from Morrisburg to Ottawa, 55 miles.

01-Oct-1914 Page 477 Kingston, Portsmouth and Catarauqui

The KP&CERY. turned all its gross receipts on Sept. 19 to the Canadian Patriotic Fund.

01-Nov-1914 Page 487 Article

CPR shops at North Bay.

01-Nov-1914 Page 500 Smiths Falls

The CNR, which has been operating one passenger train a day each way between Ottawa and Toronto, has also put on two daily night trains, the westbound one leaving Ottawa at 10.50 p.m. arriving Toronto 7.30 a.m. and the one eastbound leaving Toronto at 11 p.m. and arriving Ottawa 7.40 a.m.

01-Nov-1914 Page 503 Cornwall Street

The ratepayers of Cornwall on Oct. 14, passed a bylaw, by 657 to 163, extending the company's franchise for 20 years. Also p. 516.

01-Nov-1914 Page 517 Ottawa and St. Lawrence Electric

Papers of Sept. 30 reported construction started at Russell on the first section of this projected electric railway. This section, it is stated, will be 119 miles long, and will extend from Ottawa to Morrisburg and thence to Beaudette, with a branch from Metcalfe to Russell. There was a public celebration of the turning of the first sod, and the day was observed as a general holiday in Russell. The work undertaken is, it is said, being done by the company, dealing directly with local men. It does not appear from the reports that any extensive work is being done.

01-Nov-1914 Page 517 New York Central

The Ontario Railway and Municipal Board has given judgement in favour of Cornwall township in a case between the New York division and the township. Mr. Justice Britton gave judgement last June, holding the International Bridge crossing the River St. Lawrence, west of Cornwall, assessable. The railway company appealed to the Ontario Railway and Municipal Board, which has now given judgement in favour of the township, upholding the assessment of \$300,000 placed on the bridge by the township.

01-Nov-1914 Page 517 Morrisburg and Ottawa Electric

We are officially advised that a contract for the construction of this line has been let to the Morrisburg and Ottawa Construction Co., incorporation of which was mentioned in Canadian Railway and Marine World for October. G.D. Mumford, 66 Broadway, New York, NY, is president. No information is available as to when construction will be gone on with.

The address of J.G. Kilt, President, at the recent annual meeting of the shareholders, was made public Oct. 13. The directors express regret that greater progress has not been made, and state that the shareholders who have not paid up their shares are largely responsible. If the directors had been about to show that \$75,000 or \$100,000 had been expended on the line it would have been an easy matter to get the bonds on the market. Legal proceedings were being taken against shareholders who had not paid the calls on the shares subscribed for. Shareholders representing about \$60,000 of calls were on the list of delinquents. The contract for construction had been let to the Morrisburg and Ottawa Construction Co., the President of which is G.D. Mumford of New York. It is hoped to arrange the company's finances so as to start construction in the spring of 1915. The directors are confident that the line would be a success, and express regret that the townships through which it would pass have declined to assist the company by giving a guarantee of bonds.

01-Dec-1914 Page 544 Cornwall

The Board of Railway Commissioners has authorized the company to connect its tracks with the Ontario and Quebec Ry. (CPR) 700 ft. east of mileage 37, Smiths Falls subdivision, mileage 0 of the G&SRy.

Track was reported Nov. 7 to have been laid from St. Polycarpe to the east of the station in Cornwall. The steel for the remaining portion of the line has been delivered and it was expected to have it laid by Dec. 1. Ballasting is in progress and it is hoped to have the line ready for operation by Dec 31. The passenger station at the corner of Pitt and Sixth Streets, Cornwall, is practically completed and considerable progress has been made with the freight shed, locomotive house and turntable east of Sidney Street.

01-Dec-1914 Page 546 Beachburg

The line is completed from beyond Ottawa to the Ottawa River at Chats Falls, where the bridge across the river was reported, Nov. 20 to be 30% completed.

The grading is al completed to North Bay and the track is laid right through with the exception of about two miles in the town of Pembroke. One lift of ballast has been given on the line through to North Bay, except for about 15 miles, while a second lift of ballast has been given on about 100 miles of track to North Bay. It is expected that the steel bridge work on the line will be completed by Jan. 31, 1915. In addition to the ballasting the only work which will be carried over to 1915 will be the buildings at stations etc.

01-Dec-1914 Page 553 Ottawa and St. Lawrence Electric

We are officially advised that contract has been let to Eastman, Kenny and Stearns, Russell township for grading about 6 miles of the projected line, that about two miles of grading has been completed and that it is expected to have about eight miles ready for the rails by the end of the year. H.W. Pearson, Confederation Life Building, Toronto, is Secretary.

01-Dec-1914 Page 553 Cornwall Street

We are officially advised that no decision has been reached as to when the loop line on Cumberland and Water Streets will be built.

01-Dec-1914 Page 553 Ottawa Electric

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