

Ottawa Electric Railway and predecessors

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RG 12 vol 2512 file 3508-18 Purchase, lease City of Ottawa and Ottawa Electric Railway Application by the Westboro Police Village and the Township of Nepean for an order disallowing the proposed tariff of the OER C.R.C. No. 5 published and filed to become effective November 18, 1918. Case No. 2987.

Application to cross CNR on the Bronson Avenue extension without a grade separation. Judgement of March 5, 1925.

Application by OER for permission to raise fares on its lines outside the City of Ottawa in accordance with tariffs filed on February 24, 1925.

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Application of the Ottawa Electric Railway for approval of Standard Passenger Tariff C.R.C. No. 14 canceling C.R.C No. 12 providing for a minimum cash fare of 8 cents with 7 tickets for 50 cents effective August 28, 1928; also Special Passenger Tariff C.R.C. No. 13 effective August 14, 1928.

Complaint of the Deputy Minister of the Department of Justice on behalf of the Dominion Government against the OER for a breach of a certain agreement between the Crown and the OER dated September 25, 1908 for the operation of an electric streetcar service over the electric railway on the Dominion Experimental Farm, and for an order directing the company to renew and continue the service and for the imposition of a charge of \$25 for each day of the company's default.

RG 46 accession 1992-93/066 box 39 file 39573 OER application to pass over crossings at greater than 10 mph.

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Purchase, lease City of Ottawa and Ottawa Electric Railway

Ottawa City Passenger Railway

- Incorporated by last Parliament of Upper Canada 23-30 Vict Cap 16 Aug 15, 1866.
- Work completed before 1 Sep 1870 and extended from village of New Edinburgh across Rideau River along Metcalfe Street to Sussex, along Sussex to Rideau, along Rideau Street across the Sappers Bridge to Sparks Street, along Sparks Street to Bank Street, along Bank Street to Wellington and along Wellington to the bridge connecting the province of Ontario with Quebec.
- Act amended by cap 45 of 31 Vic 1868. Empowered to connect with and interchange traffic with the St. Lawrence and Ottawa, now CP and thereby the company has been brought under the jurisdiction of the parliament of Canada.

Objects of present bill are to obtain permission to use electric power and to enlarge the corporation so as to enable a line of street railway to be built connecting Ottawa with Hull.

30 March 1892 Letter from E.B. Eddy

Is supportive of OER but suggests the railway not be allowed to run to Hull along the street in its current form because of congestion.

6 April 1892 Letter from Bytown and Aylmer Union Turnpike Co

Owens the road from the Union Suspension Bridge to the Steamboat landing at Aylmer which it built at a cost of upwards of \$20,000. OCPT wishes to lay tracks over this. Road is generally too narrow. Ask that if such permission is granted the interests of the B&AUT are protected.

**21 April 1892 Letter from Ridout to Collingwood Scrieber
St Patrick Street crossing.**

I inspected the crossing yesterday. Approved by PC order of 24 Sep 1891 Plan and profile No. 4568 PC. Situated on St. Patrick Street 130' east of the bridge over the Rideau River - at the crossing of the tracks of both lines are about level but there is a steep descent on the electric railway from the bridge to the crossing of 7 ½ ft or 5.8 per 100.

The line of the St. Lawrence and Ottawa is straight and level for some distance on either side and the view from the end of the bridge 130' from crossing at the top of the steep incline of the electric railway is clear and unobstructed except for a space of 150' commencing 184' south of crossing where the CPR is hidden by a coal oil storehouse and pile of empty oil barrels.

Mr. Soper of the electric railway informed me that the recent accident on 11 instant when an electric car ran against the side of a passing locomotive on the CPR was the result of crass carelessness on the part of the motorman who was watching a team of runaway horses instead of looking out for engines on the CPR and that the motorman was disciplined in consequence.

Ottawa Electric Railway Research Notes

OER rules and regulations which took effect on 1 July 1891 rule 68:

"In approaching railway crossings at grade the car must be stopped at least 25 feet from the crossing. The conductor must run quickly ahead and when assured that there is no danger from approaching trains he will signal to the motorman to come ahead - this signal must not be given until the conductor has reached the crossing . The signal to start must be given and received by the conductors and motormen of their respective cars only."

This rule appears to have been totally disregarded at the time of the recent accident.

On 12 April, the day after the accident the Superintendent of the OER, Mr. I.E. Hutcheson issued a special rule with regard to the CPR at St. Patrick's Street and also the crossing of the CAR on Broad Street:

"In future all cars must come to a full stop before passing over diamond crossing between St. Patrick Street Bridge and Creighton Street and make sure there is no engine or train approaching from either direction before proceeding.

Main line? Cars going to CPR depot must stop at Rochester Street and examine semaphore before proceeding."

Mr. Naffie on the CPR passing this St. Patrick crossing is very light and consists only of an engine going to and from Sussex Street station once every morning with freight cars, beyond this I am informed it is very seldom that an engine passes over this piece of railway. The CPR engines do not stop at the crossing but depend on the electric cars to keep out of their way.

Although the view of the CPR line in vicinity of crossing may be said to be clear and the traffic is very light it will be necessary, in compliance with section 257 (or 251) of Rly. Act 1888 that the OER place a watchman at their crossing of the CPR on St. Patrick Street.

There is a good hand drawn sketch map attached. (photocopy available)

11 June 1948 Letter from City to Minister

Application to take over the OER on midnight 12 Aug 1948.

Application by the Westboro Police Village and the Township of Nepean for an order disallowing the proposed tariff of the OER C.R.C. No. 5 published and filed to become effective November 18, 1918. Case No. 2987.

Applications were heard at the sessions of the Board on November 18, 1918 and December 2, 1918. At the close of the hearings further statistics were to be filed. This was done.

At the hearings the City of Ottawa intervened as well as certain property owners in support of the application. The tariff complained of provides:

	<u>Adults</u>	<u>Children</u>
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

The tariff also provided for special tickets also workman's, school children and Sundays.

Limits of the zones were provided as follows:

Zone 1 - within the municipal limits of the City of Ottawa and beyond to the Experimental Farm and to the Cloverdale Avenue on the Rockcliffe line.

Zone 2 - West of zone 1 to and including McKellar.

Zone 3 - East of Cloverdale avenue to and including Rockcliffe Rifle Range.

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

The new tariff would radically change the fare basis. As matters now stand, and to give an extreme illustration, a passenger from Britannia Rifle Range, 11.70 miles would pay 5 cents. Under the proposal the passenger would pay 20 cents, an increase of 300%. The old rate of 0.43 cents per mile becomes 1.71 cents per mile. This is a heavy increase but is below the recognized standard mileage rate were this a radial company and not really an urban system with feeders.

Company has filed statements which clearly establish that the operation of the extension to Britannia is not remunerative and the Company is entitled to an increased remuneration for the service that it performs on it.

Ottawa Electric Railway Research Notes

The Company operates in Ottawa under an agreement with the City of Ottawa dated June 28, 1893. The franchise expires August 13, 1923. The rates that the Company wishes to put into effect are reserved by Paragraph 46 of the Agreement which reads:

46. No higher fare than five cents shall be charged for the conveyance of one passenger from one point within the City to another on the said line and branches thereof within the present city limits and for children under ten years of age no higher fare than three cents shall be charged except between the hours of twelve o'clock midnight and five-thirty a.m.

On July 27, 1907 the City's western boundary was changed and again on December 19. But the annexed portions are not covered by the agreement.

By further agreement of April 8, 1895, the Company agreed with the City to build and equip a line to the Experimental Farm. Paragraph 2 reads:

2. That the Company be bound to have a line of railway fully equipped and in operation from the city to the Experimental Farm before the end of the present year (1895), and that the Company be allowed to charge City rates to any passenger from any point within the city limits to the Experimental Farm (or any intermediate point) and the same rates from the Farm (or any intermediate point) to any part of the city.

The route provided for in the agreement was not followed and the line today as operated to the Experimental Farm runs from the Britannia line south along Holland avenue to and along Carling avenue, thence to the Experimental Farm.

The Company does not seek to raise its rates to the Experimental Farm, it being covered in zone 1, because these are governed by the agreement.

In like manner, the territory annexed December 16, 1907 which consisted of the former village of Hintonburg, is as far west as Holland avenue, included in zone 1. Here again the rates are covered by the agreement of May 1, 1895. The agreement with Hintonburg contains the following:

37. No higher fare than five cents shall be charges for the conveyance of one passenger from any point to another on the said line and branches thereof within the present and any future limits of the village of Hintonburg, and from thence to any point within the present limits of the city of Ottawa or to the Experimental Farm, and for children under ten years of age no higher than three cents shall be charged, except between the hours of 12 o'clock midnight and 5.30 a.m.

The principle upon which the company has constructed its first fare zone makes it applicable not only to Ottawa as constituted in 1903 but as extended on the east to

Ottawa Electric Railway Research Notes

Cloverdale and on the west through the former municipality of Hintonburg to Holland Avenue.

The operations to the rifle range to the east and to Britannia on the west are not bound by municipal agreements and are not subject to municipal rate restrictions.

The Board only has the power to reduce rates and not to raise others to even out anomalies. Refers to section 2 of the Dominion Act 1894 "The agreement between the said companies and the corporation of the City of Ottawa, bearing date of 28th day of June, AD 1893, and set aside as schedule B to this Act, is hereby ratified and confirmed.

Britannia-on-the-Bay service started on May 24, 1900 and the company charged an extra fare beyond Holland avenue for three or four years, then the company extracted the extra fare only in the winter months, and in 1908 abandoned the extra fare altogether.

The extension to Britannia was authorized by Dominion Act of 1899 chapter 82. It was claimed that this line was purely optional to the company which is therefore not entitled to come to the Board for relief. If this argument were true the line would only be operated when remunerative which would deprive people from Westboro and west of service in the winter. Do not believe that the wording of the Act relieves the Company from the duty to operate.

OER was declared to be a work for the general advantage of Canada when it was contemplating building a line across the river to Hull. This was done by Dominion chapter 53 of 1892. This was further reinforced by chapter 86 of 1894 which declares the company's lines to be works for the general advantage of Canada, and the Ottawa Electric Railway Company to be a body corporate subject to the legislative authority of the Parliament of Canada. The Board has jurisdiction in the question of rates. Province of Ontario has jurisdiction only for the electric operation of the railway.

Costs have increased during the war but we are now entering a period of stability and should expect to see them go down.

After maintaining a 15% dividend and all interest on its funded debt the company is \$496,299 better off on June 30, 1918 than it was before the war. The company is prosperous and well managed, the plant well maintained and perhaps the best service in the country afforded. As a result an increase is unnecessary particularly bearing in mind it is hoped that costs will decrease shortly.

I would disallow the suspended tariff.

Chief Commissioner Drayton.

Deputy Chief Commissioner and Commissioners McLean, Goodeve and Boyce concurred.

February 10, 1919.

April 14, 1919.

Order 28230 grants leave to appeal to the Supreme Court the following questions:

(1) Whether upon the proper construction of the agreements with the city of Ottawa and the village of Hintonburg, the statutes relating to the Ottawa Electric Railway and the relevant provisions of the Railway Acts, the Board was right in disallowing the tariff of the company filed providing for payment of additional fare for carriage upon the extension from Holland Avenue, notwithstanding that the Board has found as a fact that the company did not require additional revenue.

(2) Also, whether upon the proper construction of the said agreements and statutes for the purpose of computing the toll to be charged to passengers upon the said extension the point of commencement of the said extension should be considered to be at Holland avenue or at the westerly limit of the village of Hintonburg, now the city of Ottawa.

(3) Has the Board the right to treat the company's operations as a whole and continue the existing tariff; or must the Board permit the filing of tariffs on a mileage basis covering services on the Britannia line without reference to the larger part of the system covered by municipal agreements?

April 19, 1920

Protests against the adoption of special tariffs filed by the OER between Holland Avenue and McKellar and intermediate points between McKellar and Britannia-on-the-Bay and intermediate points, and between Cloverdale and the Rifle Range and intermediate points. This arose as a result of the Supreme Court decision by which the question of adjusting the rates on the OER.'s line not included within the City of Ottawa was referred back to the Board.

Original company was created under the statutes of Ontario in 1866 and amended in 1868. In 1892 when the company wished to extend to Hull they applied to parliament, obtained permission, and were declared a work for the general advantage of Canada. In 1894 the present company was formed by the amalgamation of two existing companies and an agreement was entered into with the City of Ottawa by which the company was to have the right to operate in certain city streets, was to pay the city a certain mileage rate which amounts to \$16,000 per year, and covenanted that, in no case, should the fare for an adult passenger exceed 5 cents for transportation over the system as it then existed within the city. This agreement was ratified and made binding and effective by Parliament in 1894 and was to run for thirty years from August 1894.

Agreement with the village of Hintonburg shortly thereafter was virtually identical. Hintonburg became part of the city.

The Supreme Court answered the questions as follows:

Question 1. This question is not answered since it involves questions of fact within the exclusive competence of the Board of Railway Commissioners. So far as it involves a question of Law it is covered by the answer given to the first part of the third question.

Question 2. At Holland Avenue.

Question 3. No

Question 3 continued Yes although not necessarily on a mileage basis.

The OER subsequently filed a new tariff to take effect to the Rockcliffe and Britannia extensions on 5 April, 1920. This was suspended pending a hearing.

OER was ordered, 29550 of 19 April, 1920 to file a new tariff, details were set out in the order.

**Application to cross CNR on the Bronson Avenue extension without a
grade separation.
Judgement of March 5, 1925.**

Report from the Chief Engineer of the Board

“The proposed crossing is at grade level at the west end of the company’s yard - at the throat of the yard where a great deal of shunting is done. At the present time, the street car tracks cross the Canadian National Railway track by means of an overhead bridge on Bell Street about 325 yards west of Bronson avenue, thence they run south on Bell street to Carling avenue; thence east on Carling avenue to Bronson; and thence south on Bronson avenue. If the tracks on Gladstone avenue were to run directly south on Bronson avenue it would cut out the operation of about 650 feet of track, some of it where it is located on the overhead bridge and on Carling avenue, so close together that two electric street cars cannot pass.

“In order to get rid of this condition it is proposed to substitute a grade crossing for an overhead crossing. On the grade crossing the electric cars would be subject to delay and danger. On the present route, they are subject to some danger through collision; but I think it somewhat remote, as the portions where the tracks are close together are short and the motorman can easily see whether or not the way is clear.

“I am of the opinion that the proposed crossing should not be granted.”

Application denied.

**Application by OER for permission to raise fares on its lines outside the City of Ottawa in accordance with tariffs filed on February 24, 1925.
Judgement of June 5, 1925.**

The decision of the Board of 19 February 1920 provided for a fare between Holland avenue and Britannia Park of 5 cents cash and during the hours of 6 - 7.30 a.m. and 5 - 6.30 p.m. 8 tickets for a quarter. The latter so called "workingmen's tickets" are known as "yellow tickets". Yellow tickets are used by all during the hours specified and are not limited to workingmen.

OER proposed to change the territory and the yellow tickets. There would be zone A from Granville avenue, the westerly limit of the City, to McKellar township and a second zone B from McKellar township to Britannia. Would take out yellow tickets in zone A and substitute 10 tickets for a quarter with no time restriction. 5 cent cash fare retained. In zone B the yellow tickets would be removed and substituted for ten tickets for a quarter - the 5 cent cash fare would be retained. Thus would allow anyone to travel within each zone for 2½ cents or to travel from one zone to another for 5 cents.

Hearings were held, two weeks between the first and second.

Westboro welcomed the proposal, which would lower the fares between McKellar, Highland Park and Westboro, but it was opposed by Nepean.

Traffic analysis was carried out but in the winter season when carryings could be expected to be light.

Judgement of 1919 held that City rates could not be revised downwards because of the existing agreement which had been ratified by Parliament.

The Board held that the proposal was not an unreasonable one. Also held that similar arrangement should apply as set out in 34748 for the redemption of yellow tickets i.e. they should be redeemed at cost on presentation at the offices on 248 Albert street or be accepted by conductors of its street cars, if presented singly, at a value of 3 cents each.

Judgement was approved by order 36550 of 30 June 1925.

Application of the Ottawa Electric Railway for approval of Standard Passenger Tariff C.R.C. No. 14 canceling C.R.C No. 12 providing for a minimum cash fare of 8 cents with 7 tickets for 50 cents effective August 28, 1928; also Special Passenger Tariff C.R.C. No. 13 effective August 14, 1928.

The proposed tariff was filed with the Board on December 19, 1927. The Company was losing money under the present tariff resulting in a failure to pay a dividend to the stockholders, showing a deficit in its operations and a total extinction of its reserve which on December 31, 1921 amounted to \$441,086.42.

Agreement of 28 June 1893 between the City of Ottawa, the Ottawa City Passenger Railway and the Ottawa Electric Street Railway was confirmed by Ontario Statute under 1894 chapter 76. This empowers the OESR to sell and assign its franchises, property and assets to the OCPR and amalgamate therewith. This was confirmed by Dominion Statute of 1894 (57-58 Victoria chapter 86). This agreement ran for a period of 30 years and expired in 1923.

There is an agreement between the City of Ottawa and the OER dated 25 January 1924 which was ratified by the Dominion Parliament (14-15 George V). Under this the rates of fares as established by said agreement shall not be altered before 13th August 1928 either by the parties or the Board of Railway Commissioners. Fares can be raised on notice for the next five year period, once established they must be good for that period. This applies only to the parts of the OER within the City limits.

OER has been well maintained, obsolete cars have been replaced and the service is in accordance with what could reasonably have been demanded.

After detailed analysis the Chief Commissioner, Assistant Chief Commissioner and the Deputy Chief Commissioner concluded that a 7 cent fare was justified but not an 8 cent fare. They also recommended a weekly pass be tried to stimulate off peak travel.. Commissioner Oliver dissented being of the opinion that the OER had not made a case for any increase at all and that the current fares should remain in effect for the next five years. Commissioner Lawrence felt that there should be a one cent fare increase - six cents per person and five tickets for thirty cents, ten for sixty cents and 17 for one dollar. Commissioner Lawrence agreed with the suggestion for a weekly pass.

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This was confirmed by order 41040 which set the tariff within the City of Ottawa, also to Hull, the Experimental Farm and Cloverdale as 7 cents during the day. The fares were:

06:00 to midnight

Cash fares

Persons over 51 inches	7 cents
Persons under 51 inches	6 cents

Ticket fares

Persons over 51 inches	4 tickets for 25 cents
Persons under 51 inches	7 tickets for 25 cents
School children travelling to/from school	14 tickets for 50 cents

Midnight to 06:00

All persons	10 cents
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Application by the Westboro Police Village and the Township of Nepean for an order disallowing the proposed tariff of the OER C.R.C. No. 5 published and filed to become effective November 18, 1918. Case No. 2987.

Complaint of the Deputy Minister of the Department of Justice on behalf of the Dominion Government against the OER for a breach of a certain agreement between the Crown and the OER dated September 25, 1908 for the operation of an electric streetcar service over the electric railway on the Dominion Experimental Farm, and for an order directing the company to renew and continue the service and for the imposition of a charge of \$25 for each day of the company's default.

Judgement issued 23 February 1932, order dismissing the complaint, 48718 as issued 24 February, 1932.

On 25 September, 1908, an agreement was entered into between the King and the OER for the extension of service from the terminus of Holland avenue to and upon the Central Experimental Farm. By this agreement, the government agreed to construct the double track electric railway line from the terminus of Holland avenue at the Farm property back of the Biological Laboratory and poultry buildings to the mound near the stables, a distance of 1.20 miles. The actual construction was done by the company at a cost of \$39,899 but was paid for by the government and the line was put into operation in the year 1909.

By this agreement the company covenanted and agreed that upon and after the completion of the line they would faithfully and continuously operate the same as though it were a part of the company's system. In June 1924, by permission of the government, the company built a loop at the point on the line where it turns south from Carling avenue, opposite the Civic Hospital. The company operated the line in question until December

10, 1929 when they ceased to operate the portion of the line extending from the last mentioned loop to the terminus of the line, a distance of 4,240 feet.

The government now applies for an order directing the company to renew and continue the service. The Board has powers under the 1909 Railway Act to order such as may seem reasonable and expedient. The company has lost money on this extension from the very first year. 1909 \$1,500, in 1920 \$18,000 and during the 21 years of operation the total loss was over \$238,000 or an average yearly loss of over \$11,000.

The Order in Council authorizing the making of the agreement shows the object the government had in view in entering the agreement:

“that on account of the great inconvenience to the general public desiring to visit the Government Experimental Farm, owing to its distance from the railway stations, it has been thought advisable and in the public interest to have the Ottawa Electric Railway extended thereto.”

The Board pointed out that the agreement was made at a time when the motor car was practically unknown. Today it is almost universal. Moreover, those who wish to go by tramcar can reach the Farm by tram and the bus service furnished by the company which now runs along Carling avenue. The object which the government had in mind is fairly well attained by the service now being operated by the company and by the use of motor cars.

The Board dismissed the complaint.

RG 46 accession 1992-93/066 box 39 file 39573
OER application to pass over crossings at greater than 10 mph.

28 August 1935 Letter from Quain & Wilson (for OER) to BRC.

Contains an application for an order:

1. for permission to have its electric cars pass at a speed greater than 10 mph:
 - a) in or through any thickly peopled portion of any village between the westerly limits of Ottawa and the westerly terminus of the line.
 - b) Over such of the crossings at rail level as occur in any thickly peopled portion of any village and as constitute highway crossings within the meaning of the Act
 - c) Declaring that such of the crossings on the line as constitute highway crossings within the meaning of the Act and in respect of which bodily injury or death have been caused are protected to the satisfaction of the Board.
2. There is a series of villages, some incorporated and some not, along the line and there is no definition as to what constitutes a "thickly peopled portion of a Village" and it is impossible from a practicable viewpoint for the electric railway to conduct its operations at the rate of 10 mph along all parts of the line that might come within such definitions. It is important that the status of the various

crossings be fixed in order that the applicant may know what, if any, statutory speed limitation applies.

The points on the line at which the public cross, either as of right or by tolerance of the applicant are:

- A Federal District Commission Driveway
- 1 Pilson Avenue
- 2 Strathcona Avenue
- 3 Churchill Avenue
- 4 Main Street, Westboro
- 5 River Street, Westboro
- 6 Golden Street, Westboro
- 7 Broadway Avenue, Westboro
- 8 First Avenue
- 9 Third Avenue
- 10 Fourth Avenue
- 11 Sixth Avenue
- 12 Ninth Avenue
- 13 Honeywell Residence crossing
- 14 Woodroffe Road, Woodroffe
- 15 Ancaster Avenue
- 16 Richardson Avenue
- 17 Richmond Street
- 18 Edgeworth Road
- 19 Magee Crossing
- 20 Main Street Britannia

18 October 1935 Letter from Honeywell, Wilson and MacDougall for twp. of Nepean

1. Particulars as to traffic conditions are as set forth in the application.
2. Municipal Corporation has at no time assumed any liability or responsibility
3. Municipal Corporation does not oppose the application.

22 October 1935 Note from Chief Operating Officer, C. C. Stibbard

OER have no speed restriction outside western city limits and operate in the same manner as steam trains on other railways.

20 November 1935 Memorandum from J.A. Lafontaine, Operating Inspector to C.C. Stibbard, Chief Operating Officer.

Inspected 20 crossings of the OER on 19 November.

Richmond Road crossing is the only one that crosses a main highway, crosses in skew, and is more or less dangerous especially at night. 10 mph at that point.

Main Street Westboro, lines of vision are obstructed for an eastbound tram by a building, a wholesale store occupied by Wait Remedies. The lines of vision are clear in the other three angles.

This is not a well populated district. There is a grade approaching from the street and also on the railway for an eastbound tramway. Eastbound trams do not exceed 10 mph. Westbound trams do go fast when there is no stop made at the shelter located near this crossing.

Main Street, Britannia Village. OER has a small station near this crossing. CPR also crosses the street about 50 feet from the OER and have a wig wag at their crossing, this is on account of the view being obstructed by buildings. The lines of vision are much better looking for trams on the electric line.

This vicinity is not well populated. There is a small post office facing the station. I do not see any necessity for compelling the OER to reduce the speed of their trams to 10 mph when passing the station at Britannia Village.

At the 17 other crossings the lines of vision are clear and there are only a few scattered houses in the vicinity. For this reason, I do not see any necessity for the OER to reduce their speed to 10 mph passing these crossings.

30 November 1935 Order 52510 is issued - see data base for details.

18 December 1935 letter Quain & Wilson to Honeywell

There are two Magee Crossings, one between Strathcona Avenue and Churchill Avenue and one between Edgworth Avenue (also called Powerhouse crossing) and Main Street Britannia. Need to make an amendment.

18 December 1935 letter from Quain & Wilson to BRC

We are receiving further instructions as to whether there are two crossings under the name of Magee, Magee Street, proposed item 2 (a) and Magee crossing item 19.

The order is not in accordance with the consent or in accordance with the application, but OER not wish to raise objection to the restrictions placed upon Main Street, Britannia, the Richmond Road and Main Street, Westboro so long as they are consistent with reasonably good service, although there is no statutory or other limit to the speed of the street cars at the intersections throughout Ottawa except within one-half mile of the Parliament Buildings.

19 December 1935 Letter from Honeywell, Wilson & McDougall to Redmond Quain

Consents to amendment to add item 2 (a) Magee Street between Strathcona and Churchill Avenues.

Item 18 Edgworth Avenue is really the power house crossing sometimes known as McEwen crossing.

Item 19 Magee crossing has always been a farm crossing with gates and if this condition has been altered it must have been done recently.

The Board apparently made the order on their own responsibility without further reference to counsel for either party.

To have this matter in proper shape you should speak to the Board to have the existing order withdrawn and a new order issued adding in item 2(a) Magee Street.

Also in reference to item 19 Edgeworth Avenue, this really does not seem correct as Edgeworth Avenue does not extend north of the Richmond Road nor cross the street railway right of way and this item should be designated "power house crossing" or "McEwen crossing"

26 February 1936 Memorandum from J.J. Lafontaine to C.C. Stibbard.

I inspected Magee farm crossing today. It is a farm crossing equipped with farm gates and is used exclusively by the owner of the farm. There is a cattle path 850 feet west of this farm crossing. The farm extends on both sides of the track.

27 February 1936 Order 52816 is issued - see data base for details.

10 March 1936 Letter from Quain & Wilson to the BRC

Pilson Avenue should read Hilson.

24 June 1937 Letter from Quain & Wilson to BRC

Would like a copy of the order permitting the operation of cars over Harmer Avenue, Ottawa at a speed greater than 10 mph or of the order approving the protection at the said crossing.

25 June 1937 Letter BRC to Quain & Wilson

Our records do not produce an order permitting the operation of cars over the crossing at Harmer Avenue at a speed greater than 10 mph nor of any order approving the protection at the said crossing.

19 June 1940 Letter BTC to Quain & Wilson

The view of the crossing sign at the Richmond Road crossing is obstructed by a small tree. It is suggested that the sign be moved in order to provide an unobstructed view of same.

26 June 1940 Letter from Quain & Wilson to BTC

The obstruction has been dealt with by the removal of the tree and underbrush. This work was done by our clients without prejudice to our clients right to maintain at any time in the future that they have no obligation to do work of the kind they did in this case in circumstances similar to those which obtain at the Richmond Road crossing.

End of file.

**RG 43 vol 434 file 11462
OER & CPR Britannia Crossing**

28 March 1934 Letter from Quain & Wilson to Dept of Railways and Canals.

Question has arisen between the OER and the CPR as the right of the OER to the continued use of the level foot crossing and the overhead bridge foot crossing at Britannia Park on the Ottawa Brockville line of the CPR.

This crossing is in the amusement park operated by the OER on lot 20, Conc.1 Nepean twp.

Neither company has any record of how this crossing had its origin or when the overhead bridge was constructed. Our information is that the two crossings came into existence around the year 1900.

CCR originally owned and operated the line but we do not know when the CPR took over.

There is no record in the Registry Office for the County of Carleton of any deed either to the CCR or to the CPR of the right of way, nor are there any plans showing a crossing at that point, nor are there any agreements registered.

Do you have anything that might assist in the matter. It might be possible that plans were registered with you which would show a public crossing at this point leading to the ferry which operated between Britannia and Aylmer many years ago.

29 March 1934. Memo from Robert Dorman (!) to Mr. Yates.

I have made search of our records and find no reference to the two crossings mentioned.

Our right of way plan of the CCR dated Aug 7 1868 and its accompanying book of reference show the railway running through lot 20, 1st conc. Nepean twp. and give owners as the Heirs of LeBreton but shows no provision for a crossing nor a road.

Mr. H. LeB. Ross, to whose family the lot under consideration belonged, tells me that when the estate sold the remainder of lot 20 to the OR in 1899 or 1900 there was no crossing in existence at the point mentioned nor provision for one.

Britannia village sits on the eastern portion of lot 20 and I suppose there must have been some arrangement for the crossing of the CPR of the road from the March Road now known as Main Street, but that is at the extreme end of Lot 20 from the Park Crossing.

29 March 1934 Department to Quain & Wilson

Although a careful search has been made our records disclose no reference whatever to the two crossings referred to.

End of file.

RG 46 series C-II-1 vol 1423 file 6652

13 August 1891 from Stewart, Chrysler & Lewis to PCRC

Refers to petition of 19 June Ottawa Electric Street Railway approval for crossing of the COR at the eastern end of St. Patrick's street bridge. Forwards agreement executed by CPR and OESR.

Agreement 8 July 1891

CPR agrees to crossing, street railway to pay \$1 per annum, street railway to pay all damages, losses etc.. Street railway to keep the crossing clear and make way for the passage of all locomotives and rolling stock. Includes the seals of both companies - good.

Plan of crossing approved by PCRC 24 Sep 1892

OER Rules and regulations for the guidance of employees July 1 1891

26 September 1891 From Trudeau (Secretary of Railway Committee) to Minister

The electric street car Co. wish to use their crossing of the CPR at the east end of St. Patrick Street Bridge, Ottawa on Monday next and ask for the approval of the committee before crossing. Please submit the matter to colleagues who may be members of the railway committee. No objection from the Chief Engineer.

The rest of this file is an accident file.