

Ottawa Items from Railway and Shipping World - 1926

01-Jan-1926 Page 12 Renfrew

At the annual municipal election, Dec. 7, 1925 a vote was taken on the following question:-

"Are you in favour of the corporation applying to the Legislature for authority to raise upon debentures and to pay over to the Canadian National Ry. one half the cost of a make up yard south-east of the Rideau River, and the total amount necessary for track revision west of Graham's Bay, at a total cost to the city not to exceed \$350,000m such money to be paid to the CNR on condition that it will remove its Bank and Elgin Sts. yards to such new location and will abandon through train movements between the canal and the westerly city limits?"

The vote resulted as follows:- for, 3,401; against, 4,362.

01-Jan-1926 Page 16 Beachburg

Another 69 ft. oil electric car, no. 15,822, has been turned out of the Canadian national Ry. Point St. Charles shops, Montreal and placed in service between Ottawa and Pembroke, on the Hurdman and Beachburg subs.

01-Jan-1926 Page 34 Ottawa Electric

Ottawa Allied Trades and Labour Association passed a resolution recently to the effect that one man cars are a menace to the city and instructed its executive committee to request the city council to make a thorough investigation of the system and, if possible, to have it abolished.

Major F.D. Burpee laid before the Ottawa Traffic Commission on Dec. 8, 1925 a plan for speeding up traffic on the company's lines by reducing the number of fixed stops from 517 to 427. By means of a chart he showed how unnecessary a large number of the stops are and how their elimination would improve the service. The commission approved of the suggestion and sent it on to the city council's street railway committee for consideration.

01-Feb-1926 Page 64 Kingston (CP)

On Jan. 3 CNR cancelled trains 73 and 74 between Kingston and Harrowsmith.

01-Feb-1926 Page 64 Westport

On Jan. 3 CNR trains 275 and 276 between Brockville and Westport were reduced to tri-weekly.

01-Feb-1926 Page 65 Alexandria

Notice was given by the CNR on Dec. 18, 1925, that at the expiration of a month from Dec. 26, 1925 it would apply to the Board of Railway Commissioners for a recommendation by the Board to the Governor in Council to sanction an agreement entered into between the CNR and CPR providing for the joint use by them of the station and certain other facilities at St. Polycarpe, now De Beaujeu for 20 years from May 1, 1922. St. Polycarpe, as the station is still named in the latest time tables to hand, is on the CNR's Montreal-Ottawa line formerly CAR, 44 miles from Montreal and 6.92 miles from Coteau towards Ottawa. On the CPR's Montreal-Toronto line it is 40.2 miles from Montreal.

01-Feb-1926 Page 65 Beachburg

Another 60 ft. oil electric car has been turned out of Point St. Charles shops and it has been numbered 15,825. It has been placed on the Ottawa-Pembroke run in place of 15822 which is being held pending another assignment.

01-Feb-1926 Page 79 Thurso and Nation Valley

We are officially advised that track has been laid on this railway from Thurso for 23 miles. This line is a private one for logging purposes owned by the Singer Manufacturing Co.

01-Feb-1926 Page 89 Ottawa Electric

OER has received 7 revamped cars from Ottawa Car Manufacturing Co. out of 28 ordered to be rebuilt.

01-Feb-1926 Page 90 Cornwall Street

Co. has, we are officially advised, been selling a weekly pass on its electric railway in Cornwall since the end of Dec. 1925 for 75c. The pass is transferable and is good from 5 a.m. Monday to 11 p.m. Saturday, the railway not being operated on Sunday. The pass is to be shown to the conductor on boarding the car and is transferable only after the completion of the trip for which it is presented. They are printed in 6 colours, so that a different colour is used for each week, and each pass is stamped with a special number for each week. In order to promote the use of the passes the company did some special advertising on its cars and placed stickers on its light and power accounts. The average sale of passes to Jan. 19 was 170 a week, and the average daily revenue from them was \$21.25. The average daily passenger revenue of the railway prior to the introduction of the pass system was \$135. Up to Jan. 19 it was, without passes, \$125; with passes \$146.25. The net result is that there has been a reduction in ordinary fares of \$10 but an increase of revenue of \$11.25 a day.

01-Feb-1926 Page 90 Kingston, Portsmouth and Catarqui

KP&C started selling on Jan. 1, a weekly pass for 75c. The passes are issued only on Mondays, are good on all cars for one week from date of issue and are transferable.

01-Mar-1926 Page 126 Beachburg

15822 which had been displaced on the Ottawa - Pembroke run was being held for assignment to a new run.

15825 continued to operate between Ottawa and Pembroke.

01-Mar-1926 Page 142 Ottawa Electric

The Ottawa Traction Co. held its annual meeting in Ottawa, Feb 1. The President, Thos., Ahearn, in his address, regretted that the report was not as good as the shareholders were accustomed to receive, as it showed a substantial decrease in gross earnings, compared with 1924. He stated that the company had, in carrying out its new contract with the city, spent a very large amount in improving and extending the system and had expected that the predictions of earnings made by Mr. Feustel in his report to the city would have been realized. The second year of the contract had just been completed and the results for both the first and second years were much less than those forecast in the city expert's report. In this connection he called attention to the possibility of a application for increased fares at the end of the current 5-year period. He reiterated the company's well known policy to maintain the 5c fare in Ottawa if possible and expressed the hope that improved business conditions would enable that policy to be continued. He pointed out that one of the causes for decreased receipts was the operation of buses to and from points outside city limits. The inroads being made by this competition, if checked, would result in increased streetcar fares. The Manager had recently brought the matter to the city board of control's attention and he hoped that steps would be taken to have such competition removed.

The annual report which was adopted itemized the work done during the past year in modernizing the company's plant and the President stated that everything possible was being done to make the street railway up to date in every department.

01-Mar-1926 Page 142 Kingston, Portsmouth and Catarauqui

A letter from T.A. McGinnis and H.C. Nickel on behalf of the KC&PRy. was read at a meeting of the Kingston City Council Feb. 8, stating that if the council desired to buy the railway, the company's books were at its disposal with a view to arriving at a valuation for the property. The letter stated that no dividend has ever been paid on the common stock, and that although the interest on the bonds had been met the returns were small. It is now difficult to make running expenses due to the increasing motor traffic and the local industrial depression. The company, at the city's solicitation, expended comparatively recently \$25,000 for track equipment on paved streets. It was difficult to state how long the present conditions can be continued. The council did not discuss the letter, but directed it to be filed for future reference. The Kingston Whig stated editorially that the present owners have kept the railway going for the benefit of the city, and are giving the people a very valuable service for a 5c fare. The company, we are advised, has never been able to establish a depreciation fund, or even a renewal fund, and has lived from hand to mouth for about 30 years.

01-Mar-1926 Page 142 Ottawa Electric

A letter from Mr. Burpee was read at a meeting of the Ottawa city board of control, Jan. 28, stating that unless business conditions improve considerably it will apply, under the terms of its contract, to the Board of Railway Commissioners in the year prior to Aug. 14, 1928 for an increased scale of fares to be in effect during the five year period following that date. A press report of the meeting says that Major Burpee stated that the company estimated the amount taken from the revenue it expected to receive at the time of the signing of the new agreement at \$40,000 a year. The revenue for the first year under the agreement, was below that made by R.M. Feustel, upon whose estimates the contract was based. Mr. Feustel estimated that the 1924 income available for interest and dividends would be \$442,255, and that the 1925 income for the same purpose would be \$550,250; the actual income was \$300,221 and \$235,605 respectively. The company had protested against a substantial loss of revenue from the operation of buses which operate between Ottawa and points immediately adjoining the city, but does not make any objection to buses operated between Ottawa and points some distance away. It is stated that 4 bus routes operate between Ottawa and adjoining communities.

01-Apr-1926 Page 174 Maniwaki

Extension of business sidings will be carried out at Maniwaki and Gracefield. A water tank of 40,000 gals capacity will be built at Maniwaki.

01-Apr-1926 Page 174 Chalk River

A water tank of 60,000 gals capacity will be built at Carleton Place. Additional equipment will be supplied and old machinery replaced at Carleton Place to facilitate the handling of locomotive and car repairs.

01-Apr-1926 Page 174 Prescott

Additional equipment will be supplied and old machinery replaced at Ottawa West to facilitate the handling of locomotive and car repairs. At Prescott the ferry slip will be replaced by an up-to-date structure which will be capable of handling the heaviest cars in us, to and from the ferry boats operated between there and Ogdensburg.

01-Apr-1926 Page 174 Winchester

Additional equipment will be supplied and old machinery replaced at Smiths Falls to facilitate the handling of locomotive and car repairs.

01-Apr-1926 Page 174 Waltham

An improved station will be built at Waltham.

01-Apr-1926 Page 174 Cornwall

The freight shed at Cornwall will be extended.

01-May-1926 Page 236 Kingston (CN)

Press reports state that plans for remodeling the station at Kingston are being considered. It is suggested that the building now being used as a refreshment room be made into a ticket office and waiting room and that the present waiting room be rebuilt and made into a refreshment room.

Hull Electric Company Reported Sold.

The Canadian Pacific Ry. Co. was reported, April 8, to have sold the property and franchises of its subsidiary, the Hull Electric Co., to the Canadian International Paper Co. for approximately \$4,750,000.

Confirmation, or otherwise of the report, has not, up to the time of writing, been made for either the C.P.R. or the C.I.P. Co., A. R. Graustein, President of the latter company, having said that he is not in a position to make any statement on the matter. The property consists of the electric railway lines from Ottawa to Hull, those in Hull and the suburban line to Aylmer, Que.; the local power plants, the power development project at Paugan Falls, in the Gatineau River Valley, and the land holdings purchased in connection therewith. Some details of the Paugan Falls development were given in Canadian Railway and Marine World for Oct. 1922, pg. 530, and Sept. 1923, pg. 449. It has been known for some time that the C.P.R. had received offers for the purchase of the property at different times within the last two or three years, but it was not until a comparatively recent date that any definite direction was given to the negotiations. The principal object of the purchasers, if a purchase has been made, is to secure control of the new power development, which fully developed will create a large new lake extending back from Paugan Falls for a considerable distance, connecting two small lakes in addition to covering several thousand acres of land. This development will, it is stated, entail the removal of a stretch of the Canadian Pacific's Gatineau Valley Branch to a new location, and it was reported, April 8, that engineers were making surveys therefor. It is also stated that if a sale is effected the new owners will build a stretch of electric railway from Chelsea to the pulp and paper mill at Templeton, opposite Kettle Island. The Fraser Brace Co., engineer and contractor for the C.I.P. Co., is, we are advised, building power plants at Chelsea and Farmer's Rapids on the Gatineau River, and a 500-ton paper mill at East Templeton, opposite Kettle Island on the Ottawa River. The paper company's activities extend throughout the Province of Quebec, and it also has interests in New Brunswick.

The Hull Electric Co.'s railway enterprise dates back to 1894, when Theophile Viau and associates obtained a franchise from Hull City Council, and two or three years later an electric railway service was put in operation from Hull to Aylmer, on what was formerly known as the Canadian Pacific Ry.'s Aylmer Branch. In 1899, the C.P.R. sold the Branch to the Hull Electric Co., and a second track was laid from Hull to Aylmer. In 1902 the C.P.R. acquired the Hull Electric Co., and extended the electric railway across the Interprovincial bridge into Ottawa, and subsequently extended the lines in Hull, to Wrightville and towards Gatineau Point. The railway has a total length of 16.54 miles, on which there are 14.25 miles of second track; with 3.56 miles of sidings and turnouts. It has 24 closed cars, 13 open cars, 7 one-man cars, 2 locomotives, and 9 other cars, including sweepers, etc. The company was reported to have had \$292,000 of common stock outstanding at Dec. 31, 1924, and to have \$1,919,554.78 invested in road and equipment. Its operations for 1924 showed a net income of \$29,638.90; A. D. MacTier, Vice President, Eastern Lines, Canadian Pacific Ry., Montreal, is its President, and G. Gordon Gale is Vice President and General Manager, with office at Hull.

A press report says that if the Canadian International Paper Co. has or does acquire the Hull Electric Co., the latter's electric railways may be offered for sale to the Ottawa Electric Ry. Co.

01-May-1926

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Ottawa Electric

The OER has received two gear-drive sweepers from Ottawa Car Manufacturing Co. which are duplicates of those supplied to Montreal Tramways. Following the defeat in the Ontario Legislature of the bill to confirm an agreement for the operation of an exclusive bus service in the Town of Eastview by the Eastview Transit Co. the OER put in force on April 5 on its bus line between the corner of Charlotte and Rideau Streets and Notre Dame Cemetery, on Montreal Road, which passes through Eastview, the following fare schedule:-

Between Notre Dame Cemetery and Rideau and Charlotte Sts., 5c cash fare or a 2½c ticket; between the east end of Cummings Bridge and any point in Ottawa, Rockcliffe Park, the terminus in Hull or the Government Experimental Farm, 5c. Transfers are issued by Rideau or Laurier cars good on eastbound buses as far as the east end of Cummings bridge, beyond which passengers pay a 5c cash fare or 2½c ticket for the trip on Montreal Road. Passengers boarding the bus at Notre Dame Cemetery or in Eastview east of Cummings Bridge are not entitled to a transfer to city cars, but those boarding buses at the east end of Cummings Bridge and paying the city fare of 5c will receive a transfer good on Rideau and Laurier cars at the corner of Rideau and Charlotte Sts. The 2½c bus tickets will be accepted at their face value on streetcars or buses.

01-Jun-1926

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Beachburg

Effective May 2 oil electric car 15825 was operating between Ottawa and Pembroke giving all local passenger service.

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Westport

Effective May 2 gasoline car 15827 was operating between Brockville and Westport giving all local passenger service.

01-Jun-1926

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Anticosti

Anticosti Island, in the Gulf of St. Lawrence, is reported to have been sold by Senator Menier, of Paris, France, to the Wayagamack Pulp and Paper Co. for approximately \$6,000,000, payment being reported to have been made May 10. The island is about 120 miles long from northwest to southeast, with a greatest breadth of 30 miles, and a maximum elevation of 700 ft. above sea level. Almost the whole of the interior is covered with dense forest, the land along the shoreline being covered with dwarf spruce. There is no good harbor for large ships, the only tolerably sheltered one being Follis Bay, between Cape Eagle and Cape Henry, on the southerly shore at the northern part of the island. There is a pier inside the bay, and a small settlement, where there are a saw mill and a lobster factory. The island has a population of about 500, including the Dominion Government lighthouse keepers and their families. Whatever cleared land there is, is reported to be fertile, and there is abundance of game. The island was bought by Senator Menier, father of the chocolate manufacturer of Paris, in 1895, who built a residence at Port Menier, and spent a good deal on the property.

Canadian Railway and Marine World was advised in Oct., 1924, that the transportation facilities provided by the Anticosti Administration, as the management is termed, consisted of a pier at Port Menier, on Ellis Bay, on the south of the island, at the western end, and a railway from the pier to Lake Zede, 25 miles, with a branch from near Lake Princeton towards the middle of the island. The railway was built in 1909 and 1910, and was operated for logging for about 10 years by the former forestry department, which carried on a pulp mill. Forestry operations ceased about 1918, and the track was abandoned, but minor repairs were made from the pier to Lake Simonne, about 15 miles, from time to time. It was then (Oct., 1924) intended to have this portion of the line repaired, but there was no intention of doing any repairs on the remaining mileage to Lake Zede. The branch line from near Lake Princeton was in quite a bad condition, and plans had been considered for taking up the rails and using the right of way for a cart road. The rolling stock consisted of 5 locomotives; 10 pulp cars; 12 ballast dumping cars; 72 platform cars; 1 snow plow; 2 log loaders, and a steam shovel. There was also a locomotive used at the pier for unloading freight from steamships. In addition, the Administration owned a De Cauville system moveable narrow gauge railway for use in the bush. The Administration had under consideration the question of the disposal of the rails, etc. The railway was managed by Tantrade Girard, Chief Officer of the Administration's Department of Works, assisted by T. Cabot, Chief Mechanic. The Administration also operated a steamship service between Quebec and Port Menier, by the s.s. Savoie. A new steamship, named the Fleurus, built in France, and described in Canadian Railway and Marine World, for July, 1925, pg. 367, arrived in Quebec, May 1, from Havre, France, where she was built, and will be put on the route during the season. Whether the purchase includes the whole of the Menier interests has not yet been definitely announced, but it was stated at the outset that Senator Menier would retain the residence and a certain area of land about Port Menier, the Wayagamack Pulp and Paper Company obtaining the timber lands only, and the new steamship. A later report states that the entire Menier interests in the island have been acquired.

A Three Rivers, Que., press dispatch of May 14 credits C. R. Whitehead, President, Wayagamack Pulp & Paper Co., with having stated that the company had an option on Anticosti Island, but that the purchase had not been accomplished.

01-Jun-1926 Page 295 Ottawa Terminal

Plans are reported to have been prepared for a 200-room addition (Chateau Laurier) at a reported estimated cost of \$500,000. The hotel can now accommodate 311 guests, but for some time past has been turning people away for lack of accommodation.

01-Jun-1926 Page 298 Maniwaki

A.H. White, Chief Engineer, International Paper Co., NY. addressed the Engineering Institute of Canada's Ottawa branch, April 29, on the company's plans for the development of water powers in the Gatineau Valley, bought with the Hull Electric Co.'s other properties from the CPR. He stated that in connection with the development at Chelsea, the dam there would back up the water in the river as far as Wakefield and necessitate the removal of about 6 miles of the CPR's Gatineau Valley Branch Line to higher ground.

01-Jun-1926 Page 317 Hull Electric

Hull Electric Company's Sale.

In reference to the matter published in Canadian Railway and Marine World for May, pg. 256, respecting the reported sale of the Hull Electric Co.'s property, we are advised officially by Archibald R. Graustein, President, International Paper Co., New York, N.Y., that that company has arranged to buy the property from the Canadian Pacific Ry. Co., and that it will continue to be operated without change of management. Mr. Graustein was in Ottawa May 16 and is reported to have given the following information as to the developments which the Canadian International Paper Company will undertake in the Gatineau River valley. At the power developments at Chelsea and Farmers' Rapids, an additional unit will be added at each place to the four units proposed originally, increasing the maximum capacity of the Chelsea plant to 170,000 h.p., and the Farmers' Rapids plant to 120,000 h.p. There is a possibility of developing power at Six Portages, near Burbridge, to the extent of 65,000 h.p., but the principal power development will be at the Paugan Falls, from which the company will supply the 260,000 h.p. contracted for by the Hydro Electric Power Commission of Ontario. The development works to be undertaken will necessitate the relocation of Canadian Pacific Ry. tracks and the public highway from the gravel pit at Chelsea and Tenaga to Maxwell's farm, west of Cascades. The new railway track will be on a 2 % gradient, as heretofore, but it will eliminate a number of curves, avoid some clay side hills, and get rid of several level crossings. Mr. Graustein also gave information of the company's pulp and paper plants in Quebec, and the projected developments in New Brunswick.

So far as the company's electric railway is concerned the Hull City Council authorized its solicitor recently to report on the matter with the object of seeing that the purchasing company assumes the same responsibility as the present company in connection with the contract with the city.

01-Jun-1926 Page 323 Article

Bus operation in the Ottawa area

01-Jun-1926 Page 326 Hull Electric

We are advised officially that Supplement 1 to tariff C.R.C. no. P-16 approved by the Board of Railway Commissioners, which became effective May 3, enables the company to carry passengers from any point on its electric railway to the Jockey Club for 25c. The original tariff authorized the company to carry passengers from Ottawa and Hull to the Jockey Club for 25c. Passengers on the Aylmer line will be given transfers to or from the Jockey Club as

01-Jul-1926 Page 362 Maniwaki

We are officially advised that the dam being built by the International paper Co. for the development of power at Chelsea on the Gatineau River, will raise the water in the river to such an extent that the railway track will be submerged between miles 8.2 and 12.6 and again between miles 13.2 and 17 on the Maniwaki sub. Between miles 8.2 and 12.6 and between miles 13.2 and 14.6 the railway is being diverted to higher ground and between miles 14.6 and 17 the track is being raised on its present location. There is practically no difference between the alignment, grades or length of line on the present location and the new one. The Board of Railway Commissioners passed order 37667, May 28 approving the proposed deviations. A contract has been let to the Dominion Construction Co. for the work, on which a start has been made. It is expected that it will be completed in November.

01-Jul-1926 Page 373 Ottawa Electric

Single versus double truck sweepers.

01-Jul-1926 Page 374 Ottawa Electric

The OER has received 2 revamped 600 class cars from Ottawa Car Manufacturing Co., making 11 which have been revamped.

01-Jul-1926 Page 376 Ottawa Electric

OER employees voted by a majority of about 150 in favour of making a new agreement with the company to replace the one which expired April 30. The new agreement makes considerable changes to the schedules the result of which is that all spreads have been brought within the 12 hours, no regular man's spread being over 10 hours, while the actual platform time works out at about 8 1/2 hours, the men being paid for 9 hours. The rate of wages remains as in the agreement which expired April 30, viz., first year, 45c an hour; second year, 47c; third year, 48c; fourth year and over, 50c.

01-Jul-1926 Page 386 Ottawa Electric

OER bus operation

01-Aug-1926 Page 407 Beachburg

A contract has been let for concrete substructure for the bridge at mile 87.1.

01-Aug-1926 Page 407 Kingston (CN)

In connection with the proposal to abandon the suburban train service between the outer station and the one at the foot of Johnson St. Kingston, which is stated to involve a loss of \$28,000 a year. the CNR management is reported to have offered to make a number of improvements at the outer station, but this does not meet with the approval of the city council or the board of trade, which desire that the railway build a new station, and permit the KP&C Electric Ry. to extend its tracks into the station yard.

01-Aug-1926 Page 431 Ottawa Electric

Track renewal work has been in progress between Rockcliffe Pavilion and Cloverdale Road., on the Prescott-Rockcliffe park line, on July 5, and during its progress the cars were run from Cloverdale as far as the Rockcliffe car house.

A wage agreement between the company and its employes has been signed under which the agreement, which had expired April 30, was renewed, with a number of changes in working conditions, but without changes in wages. The agreement is to run from May 1 to May 1, 1928, the per hour rate of wages for motormen and conductors being: - 1st year, 45c; 2nd year, 47c, 3rd year 48c, 4th year and thereafter, 50c; one man car operators 5c an hour extra. Nine hours constitutes a day's work, all excess time, except on Sundays and seven legal holidays to be paid at time and a half, and all emergency work to be paid at a similar rate. The changes made in the agreement are with regard to the spread of working hours for operators, motormen and conductors, and will cut down the spread of runs to not more than 12 hours.

The Kingston Public Utilities Commission was reported, July 13, to have offered to supply the KC&PRy. with electric power at 75c a kilowatt hour, based on cost, compared with a previous rate of \$1.20.

Gatineau Power Company's Development.

The appointment of G. Gordon Gale, M.Sc., Vice President and General Manager, Hull: Electric Co., to be also General Manager of Gatineau Power Co., has aroused considerable interest in electric railway circles in regard to the latter company's plans. As stated previously, the Canadian International Paper Co. bought the Hull Electric Co.'s property from the Canadian Pacific Ry. Co., confirmed Mr. Gale in his position, and has since also appointed him General Manager of its other subsidiary, the Gatineau Power Co. A. H. White, Chief Engineer, International Paper Co., addressed the Engineering Institute of Canada's Ottawa branch recently on the company's power development projects, giving the following information: - Soon after the Riordon properties were taken over by the Canadian International Paper Co., our President, A. R. Graustein, set in motion the establishment of power plants and a paper mill to make use of the lumber and powers which were a part of the Riordon properties. The Canadian International Paper Co. is making use of Canadian talent, manufacturing facilities and labor to the greatest extent possible. The engineering designs for the power plant are being executed by Canadian engineers in Canada. The general engineering and construction work is being done by a Canadian company. In addition to this we are employing Canadian consulting engineers. Water wheels, generators, paper machines, etc., are bought in Canada. In short, we are making these developments Canadian.

The Gatineau River has a drainage area above Chelsea, Que., of 9,600 square miles. The high level of the lake to be formed by the construction of the Bitobi dam is 750 ft. above tide water. The water level below Farmers Rapids, the lowest fall in the river, is at elevation 157, making a total fall of 593 ft. in 120 miles. All this fall cannot be used. There are several points at which the fall is concentrated enough and the character of the country is such as to make developments feasible both from an engineering standpoint and commercially. The four principal points for developments are Maniwaki, Paugan falls, Chelsea, and Farmers rapids; the two latter being now in the process of development.

At Bitobi, a short distance below the mouth of the Gens de Terre, a storage dam is to be built to impound 82,000,000 cu. ft. of water, which, with the natural runoff below the storage dam, will give a regulated flow at Chelsea of from 8,000 c.f.s. to 10,000 c.f.s., depending upon the precipitation in any given period. The fall at Paugan falls is 115 ft., Chelsea 95 ft. and Farmers rapids 65 ft., a total of 275 ft. At 8,000 c.f.s. and unity load factor, these three heads will develop 220,000 h.p. on waterwheel shafts. Higher flows will of course, yield proportionately greater powers. Of course unity load factor never obtains and the developments will utilize more than the absolute minimum flow of 8,000 c.f.s. The average commercial load factor may be placed at 60% and this load factor will require a total installation at the points named above of 360,000 h.p. on waterwheel shafts. Since the records show the average natural flow in the river to be 10,000 c.f.s. most of the time, and as there are additional storage possibilities developments will be made on the basis of at least 10,000 c.f.s. regulated flow, which at 60% load factor will require an ultimate installation of 450,000 h.p. of waterwheels. If we allow 10% for losses from waterwheel shafts to the point of delivery of electric current, we will have 405,000 h.p. delivered for 60% of the time. These statements apply to Chelsea, Farmers and Paugan. In addition to the above there are other heads capable of development which should bring the total of 60% load factor delivered power up to the neighborhood of 600,000 h.p.

At Bitobi, a storage dam is to be built under the direction of the Quebec Streams Commission, O. Lefebvre, Chief Engineer. The crest of this dam is to be at elevation 750, possibly 755. Three cutoff dams are necessary: at Castor Lake, Lacroix Creek and Philemon Creek. Work has commenced on this dam, cement and other necessary materials to the extent of some 10,000 tons having been taken in over the snow during last winter. The distance from the railway to Maniwaki is about 28 miles. It is expected to have this work finished by Jan. 1, 1927, at a cost of approximately \$3,000,000.

Numerous surveys and studies have been made on the development at Paugan Falls, but the work has not commenced there as yet. At Chelsea, about 8 miles above Ottawa, the construction of a dam and power house is well under way. The crest of the spillway at this point will be at elevation 315.

Flashboards will hold the water at periods of low flow at elevation 318. This dam will set the water back about to Wakefield village and will necessitate moving back on to higher ground some 6 miles of the Canadian Pacific Ry. and also of the highway. The power house will be between the island and the west shore of the river. The dam between the island on the east shore of the river is to contain flood gates and across the island will be the spillway before mentioned, carrying flashboards which will go off in flood time. The power house has been designed for five Francis turbines of 34,000 h.p. each at 95 ft. head, the turbines running at a speed of 100 r.p.m. The turbines will be of the Francis vertical type and will each drive a Canadian Westinghouse generator. Turbines will be built by the Dominion Engineering Co., Montreal. Draft tubes are of the Moody type. Water after passing through the wheels and draft tubes will go into a tailrace which will extend 1,200 ft. from the power house through the channel between the island and the west shore. The generators will produce current at 6,600 volts, which will be stepped up to 110,000 volts for distribution.

At Farmers Rapids, about 7,000 ft. below Chelsea dam, we are building a hydro electric plant to contain five Francis type turbines of 24,000 h.p. each, directly connected to generators to be built by Canadian General Electric Co. On account of the short distance between the two plants the Chelsea and Farmers Rapids plants will be run in synchronism, each plant using the same amount of water at the same time. While the matter has not yet been fully decided, it is quite likely that we will have both 60 cycle units and 25 cycle units in both plants. Power from these plants will be used at the paper mill now building at West Templeton, about 4 miles below Ottawa on the Quebec side of the Ottawa River, and by others as the demand may require. It is planned to sell the 25 cycle current from these plants to the Hydro Electric Power Commission of Ontario and also to develop Paugan falls at 25 cycles. This 25 cycle current from all 3 plants would be sent into Ontario over a 220,000 volt transmission line.

The paper mill building at West Templeton will be called the Gatineau mill. The first unit will contain 4 paper machines, capable of producing a sheet of newsprint paper 256 in. wide at the rate of 1,200 f.p.m. These machines will be the largest single producers so far installed in the world. The paper mill will require some 39,000 h.p. for grinding wood and for miscellaneous needs about the mill. 3 additional electric boilers will be installed to use surplus electrical energy until such time as the demand for such energy no longer warrants its use for making steam. The paper machines, wood pulp grinder sulphite digesters and practically all other machinery used in the mill will be of Canadian manufacture. Paper machine will be furnished by Dominion Engineering Works, the steel by Dominion Bridge Company Ltd., and so on down the line.

It is intended to have the power plant and paper mill finished by Jan. 1, 1927, and by July 1, 1927, to be producing upward of 450 tons of newsprint each 24 hours, days a week. The mill is being laid out so that its capacity can be doubled or trebled if conditions in the future warrant.

The OER has received 2 more revamped cars, making 13 in all, from Ottawa Car Manufacturing.

01-Sep-1926 Page 488 Ottawa Electric
The OER has received 6 revamped cars from Ottawa Car Manufacturing, making a total of 19 delivered.

01-Oct-1926 Page 527 Maniwaki
Board of Railway Commissioners has issued order 38005. -- The railway work to be done extends from the gravel pit at Chelsea and Tenaga to Maxwell's farm, west of cascades. The new railway track will be on a 2% gradient as heretofore, but a number of curves will be eliminated, some clay side hills will be avoided, and several level crossings will be done away with.
Gracefield station at mile 57.6 from Ottawa is reported to have been totally destroyed by fire, Sept. 3.

01-Oct-1926 Page 543 Hull Electric
HER and the CPR gave notice on Aug. 19, that they would apply to the Board of Railway Commissioners, on Sept. 30 for a recommendation to the GIC for sanction of an agreement dated Aug. 12, 1926, leasing to the HER 2 tracks of the CPR line between Sparks St., Ottawa and Youville St., Hull together with a siding and diamond crossing, and the right to maintain shelters. ticket office, waiting room , platforms and stairways at Sparks St.

01-Oct-1926 Page 548 Ottawa Electric
The OER has received 2 more revamped cars, making a total of 21, from Ottawa Car Manufacturing,

01-Nov-1926 Page 575 Renfrew
The Ottawa Board of Control has recommended the city council to submit to the ratepayers at the annual municipal elections a question as to whether the city should spend not exceeding \$350,000 on the removal of the cross town railway tracks. On a previous occasion the ratepayers voted against the proposal.

01-Nov-1926 Page 578 Kingston (CP)
Verona track damaged. A press report says that owing to the running of heavy locomotives from the locomotive works at Kingston, on the line between Kingston and Smiths Falls, a weakness in the track developed at the crossing on the Kingston side of Verona, Oct. 8, and the locomotive of a work train, engaged in filling in the spot, sank 4 or 5 feet in the sagging track and turned over. A temporary track was built around the sink hole and regular traffic was moved over it Oct. 10. The heavy locomotives are now being sent by another route between Kingston and Smiths Falls.

01-Nov-1926 Page 595 Ottawa Electric
Letter from Major Burpee

01-Nov-1926 Page 601 Ottawa Electric
Ottawa City Council's board of control decided Oct. 14, to ask the company to raise the age limit from 14 to 16 years for children eligible to use schoolchildren's tickets on the cars, pointing out that since the age limit was fixed the Adolescent School Act, which compels children to attend school until they are 16, had become effective. The company replied that the unusually low fare prevailing in Ottawa render it impossible for any change to be made in regard to children.

01-Dec-1926 Page 656 Ottawa Electric
The OER has received 4 more revamped cars of the 600 class Ottawa Car Manufacturing, making a total of 25.

01-Dec-1926 Page 660 Hull Electric
See photo copy.

01-Dec-1926 Page 660 Ottawa Electric
OER liability for Rockcliffe park steps