

Ottawa Items from Railway and Shipping World - 1918

01-Jan-1918 Page 31 Hull Electric

The Aylmer town council contends that the company's franchise in that town which expired Dec. 1, and has stated conditions upon which a renewal would be granted. The company claims that its franchise is a perpetual one and is continuing its service. The council decided on Dec. 4 to call for tenders for lighting the streets and for the supply of power within the town. This matter is part of the same franchise.

01-Feb-1918 Page 77 Ottawa Electric

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

01-Mar-1918 Page 93 Central of Canada

The Exchequer Court of Canada has refused the Central Ry. of Canada's directors' petition for confirmation of a scheme of arrangement between that company and its creditors. Following this, application was made by the City Safe Deposit & Agency Co. of London, Eng., trustees for the bondholders, asking for the appointment as receiver of F. Stuart Williamson, M.Can.Soc.C.E. of Montreal formerly the C.R. Co. of C.'s Chief Engineer, and the application was granted.

These judgements are the culmination of various proceedings in the Exchequer Court concerning the affairs of the company, of which C.N. Armstrong, formerly of Montreal, and now living in England, is its President, having succeeded to that office upon the death of Senator Owens. The other directors are W.D. Hogg, K.C., E.A.D. Morgan, J.T. Bethune, J.O. Dupuis and J.D. Wells, the latter also having acted as Secretary. The Central Ry. was projected to run from Montreal to Midland with several branches, but only some 20 miles have been partially constructed. Bonds for £427,000 were sold, principally in England and France.

01-Mar-1918 Page 118 Hull Electric

It is stated in Ottawa that owing to the adoption of liquor prohibition regulations in Quebec, the electric railway traffic between Ottawa and Hull has largely decreased. One paper says that most of the cars carry three, four and five passengers, whereas they formerly had standing room only.

01-Apr-1918 Page 164 Ottawa Electric

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

01-Apr-1918 Page 164 Hull Electric

We are officially advised that the company is building a Y at its car shed at Deschenes to facilitate the movement of single end cars and that the company proposes to lay at an early date, 7,000 ft. of new double track, with 85 lb. CPR rails on concrete paving, on Montcalm St. and Chelsea Road, Hull.

01-May-1918 Page 186 Kingston (CN)

We are officially advised that while a proposal for the erection of a new locomotive house at either Brockville or Prescott is under consideration, nothing definite has been decided upon.

01-May-1918 Page 211 Ottawa Electric

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

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

01-May-1918 Page 211 Hull Electric

Employees of the HER have applied for a board of conciliation in connection with wages. G.D. Kelly, barrister, Ottawa, will represent the company.

01-May-1918 Page 213 Hull Electric

The HER has ordered one double truck steel sweeper, 46 ft. long over all, equipped with broom and ploughs for double end operation from Ottawa Car Manufacturing Co.

01-Jun-1918 Page 239 Winchester

An interlocking plant will be installed at Kempton.

01-Jun-1918 Page 239 Chalk River

A coaling plant will be built at Renfrew.

01-Jun-1918 Page 254 Cornwall Street

The Cornwall St. Ry. Light & Power Co. has put in force a new tariff of freight switching charges, viz. 1c per 100 lb., minimum \$3 per car, maximum \$8 per car. The former rate which was \$2.50 a car of 40,000 lb., and ½c per 100 lb. over 40,000 lb., was found to be entirely inadequate and less than the service cost. The company handles carload freight only between the CPR, GTR and New York & Ottawa Ry., and the various manufacturing plants. In this connection it may be stated that there is nothing in the Ontario Railway Act, under which the Cornwall company operates, to prevent a company increasing its freight rates, provided proper notice is given and that such rates do not exceed the standard or maximum toll approved by the Ontario Railway and Municipal Board.

01-Jun-1918 Page 254 Hull Electric

The Hull Electric Co. applied to the Board of Railway Commissioners recently for authority to file tariffs providing for a general increase in freight and passenger rates. The case was set down for hearings in Ottawa on May 21, when it was adjourned for 10 days to allow the town of Aylmer to prepare an argument.

01-Jun-1918 Page 255 Hull Electric

The company's employees asked for an increase of wages and other concessions. We have since been advised that the increase asked for was about 60%, also shorter hours, time and a half for overtime and other minor items. A board of conciliation having been ordered, the company selected G.D. Kelly, barrister, Ottawa, as its representative, and the men selected Fred Bancroft of Toronto. Judge Gunn was appointed subsequently as chairman.

01-Jun-1918 Page 258 Ottawa Electric

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

01-Jul-1918 Page 286 Ottawa Electric

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

01-Jul-1918 Page 301 Hull Electric

Statistics for year ended June 30 1917: 15.67 miles; income \$24,393; car miles 817,016; passengers carried 3,102,929; freight tons 8,583.

01-Jul-1918 Page 301 Ottawa Electric

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

01-Jul-1918 Page 302 Ottawa Electric

Snow clearance - see photo copy for picture.

During the L1st two winters the Ottawa Electric Rly. had considerable trouble about snow removal, teamsters demanding more pay whenever a specially heavy snowfall occurred. Early in February last the teamsters struck for IOc a load increase, and the management decided it was time to try some other method. A Ford truck, with a capacity of 1½ tons, was put into operation, and tests showed that it could dispose of twice as many loads in a day as the ordinary team of horses and a sleigh. The work of the truck was facilitated by the city authorities allowing the snow to be dumped through manholes into the sewers, and providing a list of manholes that could be so used at points where a very strong current of water was passing. The company followed this up by putting on 14 more trucks, which, with the help of its own teams, enabled it to get through the winter. It was intended to have 30 trucks ready for the first snowfall next winter. One advantage of the trucks will be that at the close of the day new drivers and a fresh gang of men can be put on to work throughout the night, as the trucks will not tire out as horses do. In the meantime the teamsters' strike was broken, and the men feel they made a mistake in acting as they did.

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

Length 8 ft. 5 in.

Width 5 ft. 4 in.

Height3 ft.

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

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

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

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

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

Proposed Purchase of Ottawa Electric Railway by the City.

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

The board of control considered the council's resolution on June 20, when a report was prepared. It deals with the franchise agreement entered into between the city and the company on June 28, 1893, to run for 30 years from Aug. 13, 1893, and giving the council the right, after giving 6 months notice to acquire so much of the system as is situated in Ontario, during the currency of the agreement, and it also sets out the property to be acquired in connection therewith, and the method by which its value is to be arrived at. At the expiration of the agreement the city can take over the line as a matter of course, but if it does not do so at that time it has the right, upon giving a year notice, to take over the system at the end of any fifth year thereafter. The board in its report expresses the opinion that the present is not an opportune time to take over the property owing to war conditions, but that it is not too soon to prepare for the taking over of the line in 1923, and recommends that a question on the matter be submitted to the ratepayers at the next municipal elections. Other sections of the report deal with the future proceedings. It is recommended that in the event of the line being taken over its management should be entrusted to a commission of three, one of whom should be the mayor, and that they should hold office for say three years. Then a form of question for the plebiscite is given with a recommendation that each elector should have one vote to be cast where the elector is entitled to vote for mayor. The board recommends that if the question is settled in the affirmative the council shall then draft and obtain the necessary legislation. It may be possible to appoint a commission under existing legislation, but it might be advisable to secure special powers; it also might be desirable to secure power to enable the portions of the line in Ontario outside the city, as well as the portions in Quebec; the rights of the city and company in regard to the part of the railway in the former village of Hintonburg should be considered and provided for; the method of arbitration should be provided for; the waterpower rights should be looked into, and council should have power to acquire such powers either in Quebec or Ontario; and finally the board suggests that the commission should be in office well in advance of the period when the line should be taken over, and that the commissioners should carry on the negotiations with the company. The report was taken into consideration at a special meeting of the council June 24.

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

Two members of the board of conciliation appointed by the Minister of labour to investigate the dispute between this company and its employes as to wages, viz., Judge Gunn, chairman, and Fred Bancroft of Toronto representing the men made a majority report on May 25 recommending increases. The report was not concurred in by the company's representative, G.D. Kelly, barrister, Ottawa, but the management decided subsequently to accept the majority report. Following is a comparison of the new and old rates, as far as information in regard to the latter is available.

Aylmer station agent, per mo. -- \$100 new

Conductors and motormen

1st six month, per hr. 29c new -- 22c old

2nd six months, per hr. 31c new -- 22c old

Second year 34c new -- 23c old

Third year 36c -- 24c

Fourth year 36c -- 25c

Snow plow and sweeper work, per hr. -- 39c

Freight crew, per month -

Conductor and motorman -- \$105

Brakeman - \$80

Trolleyman - \$75

Power plant employes, per mo. -

Flagmen or switchmen, per day -- \$2.25

Runners or operators \$80.00 new -- \$62.50 old

Oilers \$65.00 new -- \$62.50 old

Substation employes \$80.00

Trackmen, per hr. 31c new -- 20c old

Laborers, per hr. 30c new

Linemen, per hr. 36c new -- 24c old

Trolley linemen, per hr. 33c new

Car barn and shop men among whom are truck repairers, carpenters, cleaner, blacksmiths, helpers, machinists, troublemen, air inspectors, apprentices, and metermen, got a general increase of 10c an hour.

The company employs about 140 men, who demanded increases averaging about 60%, which the company refused to make and them arbitration was suggested. The new rates apply from May 1.

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

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

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

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

01-Aug-1918 Page 323 Article

Light railways along the British front at close range - excellent.

01-Aug-1918 Page 346 Ottawa Electric

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

01-Aug-1918 Page 350 Kingston, Portsmouth and Catarauqui

The KP&CRy. has 11 female conductors, no males being employed. Some of them have been working over 6 months. They are paid \$2.25 a day, and the management has experienced no difficulties in employing them and states that their work has proved most satisfactory. No male conductors were discharged, but as vacancies occurred women were employed.

01-Sep-1918 Page 390 Alexandria

The freight sheds at the GTR central station, Ottawa, were destroyed by fire started by an explosion of a tank of gasoline, Aug. 16. The loss is placed at: freight shed, \$15,000; twenty eight freight cars, \$20,000; contents of freight shed and cars, \$50,000. The freight sheds were 800 x 40 ft.

01-Sep-1918 Page 403 Ottawa Electric

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

01-Oct-1918 Page 451 Ottawa Electric

Tariff filed.

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

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

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

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

Seven tickets for 25c, good only on Sundays.

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

Children under 10 years of age, 3c.

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

The company issued the following notice to the public:-

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

The Ottawa Electric Railway Franchise.

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

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

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

"Before entering upon negotiations, it might be found desirable for the Corporation of Ottawa to consider the appointment of a committee of citizens for the purpose of investigating the question of civic ownership or partnership operation of street railway systems. If this method commends itself to your board, the company would respectfully suggest that the personnel of a committee appointed for the Purpose indicated - to be called the tramway committee - might consist of three citizens of Ottawa, to be selected, as follows, viz., -

One representative of the business community, one representative of the civil service, and one representative of the Allied Trades and Labor Council - and that neither the corporation nor this company should be represented on the committee.

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

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

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

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

The HER has ordered a double truck snow sweeper from Ottawa Car Manufacturing Co. it will be arranged with a specially constructed frame on the ends of the underframe, the removal of which will allow it to be used as a locomotive. The underframe will be all steel, and the cab will be of wood. Trucks, air brakes and motor equipment, will be supplied, and with the exception of air brakes, which will be installed by the builders, will be installed by the HER, Following are chief dimensions: length over all as sweeper, 39 ft.; as locomotive, 24 ft.; width over all, 8 ft. 8 in.; width of cab outside 8 ft. 1 in.; length of cab outside, 12 ft. 4½ in.; distance between bolster centres, 12 ft. 6 in.

Naming of locomotives on CPR to honour part played by locomotive men. Winchester 2221 "Mike Carnody"; Chalk River 2021 "Michael Charrier".

tenders have been asked for the erection of concrete abutments for bridge at mileage 0 Brockville sub. at Brockville.

George Cairns, at one time yardmaster, CPR, Ottawa, and for some time subsequently, up to his superannuation about three years ago, baggage man on CPR trains through the Gatineau Valley, died at Westboro, near Ottawa, Oct. 22. He had been in railway service for nearly 50 years.

Charles Spencer, who died at Ottawa, Oct. 15, aged 85, was, at the time of his superannuation a few years ago, one of the oldest employes of the CPR, having been in the service of the company and its predecessor for about 45 years. He was for many years a conductor on various CPR lines. H.B. Spencer, Superintendent, Ottawa Division, Ontario District, is a son and the late C.W. Spencer, at one time in the CPR service and afterwards with the CNoR, was another son.

The CNR's temporary passenger station at Lagauchetiere St., Montreal, which was described and illustrated in the Canadian Railway and Marine World for October, and also the Mount Royal Tunnel having been completed, through passenger service between Montreal and Toronto via Ottawa was started Oct. 20. when the first train eastbound left Toronto at 11 p.m., having on board R.C. Vaughan, Assistant to the President, and a number of other officials. The first through train westbound left Oct. 21, at 8.15 a.m. The service consists of two trains a day each way, as follows: -

Westbound

Leave Montreal -- 8.15 a.m. -- 6.15 a.m. (should be p.m.)

Arrive Ottawa -- 12.15 p.m. --10.15 p.m.

Leave Ottawa -- 12.45 p.m. --10.45 p.m.

Arrive Toronto -- 9.45 p.m. -- 7.30 a.m.

Eastbound

Leave Toronto -- 10.00 a.m. -- 11.00 p.m.

Arrive Ottawa -- 6.30 p.m. -- 7.30 p.m.

Leave Ottawa -- 7.00 p.m. -- 8.00 a.m.

Arrive Montreal -- 11.00 p.m. -- 12 noon,

The trains leaving Montreal and Toronto in the evening run daily. Those leaving both places in the morning do not run Sundays. The evening train from Montreal to Toronto carries a standard sleeping car, and a café parlour club car, for Toronto, and at Ottawa takes on another standard sleeping car and a compartment sleeping car. The night train from Toronto carries standard sleeping and compartment sleeping cars for Ottawa, and a café parlour club car and a standard sleeping car for Montreal. the trains leaving Montreal and Toronto in the morning carry through parlour and dining cars.

The distance by the new route is: Montreal to Ottawa 113.75 miles; Ottawa to Toronto, 257.4 miles. Total 371.15 miles. The other companies' distances are: GTR, 333.04 miles; CPR via Peterborough, 338.5 miles; CPR via lake Ontario Shore Line, 340.5 miles.

Between Montreal station and Cartierville, 7.3 miles, including the tunnel section, the trains are hauled by electric locomotives.

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

The Chippawa-Queenston Power Canal and Construction Railway.

At a meeting of the Ottawa City Council, Nov. 18, the question of the GTR cross town tracks was discussed and the board of control was asked to take up the matter with the company and the Dominion Government. The consideration of motions to have bylaws submitted at the municipal elections in Jan. 1919, for raising \$190,000 for a subway under the tracks at Lyon St. and \$200,000 for a viaduct at the crossing on O'Connor St. was postponed. The present suggestion is that the crosstown tracks be removed entirely by the Federal Town Planning Commission.

We are officially advised that a contract has been let to W. Leacey, Brockville, for the construction of 2 concrete abutments to replace wooden cribs under I beam span under Y track at Brockville.

The OER on Oct. 26 filed with the Board of Railway Commissioners the following special passenger tariff, to become effective Nov. 18:-

Zone 1: within the municipal limits of the City of Ottawa, and beyond to the Experimental farm, and to Cloverdale Ave. on the Rockcliffe line.

Zone 2: West of zone 1 and including McKellar.

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

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

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

(Adults and children under 10)

Within zone 1, 2, 3 or 4 5c -- 3c

Between zone 1 and zone 2 or 3 10c -- 6c

Between zone 1 and zone 4 15c -- 9c

Between zone 2 and zone 3 15c -- 9c

Between zone 2 and zone 4 10c -- 6c

Between zone 3 and zone 4 20c -- 12c

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

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

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

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

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

The Hull Electric Co. has added to its equipment a combined snow sweeper and locomotive built by the Ottawa Car Manufacturing Co. with the following dimensions (picture in the article):-

Length over all as a sweeper -- 39 ft. 0 in.
Length over all as a locomotive -- 24 ft. 0 in.
Width over all -- 8 ft. 8 in.
Width of cab outside -- 8 ft. 1 in.
Length of cab outside -- 12 ft. 4 in.
Distance between bogie centres -- 12 ft. 6 in.

The underframe is of steel construction, built as one unit. Side sills are 10 in. channel reinforced with a 14 x 1/2 in. plate. All centre and cross sills are of 10 in. channel. The underframe is tied together with lateral bracing, and large gussets and corner plate. At the ends of the underframe there is a specially constructed frame which carry the brooms and are made removable when used as a locomotive.

The cab is of wood construction with 16 steel panels, 4 windows on each side and 3 at each end. A sliding window on each side is provided for look out, and there is a large sliding door on one side. The roof is of turtle back type supported on steel carlines. The interior of body is finished in ash, natural finish.

The special machine is designed so that the motorman can operate all the apparatus used for lowering and raising the brooms, also the plough without leaving his controller. The brooms and plough are lowered and raised by a chain device wound on to a cast iron drum, worked by a worm and gear on a 1 13/16 inch c.r. shaft, connected by miter gears to the winding machine shaft inside of cab operated by motorman.

The brooms are mounted on a heavy shaft and supported by 3 heavy malleable iron pedestals with bronze bearings. They are driven by heavy chain and sprocket drive from main driving shaft, which is directly connected to the motors by gear and pinion drive, having the same gear ration as the truck motors. The broom shaft is of cold rolled steel and supported by 2 heavy cast iron pedestals with babitted bearings. A heavy sprocket is fitted on one end of shaft, from which power is transmitted to the broom shaft sprocket.

Motor housing is provided at each end, to enclose broom driving motors for broom drive shaft, air compressor, motor resistance, air tanks etc. This housing is made of sheet steel in 2 sections, so that it can be made shorter when the car is used as a locomotive.

The brooms are driven by a Westinghouse 101-B motor. The trucks are equipped with Westinghouse 1-1-B motors, 4 motors, double end equipment, with Westinghouse 402 controllers. The sweeper is equipped with Ohio Brass Co. pneumatic sanders. The lights are in one circuit of 5 lights, arranged at centre of cab. The air brakes are Westinghouse type S.M.E.; the trucks wheelbase is 4 3/4 ft.

The body is painted antique brown with gold numbers.