

Ottawa Items from Railway and Shipping World - 1927

01-Jan-1927 Page 3 Maniwaki

A recent press report stated that the diversion on the Maniwaki sub. rendered necessary by the dam being built by Canadian International Paper Co. for the development of power at Chelsea on the Gatineau River had been completed and that an additional mileage of track was being raised so as to bring it above the water line which will be established in the river by the dam. This work started last spring, when we were advised officially that the track between miles 8.2 and 12.6 and between miles 13.2 and 17 was to be diverted to higher ground and that the track between miles 14.6 and 17 was to be raised on its original location to the new level (sic). There is practically no difference between the alignment, gradients or length of the line on the old and new locations. The work was done by Dominion Construction Co., the cost being borne by CIP. The Board of Railway Commissioners passed orders 38347, 38455 and 38489.

01-Jan-1927 Page 3 Waltham

Aylmer station, mile 7.4, was almost completely destroyed by fire Nov. 24. The town council subsequently passed a resolution asking the company to replace the old structure by a modern station.

01-Jan-1927 Page 3 Belleville

The stone and wood locomotive house at Perth was completely destroyed by fire Nov. 21, the locomotive housed there being considerably damaged before it could be got out.

01-Jan-1927 Page 9 Renfrew

We are advised that Ottawa property owners voted Dec. 6, 1926 by 4,370 to 3,800 against the raising of \$350,000 by debentures as the city's share of the cost of certain agreed upon works for the abatement of the cross town tracks. A similar question was submitted at the municipal vote Dec. 7, 1925 when the vote was, for, 3,401; against, 4,362. Action was taken in this matter in 1925 after a conference between the city council and Sir Henry Thornton, Chairman and president. C.S. Gzowski, Chief Engineer, Construction Dept. was appointed to act for the railway and the City Engineer with N. Cauchon were appointed to represent the city in investigating the situation and drawing up a plan. As a result of the negotiations an agreement was reached for the establishment of a new railway make-up yard southeast of the Rideau River, the city to pay half the cost of the work up to \$350,000. We are advised officially that the carrying out of this plan would leave tracks sufficient for service to industries now located in the area; and that another agreement was made for the abandonment of through train movement over the tracks in question which would involve the construction of a new connection near South March, and the elimination of the tracks from near Graham station and South March, this work to be done at the expense of the city.

01-Jan-1927 Page 9 Ottawa Terminal

Chateau Laurier extension. Ottawa board of control decided Nov. 23 to recommend the city council to grant a fixed assessment of \$1,250,000 for the Chateau Laurier, which it is proposed to enlarge at a reported estimated cost of \$2,000,000. Sir Henry Thornton is reported to have stated to the board at the meeting when the arrangement was made, that he believed the government would be in sympathy with the extension plan, and that, provided parliament will vote the necessary funds the work will start early in the spring.

01-Jan-1927 Page 40 Ottawa Electric

Painting electric cars
Snow fighting

01-Jan-1927 Page 41 Cornwall Street

A press report stated recently that work had been started building a track on Smithville St. from Second St. Highway to the paper mill, Cornwall.

01-Jan-1927 Page 43 Ottawa Electric

The OER has received 3 more of its 600 class revamped cars from Ottawa Car Manufacturing completing this year's order for revamping 28.

01-Feb-1927 Page 62 Article

Prince Edward Island gauge standardization.

01-Feb-1927 Page 75 Renfrew

Sir Henry Thornton advised the Mayor of Ottawa recently that in view of the recent defeat of the bylaw to provide funds for the carrying out of the proposal agreed upon between the railway and the city for track rearrangement in the city, following the defeat of a similar bylaw in 1925, the railways proposals as outlined in Sir Henry's letter of Aug. 1923, which formed the basis for the negotiations, were withdrawn.

01-Feb-1927 Page 75 Ottawa Terminal

A press report states that the CNR construction estimates for 1927 will contain \$2,000,000 for the erection of a 200-room addition to the Chateau Laurier, and for the covering in of the tea room over the Rideau Canal.

01-Feb-1927 Page 92 Cornwall Street

We are advised officially that the company's electric railway track, on the way to the New York Central station for 1,400 ft. has for a number of years been on a private right of way leased from the Howard Smith Paper Mills Co. Owing to the construction of an additional mill this route had to be changed and the track now extends directly west, on the east side of the road to the station, instead of making the detour over the mill property. The new track was completed at the end of 1926, new ties, rails, etc. being used throughout the 1,400 ft. The old track has been rearranged and will be used as a spur to serve the mill. The cost of the alterations was approximately \$6,500.

The company operates a single track line and we were advised Jan. 12 that it was installing 2 additional sidings to enable it to give a 7-minute service with 6 cars in place of the present 10-minute service with 4 cars. An addition of 100 ft. is being made to the car barn by a local contractor.

W.F. Nickel, President and other officers of the railway attended a meeting of the Kingston Public Utilities Commission, Jan. 14, to discuss the price of power supplied to the company by the commission. A press report says that the company's officials intimated to the commission, early in 1926, that unless it was given a substantial reduction in the rate for power it might not be able to continue the service; the commission subsequently offered power at 65c, and at 75c, but neither offer was accepted. Mr. Nickel informed the commission that owing to a falling off in business as a result of increasing motor traffic the company found that it would be impossible to continue operating the line unless there was a radical reduction in operating expenses. The staff had been cut to the limit and wages were at a minimum. The power rate of \$1.20 per k.w. hour was not satisfactory; and exemption from taxation was one way out. The commission and the company representatives discussed the matter fully but no decision was reached. We are advised officially that the company is only asking the commission to supply power in accordance with the contract, which says that the company is to be charged only for the extra cost of the extra kilowatts required to operate the railway.

The OER is having an ice cutter built with four sets of knives to level off the ridges of ice and snow besides its tracks. Since the new franchise agreement went into force in 1924, the company has expended more than \$750,000 upon construction in excess of the estimate made by the city's expert. Some of the recommendations made by the expert have not been made on account of the city's growth not warranting their undertaking while in regard to providing new cars, modernizing old ones, the construction of shops and other buildings and their equipment, the company has done more than the franchise agreement calls for. Forty-two new cars have been added: 44 old type cars have been rebuilt; there remaining yet 4 steel cars to be converted to the new type, and 29 double truck wooden cars to be put into first class condition before the company's programme is completed. The equipment has also been increased by 2 sweepers and 9 motor coaches. The venture into the bus business has entailed a heavy expenditure, and this is probably but a beginning. The bus is not regarded as a competitor that will supplant the electric car, but rather as an ally and feeder which will co-operate with the railway system. The new shops erected on Elm Street and Champagne Avenue at a cost of over \$250,000 were built with a view to future necessities as well as present needs. Other work done was the erection of 2 power substations, the fitting up of the old no. 1 car house on Albert St. as a motor bus garage, and the provision of new lineman's quarters on Queen St. The trackwork done included the construction of the Hull loop and station and the relaying of one track on Sparks and St. Patrick Streets.

Chateau Laurier extension - .

OTC annual report - .

The OER has received 2 more 650 class cars which have been revamped by Ottawa Car Manufacturing making a total of 30. OER is building a planer attached to a specially built flat car, for cutting down to a minimum the ice ridges immediately adjacent to the tracks, where the roadbed will permit. OER has ordered 10 double truck front entrance p.a.y.e. motor cars from Ottawa Car Manufacturing similar to those ordered in 1924, which were described and illustrated in Canadian Railway and Marine World for Dec. 1924 on pg. 628.

The company has ordered \$6,000 worth of special track work for car barn entrance; it expects to install 2 new turnouts or switches to improve service on its single track and it contemplates a car house addition 73 x 100 ft. at an approximate cost of \$15,000.

Passenger fares - .

Directors report for calendar year 1926. "A bus department was organized in 1924 and now consists of nine 21-passenger Reo buses and an up-to-date garage on Albert St. This department is making steady progress and already justifies its creation."

The Board of Railway Commissioners has passed order 38469, Nov. 29, 1926 authorizing CPR to rebuild bridges 90.77 and 91.18, Montreal & Ottawa sub. These two bridges form together what is known as the Prince of Wales Bridge extending between the cities of Hull and Ottawa, just above the Chaudiere Falls on the Ottawa River. The original bridge, built in 1877-9, consisted of 11 spans of 165 ft., one span of 145 ft. and one span of 265 ft., which were built by the Phoenix Bridge Co to designs made by the late C. Schaler Smith, consulting engineer. The substructure consisted of stone piers founded on rock, which is located at no great distance below the water level except the longest span where there is about 30 ft. of water. These Phoenix spans carried the CPR traffic continuously since the bridge was taken over from the QMO&O in 1882, until the recent decision to replace the steel superstructure in order to accommodate heavier locomotives, which are necessitated by the heavier traffic. The old spans were pin connected, the new spans are of modern stiff riveted construction, which bears a strong contrast with the delicate proportions of the old Phoenix pin and eye-bar spans. The original bridge was named after the then Prince of Wales, the late King Edward the Seventh, and the Prince of Wales' feathers which were erected on both ends of the bridge at the completion of the work in 1879, have been re-erected on the new bridge. The substructure was found to be in excellent condition and with minor repairs and changes to accommodate the new pier members, it has been continued in service to carry the heavy locomotive loadings of the present day. The new bridge was designed by the CPR engineers, J.M.R. Fairbairn, D.Sc., being Chief Engineer; P.B. Motley, Engineer of Bridges, and J.E. Beatty, District Engineer. The contractor for the fabrication and erection of the steel work was the Dominion Bridge Company, Montreal, and the erection work, extending over 8 months which was completed Feb 28, was carried out without mishap or delay to trains.

A press report states that CNR has offered to cede to the City of Ottawa a 30-ft. strip of land on Besserer St. prepare a good roadway there and pay the city \$1,000 in return for the closing up of Turgeon Lane. The CNR desires the site of the lane in order to be in a position to leave some lands for the erection of warehouses.

We are advised officially that a new turnout s being installed to provide for putting on an increased car service; that a 73 x 100 ft. addition is being built to the car house at a total cost of \$18,000. An order has been given Canada Steel Foundries for entrance tracks in the car house.

01-Apr-1927 Page 219 Cornwall Street

Has bought 2 second hand Birney type cars.

01-Apr-1927 Page 291 Ottawa Electric

OER has received 2 more revamped cars of the 600 class from Ottawa Car Manufacturing completing the order for 33.

OER has ordered ten more double truck front entrance p.a.y.e. cars in addition to the 10 mentioned in March. They will be similar to those ordered in 1924.

01-May-1927 Page 263 Ottawa Terminal

Tenders for earth and rock excavations for foundations for the 200 rooms extension to the CNR Chateau Laurier hotel at Ottawa will be received up to May 3 at noon, by J.S. Archibald, architect, and J. Schofield, associate architect, Montreal.

01-May-1927 Page 287 Kingston, Portsmouth and Catarqui

The KCP Ry. has been negotiating for some time with the Kingston Public Utilities Commission regarding the rate to be paid for power supplied for the operation of the railway. Some information as to the negotiations was given in Canadian Railway and Marine World for Feb. pg. 92C. The difference is as to the interpretation of the agreement in regard to the cost of power, which was fixed at \$1.20 per kilowatt hour when the city used steam for generating power. For some time the city has obtained its power from the HEPC and it is claimed that the cost is less than it was when the city had a steam plant. An offer to supply power at 65c per kilowatt hour from Jan. 1, 1926 is reported to have been refused, as the Commission will not say what is the actual cost of power. The company says it does not want any bonus but only its right to have power at actual cost under the terms of its franchise. As no settlement could be reached W.F. Nickel, President, was reported to have notified the city that the railway would cease operation after April 30. It is said that if the railway was given power for next to nothing, its service would, even then yield little profit, so deep have automobile and taxis cut into its business. Kingston has had street car service since 1876, and electric cars since 1893. The company reduced fares recently from 7c to 5c in an effort to increase traffic.

A Kingston press dispatch of April 27 stated that the railway will continue to operate at least until the end of the franchise in 1934, the Public Utilities Commission having agreed to pay the company \$15,000, and to wipe out 15 months unpaid accounts for power up to May 1, 1927, which are stated to aggregate \$4,200.

01-May-1927 Page 287 Ottawa Electric

- new cars.

01-May-1927 Page 290 Ottawa Electric

The Ontario Legislature has passed an act relating to the city of Ottawa, one section of which authorizes the city council to borrow \$50,000 upon 20 year debentures for improvements upon such streets as the OER may extend its tracks under agreement with the city.

Major F.D. Burpee met the Ottawa board of control, April 14, to discuss street railway matters and is reported to have promised to submit to the board as soon as possible a complete report showing what the company has been required to do under the present five year agreement, what part of this programme has been carried out and what left undone and why, also the cost of extensions and any other work the company had carried out with the reasons why projects expected of the company under the agreement had not been attempted.

01-Jun-1927 Page 326 Prescott

A press report states that rock ballast is to be spread between Hurdman and Bedell, on the Ottawa - Prescott line, and on the main line westerly from Ottawa to Chalk River during the summer. It is reported that work was started on the first named section early in May.

01-Jun-1927 Page 345 Hull Electric

A.V. Gale reports a slight improvement in traffic conditions on the railway, A moderate increase is expected in the company's business this year.

01-Jun-1927 Page 345 Kingston, Portsmouth and Catarqui

H.C. Nickel, General Superintendent. Revenue is not as large as it was in 1921, but was larger in 1926 than in 1925. Passenger revenue for the calendar year 1926 was \$51,570 compared with \$51,293 for 1925. The large number of privately owned automobiles in the city is responsible for the passenger revenue being smaller than it was some years ago.

01-Jun-1927 Page 345 Cornwall Street

W.L. McFarlane, Manager, reports an increase in 1926 of \$15,780 over the 1925 revenue. The largest part of the company's revenue comes from the movement of freight, which was substantially larger in 1926 than in 1925. Other traffic also increased as follows:

Cash fares, 1925, \$28,162, 1926, \$31,484;

Ticket sales, 1925, \$8,888, 1926, \$13,992;

Mail service, 1925, \$1,400, 1926, \$1,600;

Freight and Express, 1925, \$30,905, 1926, \$38,663;

Other revenue, 1925, \$2,753, 1926, \$2,150;

Total operating revenue, 1925, \$72,108, 1926, \$87,889.

For the week ended March 12, 1927, the total earnings were \$2,630 compared with \$1,421 for the corresponding week in 1926, and 26,070 passengers were carried, compared with 15,931 for the corresponding week in 1926. The figures for this period are considered to be typical of conditions this year. The directors feel optimistic over railway conditions in Cornwall. Last year a capital expenditure of \$20,000 was authorized for various improvements, including the purchase of 2 passenger cars. This year an expenditure of \$38,000 has been authorized for 3 more passenger cars and an addition to the car house.

01-Jun-1927 Page 346 Ottawa Electric

Burpee - In 1926 there was an increase of nearly 1,500,000 passengers over those carried in 1925. This year there has been an increase of about 5,000 passengers a day over last year. After the peak year of 1925 the company experiences a steady decline up to and including February 1926. Since then railway traffic has shown a steady upward tendency. General business in Ottawa is good and the future outlook is favourable. The growth of railway patronage, despite the increase in the number of automobile licenses issued, is most encouraging.

01-Jun-1927 Page 346 Kingston, Portsmouth and Cataraqui

The company notified the Kingston City Council that it would cease operating its cars on April 30. As a result of negotiations entered into with the company, the city's public utilities commission, which supplies power to operate the railway, agreed to wipe off all the company's indebtedness to it from Jan. 1, 1926, to May 1, 1927 and to pay the company \$15,000 in return for which the railway will be operated until the franchise expires in 1934. From May 1 on, the rate to be charged for power was fixed at 65c. The principle difference between the company and the city was the rate charged for power since the city ceased generating it by a steam plant and bought it from HEPC. Under its franchise the company is entitled to power at cost, and it claimed that the rate charged by the city was such that the city was making a profit and was indebted to the company for between \$20,000 and \$30,000.

01-Jun-1927 Page 348 Ottawa Electric

The OER has ordered 85 gross ton, 122 lb., groove rails.

01-Jun-1927 Page 353 Ottawa Electric

We are officially advised that the company has under construction 1,660 ft. of track on the south side of Sparks St. and contemplates the construction of 1,690 ft. of track on the south side of Queen St.

The question of the reconstruction of the viaduct on Somerset St. and the apportionment of cost of the work between the city and the company came before the city's board of control April 29, and at another meeting May 6 the board decided to apply to the Board of Railway Commissioners for an order to apportion the cost of strengthening the Wellington Street viaduct so as to permit electric railway traffic over it and to authorize a level crossing on Somerset St., to replace the present high level bridge. Major Burpee stated that the company was not enthusiastic about having a level crossing at Somerset St. as it would cause too many delays to the service. While about ten minutes could be saved on the Britannia line trips by running cars out Albert St and over the Wellington St. viaduct, the company preferred to operate on Somerset St. over the bridge. The city engineer is reported to be preparing plans for strengthening Wellington St. viaduct.

01-Jun-1927 Page 425 Kingston, Portsmouth and Cataraqui

01-Jul-1927 Page 399 Ottawa Terminal

Chateau Laurier extension - .

01-Jul-1927 Page 411 Waltham

New business sidings or siding extensions will be built at Campbell's Bay. A steel water tank will be built at Breckenridge.

01-Jul-1927 Page 411 Sussex Street

A new office building will be built at Sussex Street.

01-Jul-1927 Page 411 Point Fortune

At Pointe Fortune a locomotive house will be built.

01-Jul-1927 Page 411 Prescott

At Ottawa West 70 ft. turntable will be replaced by a 90 ft. twin span turntable. Track scales of 125 ton capacity will be installed at Ottawa West. Additional equipment for mechanical and car departments will be supplied at Ottawa West.

01-Jul-1927 Page 411 Winchester

Automatic signal protection will be provided for the terminal yard at Smiths Falls. The timber station platform at Smiths Falls will be replaced with a permanent platform. At Smiths Falls the locomotive house will be extended to provide accommodation for larger locomotives. Additional equipment for mechanical and car departments will be supplied at Smiths Falls.

01-Jul-1927 Page 411 Montreal and Ottawa

Rock ballasting of main lines will be completed from Montreal to Toronto via Chalk River. At Rigaud, a locomotive house will be built.

01-Jul-1927 Page 411 Belleville

At Glen Tay an interlocking plant controlling all switches will be installed. At Crow Lake a steel water tank will be built.

01-Jul-1927 Page 411 Maniwaki

New business sidings or siding extensions will be built at Blue Sea and Burbidge.

01-Jul-1927 Page 411 Lachute

New business sidings or siding extensions will be built at Thurso and Hull. The freight shed at Thurso will be extended.

01-Jul-1927 Page 411 Chalk River

New sidings or siding extensions will be built at Carleton Place. At Carleton Place an extension to machine shop and boiler room will be built.

01-Jul-1927 Page 411 Carleton Place

Rock ballasting of main lines will be completed from Montreal to Toronto via Chalk River. Additional equipment for mechanical and car departments will be supplied at Carleton Place.

01-Jul-1927 Page 421 Ottawa Electric

Thomas Ahearn is being honored by having his portrait hung in the Public Archives of Ottawa, among 50 odd portraits of national celebrities already there. A.G. Doughty, Dominion Archivist said "The addition of Mr. Ahearn's portrait by Fosbery to this collection will be most welcome. It is particularly fitting that it should become the national property in this year of the Jubilee of Confederation, when the whole nation is turning its attention to national achievement.

Few men have exercised a wider influence in the development of the capital than Mr. Ahearn, and few men have rendered more valuable aid in carrying out of the great objects of Confederation - to bring the people of the whole Dominion in touch with the seat of government. It was Mr. Ahearn who was entrusted with the telegraph instrument equipment of the Canadian Pacific Ry. from the Atlantic to the Pacific, and it is Mr. Ahearn who is bringing the bells of the peace tower within hearing, not only of the people of Canada, but of practically the whole world. It has been said of Mr. Ahearn that 'he has the habit of doing great things; he puts his best into whatever he does,' and it might be added 'and always without any thoughts of fame.'"

01-Jul-1927 Page 423 Cornwall Street

We are advised officially that the extension to the company's car house at Cornwall, completed recently, is of solid brick, 73 x 110 ft. on concrete foundations with metal sashes, fireproof doors, and steel columns and girders to support wooden roof of mill-type construction with tar and gravel roof. The extension was built by R.T. Smith Construction Co., Montreal, at a cost of approximately \$18,000.

01-Jul-1927 Page 425 Ottawa Electric

OER construction programme - .

01-Aug-1927 Page 455 Ottawa Terminal

We are advised officially that a contract has been given to the Dominion Bridge Co. for the structural steel work on the enlargement of the Chateau Laurier. A description of the addition was given in July, pg. 399.

01-Aug-1927 Page 457 Prescott

The question of what is to be done with the bridge crossing the company's tracks on Somerset Street was considered by city council's works committee recently. The CPR has disapproved of the plan to substitute a grade crossing for the bridge in the grounds that it would retard train movements and create more or less grave hazard, and contends that the bridge should be rebuilt at the cost of the city and the OER. Statements as to the movements of trains under, and of the general traffic over the bridge were submitted and were placed on file pending the hearing of the city's application for a grade crossing before the Board of Railway Commissioners.

01-Aug-1927 Page 477 Ottawa Electric

The OER is raising the level of the south channel of the Ottawa River at its Chaudiere power plant to the same height as that of the north channel, which will give an additional head of 3 ft. to the flow of water and provide an increase of 500 h.p.

01-Aug-1927 Page 483 Cornwall Street

We are advised officially CSRL&P is installing a 300 ft. freight siding for Provincial Dairy Co., for which it ordered a split switch and frog.

01-Aug-1927 Page 483 Ottawa Electric

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01-Aug-1927 Page 484 Ottawa Electric

Thomas Ahearn, who had charge of the broadcasting arrangements for the Confederation Jubilee celebration at Ottawa, has been given the microphone used which has been mounted and inscribed.

01-Sep-1927 Page 539 Ottawa Electric

Board of control decided on July 28, to recommend to council that the proposed extensions to the lines in the city as outlined in the Feustal report be held in abeyance, suggesting that no action be taken which might imperil the 5c fare. Full details were given in July pg. 425 and Aug. pg. 483. At a council meeting on Aug. 1 it was decided to send the recommendation back to the committee, the vote being 11 to 7.

Major Burpee had a new suit of clothes stolen recently from the vestibule of his house in Ottawa where it had been left by a delivery boy. Edward Laffey pleaded guilty in the police court, Aug. 1, and was remanded for sentence.

01-Sep-1927 Page 539 Cornwall Street

We are advised officially that the joints of one mile of track on Second St. between Cumberland and Marlboro Sts. are being seam welded.

01-Sep-1927 Page 543 Ottawa Electric

Passenger fares - .

01-Oct-1927 Page 581 Waltham

A press report states that arrangement has been made with Aylmer town council to build a station to replace the one burned Nov. 24, 1926. The new building will, it is stated, be built on the west side of the tracks facing Charles Street, with entrances from Front and Thomas Streets.

Chateau Laurier Extension.

The general contract for the erection of a wing to the Canadian National Ry.'s Ottawa Hotel, the Chateau Laurier, has been let to the Foundation Co. of Canada, Montreal, which had the contract for the excavation work, now practically completed. The steel work is being fabricated by Dominion Bridge Co., Montreal, and its erection will start almost immediately. The new wing will provide 250 additional guest rooms and new banquet room and ball room. The present hotel has 300 bedrooms. The extension will face Major Hill Park and MacKenzie Ave. and will develop the complete hotel into a U shape with the open part of the U facing the park, thus eliminating what are commonly known as inside rooms. In planning the extensions, special care was taken to follow closely the general exterior treatment of the present building with its Chateau style of architecture. The basement will contain the kitchen, laundry, barber shop, grill room, cafeteria, electric therapeutic department and swimming pool. The ground or principal floor, will be utilized for the office, dining room, ball room, lounge, etc. The office will be opposite the main entrance, occupying the present palm room. There will be new batteries of elevators. New entrances will lead directly from Mackenzie Ave. to the ball room, grill room and cafeteria. The mezzanine floor will be occupied by lounges, ladies' beauty parlor, writing rooms, hotel offices and private dining rooms. The bedroom floors and the layout of the individual bedrooms have had very careful study and each room will have private bath attached. Special suites containing bed and sitting rooms will also be arranged on various floors. There will be a special club suite on the first bedroom floor containing foyer, sitting room, dining room, card room, etc. The architect is John S. Archibald, Montreal, John Schofield, Architect, Canadian National Ry., Montreal, being the associate architect.

The Board of Railway Commissioners has reserved judgement on Ottawa City Council's application for an order for the erection of a new bridge to carry Somerset Street cross the Canadian National and Canadian Pacific Rys. When the bridge was rebuilt in 1907, the OER was called upon to pay 75% of the cost, and at the hearing contended that it should not only recover the capital amount then invested but should not now be called upon to pay more than the extra cost of the bridge to provide for carrying its electric railway tracks. The steam railways contended that they should not be called upon to contribute to the cost of the bridge.

Ottawa city board of control had under consideration recently the question of rails to be laid on new track. The city compelled the company to lay girder rails instead of T rails, paying the difference in cost, and it has been decided to test its obligation to pay the difference for the future, and also whether it must pay for the extra 6 in. of concrete that has to be placed under the rails. The question arose out of the Laurier Avenue bridge roadway.

Passenger fares - .

In connection with order 39566 for the rebuilding of bridge 86.7 Gladstone Avenue, we are advised officially that no change is being made in the substructure, but that the existing 36 ft. 4 in. half deck plate girder span is being replaced by a similar span of heavier capacity to accommodate heavier

A work car on the Hull Electric Company Belt Line in Hull, QC, was started by some boys on Oct 10 and ran along St. Redempteur street for two blocks until it was brought to a stop through colliding with and overturning a steam roller belonging to the city. No one was injured.

OER in the fire at the Rockcliffe Car House on Sept. 25, lost 17 single truck open cars, 2 single truck closed cars and 1 Kerwin rail grinding car. The company is having 20 new standard type cars built which will be ample to take the place of those built.

KP&C reported Oct. 22 that a number of its cars in the car house have been defaced by blue enamel having been applied during the night. The damage, estimated at \$1,000 is ascribed to Queens University students who are said to have run amuck following convocation.

Is building a 20 x 30 ft. addition to its sub-station to house a spare 300 k.w. motor generator set which it has bought second hand in Montreal.

We are advised officially that the car house destroyed by fire, Sept 25, was one of three car houses in Rockcliffe Park, just outside the city limits. These three car houses have been used for some of the company's older rolling stock which has been used of late on extraordinarily busy days or during construction jobs when a 2-way car is required to provide a stub service, also for storing sweepers and other snow equipment in summer. The fire wall between the burned car house and the next one localized the fire and prevented its further spread. It has been decided to rebuild the burned car house exactly as it was before. The walls were not injured by the fire and the tracks were not damaged, consequently it will be a simple job to, consisting of only a new roof and doors. The dimensions of the structure are 212 x 50 ft. and it contains four tracks. The reconstruction will probably be done this year. The company is, we are advised officially, just about completing the construction of 600 ft. of track line on the Plaza. It is being laid with used 122 lb. rails on ties placed at 24 in. centers, with tie chairs, the roadbed is concreted 6 in. underneath the ties up to within 3 in of top of rail with an asphalt surface 3 in. deep.

fares - .

A press report states that a contract has been let to J. Sutherland, Ottawa on a cost plus basis, for the construction of a car house at Rockcliffe park to replace the one burned Sept. 25.