

# Ottawa Items from Railway and Shipping World - 1908

01-Jan-1908 Page 21 Other

Kemptville junction to South Indian. Several meetings have been held at Metcalfe and Russell for the purpose of promoting a railway through Russell township; the suggested route being from either Kemptville Jct. or Mountain, across country to the GTR near South Indian. It has been decided to organize a company to secure a charter for the construction of such a line.

01-Jan-1908 Page 21 Ottawa Terminal

It is expected that tenders will be asked early in Jan. for the construction of the projected new terminal station at Ottawa. A model of the station and hotel building was expected to be ready for exhibition Dec. 31.

01-Jan-1908 Page 25 Winchester

Vaudreuil-Smiths Falls second track. A considerable amount of work was done during the summer and fall of 1907 in connection with the construction of a second track between Vaudreuil and Smiths Falls. The work done includes the reduction of the gradients and increasing the radius of curves so that better speed may be made and heavier loads drawn. A local report states that progress on the work has been satisfactory during the past season that the whole distance between Vaudreuil and Smiths Falls will be ready for the rails in the near future.

01-Jan-1908 Page 27 Kingston (CN)

W. Ainsworth was presented with a purse of money by the residents of Mille Roches, Dec. 3 on the occasion of his leaving that place, where he had been GTR agent for 37 years.

01-Feb-1908 Page 79 Westport

BW&NW. The road is 45 miles long with two miles of sidings; four locomotives, 10 passenger, mail and express cars, 18 box and platform cars with air brakes and auto couplings, one snow-plow car and three engine houses.

01-Feb-1908 Page 99 North Lanark

Some surveys were made in 1905 when a plan and profile was filed with the Ontario department of Public Works; and in 1906 it was reported but officially denied, that the charter had been acquired by the Ottawa and New York Ry.

01-Mar-1908 Page 169 New York Central

The lease of the NY&O Ry. which includes the O&NY Ry. and the company owning the bridge over the St. Lawrence at Cornwall, to the NYC&HR has been renewed for one year from Feb. 1908.

01-Mar-1908 Page 179 Bessemer and Barrys Bay

We are advised that surveys have been made for a branch line from Bessemer too No. 1 mine about 2.50 miles. During 1907 the company constructed a standard gauge track to its ore pocket and crusher, in place of the narrow gauge trestle upon which the ore was formerly carried to the main track.

01-Mar-1908 Page 185 L'Original

During 1907 the grading of 50 miles upon the company's line from Hawkesbury to which point the CNQ extends was practically completed.

01-Mar-1908 Page 197 Belleville

A recent Montreal despatch stated that the CPR had no intention of abandoning the CLO&W which has been surveyed from the O&Q east (sic) of Smiths Falls and serving the Lake Shore towns, to a junction with the O&Q near Leaside Jct. The construction of this line would do away with the necessity of constructing a second track on the present line, and further, that when a double track line between Montreal and Toronto became necessary, the second track would be constructed on the right of way of the CLO&W.

01-Mar-1908 Page 201 Ottawa Terminal

The Dominion Parliament is being asked by the Minister of Public Works at the current session for an act confirming an order in council dated Sep 20 1907 authorizing the sale of a part of Major's Hill Park to the GTR for the purposes of a site for an hotel, and directing that the proceeds of the sale should be placed to the credit of the Ottawa Improvement Commission.

Plans have been submitted to the Ottawa Board of Control by the GTR showing an hotel and station, the former to cost \$1,000,000 and the latter \$500,000. Some opposition has been shown to the acceptance of the plans by the city owing to the amount which the company first announced its intention of spending having been cut down.

01-Mar-1908 Page 203 Ottawa Electric

The company has under consideration the construction of an extension of its line from Broad Street to the Experimental Farm, about to miles; and an extension of about half a mile of the George Street Loop.

01-Mar-1908 Page 209 Ottawa Electric

During the past year Sussex St. from St. Patrick St. to Government House gate, Gladstone Ave. and Laurier Ave. from Nicholas St. to King St. have been relaid with 80 lb. rails and a second track was laid on Gladstone Ave. The work of relaying the rails within the city is now almost completed. At the end of Dec. an agreement was reached between the water power owners on both sides of the Ottawa at the Chaudiere for the purchase of the Little Chaudiere water power and for conserving the waters of the Ottawa River. This will result in an increased and more uniform flow of water and will be of great benefit to the company's valuable water powers.

01-Apr-1908 Page 245 Little Nation River

Little Nation Ry. This railway as projected will have a length of about 70 miles and will run from Papineauville on the CPR's Montreal - Ottawa line, along the valley of the Little Nation River to Nominique on the CPR Northern Colonization Ry. which is now being extended to Maniwaki on the CPR Gatineau Valley Ry. For the first 20 miles as far as Cheneville and Preston, the line will run through a well settled district and beyond will open up a large area of unsettled territory. The company, we are advised, is prepared to proceed with the construction of the line as soon as Government subsidies have been secured. President. Rev. J.P. Belanger, St. Andre Avelin; Vice-President, E. Richin, Papineauville; Chief Engineer, H. Lefebvre, Cheneville; Directors, A.O. Belanger, Papineauville, N. Chene, St. Andre, A.C. Guillaune, H. Baulue, Cheneville, Secretary-Treasurer J.A. Gadoury, Cheneville.

01-Apr-1908 Page 249 Ottawa Terminal

A meeting of the shareholders was called to be held at Ottawa May 26 for the purpose of organization and election of officers. The result of the discussion by the Ottawa City Council as to the amended plans for the projected terminal station and hotel was the passing of a resolution Mar. 6 giving the GTR until April 15 to revise the plans of the station in several details. E.H. Fitzhugh, Third Vice President, in explanation of the plans and models, said on the basis of the present plan the hotel and equipment would cost \$1,525,441 and the station \$1,177,517. The latter includes the train sheds, baggage annex and concourse. The models showed the erections as originally proposed and the plans were the same, except that the office wing had been cut off the station building. To erect it would greatly exceed the expropriation, but the building would be so constructed as to permit the extra wings to be put on whenever required.

01-Apr-1908 Page 282 Other

A proposal is being considered to construct an electric railway between Brockville and Prescott, 16 miles, together with a street railway through Brockville. Included in the scheme is a summer park, which it is proposed to construct halfway between Brockville and Prescott. J.B. Gauh, Brockville is the prime mover of the proposal.

01-May-1908 Page 331 Little Nation River

W. Parisien, Cheneville, has been appointed Secretary-Treasurer, succeeding J.A. Gadoury. The other officers and directors are as previously stated.

01-May-1908 Page 337 Brockville

During the recent inspection of the Company's line between Montreal and Toronto by D. McNicholl, First Vice-President, a deputation from Brockville called attention to the state of the Company's property there. As a result of the discussion, Mr. McNicholl promised that the deepening of the tunnel through the town to the water front and other improvements would be given every consideration.

01-May-1908 Page 339 Ottawa Terminal

C.M. Hays, Second Vice-President, and Mr. W. Wainwright, Fourth Vice-President, GTR were in Ottawa April 10 in consultation with the Premier upon the construction of the new Central station at Ottawa. Mr. Hays, in an interview, said the plans were in the hands of E.H. Fitzhugh, Third Vice-President and the engineer and architect for revision. The plans and specifications were to come before the city council for approval of the revision April 15, but on the previous day a letter was received from Mr. Hays, Manager, asking for a further extension of time until June 1, for submitting the revised plans. The city council at a meeting, April 16, passed a resolution granting an extension of time to May 15 to file the amended plans.

01-May-1908 Page 339 Kingston, Smiths Falls and Ottawa

W. Wainwright, Fourth Vice-President, GTR said in Ottawa recently that the GTR was prepared to finance and construct the proposed direct line between Kingston and Ottawa, just as soon as the holders of the charter arranged with the municipalities along the line to pay certain bonuses that had been voted. Some of the municipalities have already promised to renew the bonuses originally promised to the KSF&O, while other still have the matter under consideration.

01-May-1908 Page 353 Central of Canada

Central Ry. of Canada. - In reply to a question in the House of Commons recently, it was stated that the company made a deposit of \$25,000 with the Government, which was still retained. Several claims had been sent in by engineers and others who had been engaged on surveys, but there was no way, at present, in which they could be dealt with by the Government paying claims against the company. The company was originally given an act, with the title of the Ottawa River Ry. Co., in 1903, with power to construct a large mileage of track in Quebec and Ontario to be operated by electricity, and in 1905 the name was changed. (Mar., 1906, pg. 275).

01-May-1908 Page 353 Ottawa Electric

The extension of the line along Preston Street is proceeding, the rails, which were ordered in the fall, are now being delivered. A loop is being constructed at George St., a spur line on Lyn St, and the St. Patrick St. and New Edinburgh bridges are being strengthened. In view of these works, which are already well in hand, it is unlikely that other extensions which the city council is desirous of urging will be undertaken this year. The company's proposal to erect a car barn extending from Sparks St. through to Queen St. with a spur line on which to shunt cars between the proposed barn and the Albert St. barn, is meeting with considerable opposition, on the alleged grounds that property in the vicinity will be deteriorated, and that it is not a work for the convenience of the

01-May-1908 Page 353 Ottawa, Brockville and St. Lawrence

Ottawa, Brockville and St. Lawrence Ry.

This railway company, originally incorporated in 1900, for the purpose of constructing a railway from Ottawa to Brockville, Ont., and a ferry service on the St. Lawrence River between the latter city and Morristown, N.Y., was authorized to develop electric power and to use the same for the operation of its trains, but was prohibited from operating street railway lines in Ottawa and Hintonburg, Ont. A route was surveyed, and negotiations with the municipalities through which the line passed were carried on for some time, but the company has not yet reached the construction stage. The application at the current session of the Dominion Parliament for an act extending the time for construction for a further period of two years has resulted in considerable discussion both in the House of Commons and the Senate. The House of Commons inserted an amendment protecting the rights of municipalities operating lighting or power plants, and this amendment the Senate struck out. The House of Commons has reinserted its amendment.

In connection with the revival of this project a press report states that plans have been prepared for an electric railway from Ottawa to Morrisburg, Ont., passing through Carleton, Russell and Dundas counties; thence along the river front to Brockville, Iroquois, Cardinal and Prescott; thence northerly through Leeds, Lyn and Athens, Perth, Lanark and Renfrew, back to Ottawa, a circuit of about 200 miles. There are charters in existence covering several portions of the route named. (Mar., pg- 183).

01-Jun-1908 Page 393 Central of Canada

It is reported that arrangements are being made in London, England, for placing an issue of 2,350,000 pounds sterling of 5% bonds at 96. This is a first issue and if made would enable the company to start construction.

At the annual meeting of the Kingston Board of Trade, May 6, a communication was received from C. M. Hays, Second Vice-President and General Manager, to the effect that just as soon as money was available this line would be pushed through. In connection with the construction of this line the G.T.R. will undertake extensive and important improvements at Kingston.

The annual meeting of the shareholders of the K., S.F. and O. Ry. Co. is announced be held at Kingston, June 1.

Ottawa Terminals. Building operations on the baggage annex at the Central station, which were suspended in the fall of 1907, were resumed May 10. This building, it is stated, will be used as a temporary station during the erection of the new joint building. The amended plans for the new union station and G.T.R. hotel were submitted to the city council May 15. In a letter, C. M. Hays, Second Vice-President and General Manager, said: "So far as the hotel is concerned, it is substantially in accordance with the plans and model which have heretofore been presented and which, I understand, were satisfactory. As to the station plans, those now presented are, in our opinion, more appropriate in their design and appearance for station purposes than those heretofore produced and fully meet the requirements for many years to come. The estimated cost of the hotel and appurtenances is something in excess of \$1,500,000 and for the station about \$525,000, exclusive of the cost of baggage and express buildings, train sheds, platforms, tracks, etc., while as you will recall, our obligations with the city call for a station costing not less than \$250,000 and a hotel costing not less than \$1,000,000. The plans are presented by our architects, Ross & MacFarlane, of Montreal, who will be prepared to give you any explanations in detail that may be desired."

The new plans for the station show a main central building and two subordinate wings. In the main building on a level with the tracks is located the general waiting room, containing 9,009 sq. ft. Access to the waiting room is obtained directly from Rideau St., by three spacious openings through the main hall and stairs 30 ft. wide. Egress to the trains from the waiting room is obtained by three similar openings leading to the general concourse, which is 60 ft. wide. Tickets, telegraph and telephone booths, information bureau, news stands, ample parcel room, and other conveniences are provided along the four sides of the waiting room where they are easily accessible and visible. A broad covered passage at the easterly end of the large concourse leads directly to the baggage room, which is located in the baggage building with the express offices, power plant, immigrant rooms, etc. A broad, well-lighted subway will lead through to the hotel. A special waiting room has been made for governmental use and a large carriage course to the east of the main concourse is available. The building is to be of Indiana limestone and the architectural treatment of the exterior has been designed with a view of obtaining a monumental effect and of expressing clearly on the exterior the function of each part of the building.

The plans submitted for the hotel embody some of the suggestions made in the plan of ground floor previously prepared, but in the basement and all floors above ground floor there is a different arrangement. On the first floor there are 33 chambers, three state apartments and two parlors. On the second, third, fourth and fifth floors there are 58 chambers on each floor, two of which are suggested for use as parlors. The total number of sleeping apartments for guests is 302; of this number 155 will have private baths. There will be a palm room, general dining room, private dining rooms, restaurant, banquet hall, ballroom and reception rooms. The main dining room has been well placed with regard to light and aspect, as it has a commanding view of the park and the Parliament buildings. A stairway from the rotunda of the ground floor leads directly to the subway into the station.

The proposed extension of this railway beyond Westport is again under discussion. The proposal is to construct a line from Athens, 17 miles from Brockville, thence across Bastard tp. bridging the Rideau River at Oliver's Ferry and through Lanark county to Lanark village. surveys have been made of this route and reports show that it will tap a rich country north of Perth, which at present has no railway connection whatever. Not far from Lanark are the Playfair Iron Mines, which have been shut down for years. It is said that these mines would be reopened if there was railway communication. The new line would also give the country to be opened up a direct connection with the CPR to Brockville and the Thousand Islands.

At the last session of the Quebec Legislature a subsidy at the rate of 3,000 acres of land per mile, not convertible into money, was voted in aid of the construction of a line from between Thurso and Montebello, on the left bank of the Ottawa River, thence to Cheneville, and northwards to Lake Nominique, near the CPR, not exceeding 30 miles.

At the last session of the Quebec Legislature a subsidy at the rate of 4,000 acres of land per mile, not convertible into money, was voted in aid of the construction of a line from Waltham station, on the old Pontiac Pacific Junction Ry. (CPR branch line) to Ferguson's Point, Pontiac County, about 20 miles, in lieu of the subsidy voted in 1906.

Pontiac Central. The House of Commons at the current session has passed an act authorizing an extension of time for the construction of a line in the province of Quebec, authorized by the Quebec legislature and giving permission to extend the line along the valley of the Nottaway River to East Main River and southerly to Brockville. Some objection was taken to the proposal on the ground that the method of obtaining a declaration that the projected railway was for the general advantage of Canada, by proposing to extend into another province, was becoming too common. The Minister of Railways held over the bill for some time for consideration, but finally allowed it to pass. The southerly extension of this line from Bryson, QC, to Brockville would pass through or near Lanark, and Athens, which points, it is suggested will be served by a branch line of the BW&NW.

The city council of Hull passed a resolution, May 4, approving of the terms upon which it would be willing to grant the company the privilege of double tracking its lines in the city. The terms include the construction of several short pieces of line, the keeping in repair of track allowances, the improvement of the service, and the paving of certain streets; the new franchise to expire in 35 years from 1905, the same as the existing charter.

A press report states that the company has decided to erect a large hotel at Caledonia Springs at a cost of about \$2,000,000. We are officially advised that "there is as yet no truth in the report".

The annual meeting of shareholders of this company, a number of the directors of which are G.T.R. officials, was called for June 2, but was adjourned indefinitely.

The Dominion Government approved of the plans for the construction of the new joint terminal station and hotel at Ottawa, which have been submitted by the G.T.R., which is responsible for its erection. Prior to their submission to the Government the plans and specifications, and the terms of the agreement thereto, were fully considered by the special committee of the city Board of Control, and approved. The agreement has not been finally approved by the city council, as a number of the aldermen desire to have a "fair wage" clause inserted. It is expected, however, that the agreement will signed early in July. The agreement provides for the erection of a station to \$250,000, and an hotel to cost \$1,000, the city to give the company a fixed assessment of \$150,000 on the station for 20 years, and of \$500,000 on the hotel for 15 years. The plans finally approved were prepared by Ross and Macfarlane, architects Montreal, and while they follow in general the dimensions and lines of the plans originally submitted, they are less ornate and costly. A general description of the station building was given in our issue for Nov., 1907, which applies practically in its entirety to the present plans. The classic style of architecture has been chosen as being the most appropriate for a railway terminal, and because it also lends itself to the best disposition of office accommodation. The exterior of the building will be of light buff Indiana limestone or Ohio sandstone, and the internal structure of steel framework, concrete and terra cotta. The main entrance to the hotel will open from a large portico into a spacious hall. On the ground floor will be the office commanding the entrance from the railway subway, and the other exits and entrances, while the steward's office will be located in the basement, where the kitchens, employes' rooms, billiard room, grill room, etc., will also be located. The general dining rooms will be on the main floor, and the bedrooms, etc., are on the upper floors. On the first floor, it is proposed to have 33 chambers, of which three will form the state apartments and two will be parlors. On the second, third, fourth and fifth floors there will be 58 chambers on each, and on the attic floor 37 chambers for guests, 2 dormitories for men and 5 dormitories for women. Of the total number of 302 sleeping apartments for guests, 155 are to have private bathrooms, 104 will have basins, and all will have cupboards. All the rooms will be of good size. There will be ample stairways, wide corridors, and numerous elevators. Fire escapes will be provided on each floor, and there will be fire doors in the corridors.

It is expected that work will be started at an early date upon the main building. At present there is under construction a building which will form an annex to the station building, and be utilized for baggage and express purposes.

The track between Mille Roches and Cardinal, Ont., 33 miles, is being relaid with 100-lb steel. When this is completed the portion of the line between Montreal and Brockville will have been laid with these heavy rails.

Jas. Ferris, one of the oldest conductors in the CPR service, having started with the old Brockville & Ottawa Ry. in 1872, has been superannuated.

An agreement has been reached with the city council with respect to the double tracking of the lines in, and the construction of a belt line around the city. Work has been started on the laying of the second track and it is expected to have it completed early in July.

The Ottawa and New York Railway swing bridge across the Cornwall Canal, near lock 18, collapsed June 23. The accident was caused by the undermining of the centre pier of the bridge, by the rush of water and masonry from a large break in the canal bank. This bridge, with the accompanying one over the St. Lawrence, was opened for traffic in 1900, and was about 286 ft. long. The pier on which the bridge swung was situated against the south bank of the canal and rose about 30 ft. above the canal level. The O&NY Ry. officials had nothing to say about the wreck, beyond the fact that the bridge would be rebuilt as speedily as possible. The break in the canal bank is causing considerable inconvenience to the shipping trade, but a press report recently stated that a special rate is being granted by the railway companies for grain at that time at Kingston, while arrangements would be made for dealing with grain in transit, which had not arrived at Kingston, by transportation by the lake and rail route via Georgian Bay ports. The work of repairing the canal bank is well in hand, in charge of J.L. Weller, Superintendent of the Welland Canal, and it is understood that a temporary cut is being made on the north side, to allow of the passage of vessels which will probably be finished about the middle of July.

Some little time ago a deputation from the Ottawa Electric Ry.'s motormen and conductors waited on Superintendent Hutcheson and asked for an increase in wages, a change in the hours, and also a change in the system for providing uniforms. The question of the recognition of their union also came up, which the Superintendent absolutely refused to consider. He also took the ground that the time was not opportune for an increase in wages, as the men were receiving from 17½ to 21½c. per hour, with free clothing after five year's service. The deputation afterward interviewed the President, Mr. Ahearn who took the same ground as Mr. Hutcheson. A board of conciliation was then appointed, which, while acting in the capacity of judges came to the conclusion that the men were not entitled to any higher rate of wages than they were receiving, but as conciliators they asked that for the sake of peace and harmony the company make some concession, and the chairman, Prof. Shortt, suggested 1c. an hour, which the company agreed to. The following schedule was therefore put into effect June 1:

"Wages - 1st year's service, 18½ c. an hour for week days; 20½ c. an hour for Sundays. 2nd year's service, 19½ c. per hour for week days; 21½ c. an hour for Sundays. 3rd year's service, 20½ c. an hour for week days; 22½ c. an hour for Sundays.

"The hours of labor for regular men will be as at present, 10 hours constituting a day's work, or as near 10 hours as the schedule of runs will permit. The company will not call on any conductor or motorman to perform extra work in excess of his regular schedule day's work of 10 hours except in cases of necessity. Men will not be expected to work beyond the full day unless they are agreeable to do so.

"Clothing of conductors and motormen will consist as follows: For summer, full suit, coat, vest, and trousers; for winter trousers every year, overcoat every second year. All conductors and motormen must be so provided. The company will pay the full cost of such clothing for all men in the service over one year; and half the cost of those in their first year. Uniform caps and badges will be supplied by the company without charge.

"As heretofore, the company, will except in those cases of personal dishonesty, meat and treat with individual employees or a committee of the employees on grievances or disputes which may arise from time to time between the company and its employees."

The Ottawa City Council, on June 25, finally approved of the agreement with the GTR respecting the erection of a union station and an hotel in that city, the fair wage clause, which was the source of the difference, being struck out. The agreement was signed by C.M. Hays Second Vice-President and General Manager June 29 and was subsequently executed by the mayor. The Dominion parliament, July 6, passed the bill authorizing the sale of a portion of Major's Hill Park to the GTR as a site for the hotel upon terms agreed upon. The bill provides that the GTR may transfer the land to the Ottawa Terminal Ry. Co. which is the title of the company incorporated by Parliament to own the union terminals. W. Wainwright Fourth Vice-President GTR stated in Ottawa July 10 that the working plans for the new station and hotel would be completed in a few weeks, when tenders would be asked for the work. It was the intention of the company to go ahead simultaneously with both buildings. The preliminary excavation and concrete work is being gone on with.

01-Aug-1908 Page 547 New York Central

A temporary bridge across the canal at Cornwall was expected to be completed by July 30 to replace the bridge destroyed by the recent washout on the canal. The question of the reconstruction of a permanent bridge is under consideration. Bids have been asked for the reconstruction of the bridge and also for the reconstruction of a small bridge nearer Ottawa, burned July 14.

01-Aug-1908 Page 547 Ottawa, Brockville and St. Lawrence

Ottawa Brockville & St. Lawrence. Replying to a deputation asking the government to grant a subsidy towards the construction of this projected railway from Ottawa to Brockville, the Minister of Railways said that if a subsidy were granted, his idea was that it should be to any company that would construct the line. There had been too much subsidizing and bonusing of companies without any construction being done, but rather charters were peddled about. His idea was that this line should be an electric one, but he recognized that such would have its disadvantages in the winter. Careful attention would have to be given to this matter when the subsidy vote was under consideration. The line as projected would have to be 56 miles long and pass through Manotick, Burritt's Rapids, North Augusta, Merrickville and Algonquin.

01-Aug-1908 Page 549 Maniwaki

A considerable mileage on the line to Maniwaki has been relaid with 80-lb. steel.

01-Aug-1908 Page 573 Ottawa Electric

Jas. E. Hutcheson, Superintendent and Purchasing Agent, OER, whose portrait appears on the first page of this issue, was born in Brockville Sept 15, 1858. He entered railway service in 1874 on the GTR mechanical department afterwards serving in that company's ticket, freight and telegraph departments. In 1884 he was appointed a CPR train dispatcher at Ottawa and in 1886 was made Chief Dispatcher and in 1888 trainmaster, which position he held until 1891 when he took charge of the OER Company's operation. He has taken an active part in the Canadian Street Railway Association's work for several years, having served as a member of the executive committee, as Vice-President and at the recent annual meeting he was elected President.

01-Aug-1908 Page 573 Central of Canada

Press reports announced recently that a contract had been awarded to the Dominion Engineering and Construction Co., Ltd., of which Randolph Macdonald, of Toronto, is President, for the construction of the Central Railway of Canada. As a matter of fact, the contract was signed a year ago, to go into effect as soon as the railway company could make the necessary financing arrangements, but the matter has remained in abeyance on account of the financial stringency. Press reports state that 5% first mortgage bonds to the value of £2,350,000, to be issued to the public at 96, have been underwritten in England. We have not received any official confirmation of this, but have been advised from a reliable source that a portion at least of the bonds have been underwritten. The Hon. A. Campbell, of West Toronto, Ont., President of the company, left for England. July 25, in connection with its affairs. Surveys for the line were made by J.M. Shanly, C.E., of Montreal, some two or three years ago. We are advised that there is a probability that construction will be started this year.

The company was originally incorporated in 1903, as the Ottawa River Ry. Co., with an authorized capital stock of 1500,000, to construct and operate a railway from Grenville to Montreal, via the counties of Argenteuil, Two Mountains, Laval, and Jacques Cartier, with branch lines from St. Andrew's to St. Côme, up the Riviere Rouge to Lake Rouge, and to connect with the Canada Atlantic Ry. at Hawkesbury. Power was granted to issue securities to the extent of \$20,000 a mile, and to enter into agreements with the Jacques Cartier Union Ry., Canada Atlantic Ry., Carillon and Grenville Ry., Central Counties Ry., Great Northern Ry. of Canada, C.P.R., G.T.R., Chateauguay and Northern Ry., Montreal Park and Island Ry., and Montreal Terminal Ry. The company was also empowered to utilize waterpowers, etc., for the use and transmission of electric power for its railway; to acquire hotels, parks, etc.; to construct and operate telegraph and telephone lines; to build docks, dockyards, wharves, warehouses and other terminal facilities on navigable waters, for vessels and elevators, and to own and operate steam and other vessels on navigable waters which are reached or connected with by its railway. In 1904, the company was granted additional powers, to extend its railway from Grenville to Ottawa; to issue bonds to the extent of \$30,000 a mile of the railway constructed or under contract; to make agreements with the Montreal and Northern Ry., Irondale, Bancroft and Ottawa Ry., Central Ontario Ry., and G.T. Pacific Ry.; and the time within which construction was to be completed was extended. In 1905 the name was changed from the Ottawa River Ry. Co. to the Central Ry. Co. of Canada, and further additional powers granted; to extend the proposed line from Ottawa to Georgian Bay at Midland, Ont., passing through the counties of Russell, Carleton, Lanark, Frontenac, Lennox and Addington, Renfrew, Hastings and Haliburton, and Muskoka and Parry Sound districts; to enter into agreements with the Ottawa Valley Ry., Ottawa River Ry., and Quebec Southern Ry.; and a further extension of time was granted within which construction was to be commenced and completed. In 1900, an act was passed to increase the capital stock to \$10,000,000; empowering the issue of bonds upon terminal properties at Owen Sound, Midland, Stratford, London, St. Thomas and Toronto, confirming the agreements for the purchase of the Ottawa River Ry., for 2,000 fully paid-up shares in the company, and for the purchase of the Carillon and Grenville Ry.; declaring the undertaking to be for the general advantage of Canada, and extending the time for the construction and completion of the project.

The company bought the Ottawa River Navigation Co.'s property, including the Carillon and Grenville Ry., but it is said that only a portion of the purchase price has been paid. It is also reported to have obtained an option on the Irondale, Bancroft and Ottawa Ry.

01-Aug-1908 Page 583 Hull Electric

The agreement between the company and the city council respecting the double tracking of the company's lines was signed July 8. The work was reported to be well advanced July 15.

01-Aug-1908 Page 583 Morrisburg Electric

Morrisburg Electric Railway. An act was passed last session of the Ontario legislature incorporating a company with this title to construct an electric railway from Morrisburg, through Williamsburg, Winchester, Chesterville and Morewood to Russell with a branch line to Winchester Village. It is reported that negotiations are in progress for the obtaining of franchises from the municipal councils of the district. This is the revival of a charter granted by the Ontario Legislature in 1902.

01-Aug-1908 Page 583 Ottawa Electric

Arrangements are being completed for the erection of an extra barn adjoining the present one on Albert St. The proposal to extend the line to the cemetery is under consideration, and the company offers to meet the wishes of the city council in this respect if the city will provide a free right-of-way and grade the line. The city desires that the company charge city fares to the cemetery.

01-Aug-1908 Page 585 Kingston, Portsmouth and Cataragui

Arrangements are being made, it is stated, for the submission of a by-law at the city elections in Jan. 1909, in favour of the municipal ownership of the street railway. It has been discovered, a press despatch states, that the city light, heat and power plant has been supplying the company with power at a loss. The company pays the city 1.66 cents a kilowatt at the switchboard, and it costs the city 1.94 cents a kilowatt to produce it.

01-Sep-1908 Page 617 Little Nation River

A subsidy was voted by the Dominion Parliament for the construction of a railway from Papineauville, on the CPR, towards Nominique for a distance not exceeding 30 miles. It was stated in the course of discussion that the Little Nation Ry. Co had not made formal application for the subsidy, when it was decided to recommend one, but it was available for that company.

01-Sep-1908 Page 643 L'Original

At the last session of the Dominion Parliament a subsidy at the usual rate and upon the usual conditions was voted towards the construction of a line from Hawkesbury to Ottawa. The construction of this line, which is an extension of the CNQ is well advanced.

01-Sep-1908 Page 665 Ottawa Electric

The OER has concluded the purchase of an area of land on Coburg St. for the purpose of erecting car barns, It is intended to go on with the erection of these at an early date.

01-Sep-1908 Page 667 Ottawa Electric

The OER is having two Pay as You Enter cars constructed. The first of these has been placed in service.

01-Oct-1908 Page 709 Ottawa Terminal

It is expected that the demolition of the old station buildings at Ottawa will be completed, and the baggage room, which is to be used as a temporary station, erected by the end of the year. Excavation operations are to be resumed early in October. It is expected that tenders will be asked for very shortly, the plans having been approved.

01-Oct-1908 Page 721 New York Central

D'Arcy Scott, who has been appointed to the Board of Railway Commissioners for Canada was born Mar 8, 1872 and was educated at Ottawa University, subsequently taking a law course at Osgoode Hall, Toronto and was called to the bar, June 7, 1895. In 1896 his father, Hon R.W. Scott, giving up practice to enter the Dominion Government, Mr. Scott was appointed CPR solicitor at Ottawa and was later also appointed solicitor for the O&NY and has continued to act in that capacity for the NYC since that company took over the line. He has had considerable railway practice. He has also served two years as a member of Ottawa City Council, and was elected mayor Jan 1, 1908. Among other offices held by him are those of Vice-President of the Union of Canadian Municipalities and Vice-President of the Ontario Municipal Association.

01-Oct-1908 Page 723 L'Original

Plans were filed with the department of Railways at Ottawa Sept. 16 showing the projected new route for the entrance of the railway into the city. The new plan provides for crossing the Rideau River at the back of the Isolation Hospital and running across the Stewart property to a junction with the GTR near Gladstone Avenue, W.H. Moore, Secretary of the company, who was in Ottawa in connection with the filing of plans said the only matter to be settled was the entrance to the city. The new plans overcome many of the objections that were previously urged, and if they are approved immediately, there would be no obstacle in the way of having the company's trains running into the city this year. The grading of the line was practically completed from Hawkesbury to the suburbs and tracklaying was well advanced. This would give a direct line from Ottawa to Quebec with a branch to Montreal.

01-Oct-1908 Page 737 Hull Electric

At a meeting of the Hull City Council Sept. 9, the CPR, owning the HE Co. was granted leave to run a double track from the Interprovincial Bridge via Youville St. This matter has been a point of considerable negotiation between the company and the council.

01-Oct-1908 Page 737 Ottawa Electric

The OER has put in new cedar ties, 24 in. centres, on the whole 5 miles of its Britannia branch.

The company is building an extension to the Dominion Government Experimental Farm. Starting from the existing line at Victoria Park, Holland Avenue, the new line, which is double-track, crosses a road and enters the farm grounds, through which it runs for about 1 1/4 miles to the offices and buildings where a loop is being built. Centre iron pole tracked construction is being used, cedar ties, 28 in. centres, steel rails, 80 lbs., A.S.C.E. section, with continuous rail joints. The distance between tracks is 9 ft.

Good progress is being made with the construction of the extension from Holland Avenue and it is expected that the branch will be ready for opening early in Nov. The company is negotiating with the city council for permission to construct a loop at the south end of Elgin Street for convenience of operating the Experimental Farm extension.

OER pay as you enter cars - see photo copy for pictures and diagram.

The Ottawa Electric Ry. has had built two semi-convertible pay-as-you-enter cars, of which the following is a general description

- Length of car body ..... 21' 0"
- Length of front vestibule. .... 4' 0"
- Length of rear vestibule. .... 5' 0"
- Projection of banterers ..... 0' 6"
- Length of car over bunters ..... 3' 1' 0"
- Width of car body at bottom ..... 7' 7<sup>3</sup>/<sub>4</sub>"
- Width of car body at belt rail. .... 8' 1<sup>3</sup>/<sub>4</sub>"
- Width of car body, inside ..... 7' 4"
- Width of seat..... .34"
- Width of aisle. .... 20"
- Seating capacity.....30 persons

Omnibus sides, monitor roof, drop platforms and vestibules; eight double-sash windows in each side of car body with top sash made stationary. Bottom ash drop into pocket in wall of car; vestibule sash also drop. Single swing door on front vestibule and automatic folding doors on rear vestibule. Single sliding doors in bulkheads. Seats stationary, 34" long, spring bolstered and covered with rattan. Interior finish of car body, cherry. Headlinings three-ply veneer, bird's eye face. Monitor or deck sash arranged to open with special openers. Westinghouse air brakes and hand brakes at front end of car. Emergency brake at rear end of car. The seats are the Ottawa Car Co.'s no. 1 stationary cross seat, 34" long, spring upholstered and covered with unlined twill weave rattan seating. A polished bronze handle to be provided on each seat back. All side windows are provided with curtains, morocco embossed and mounted on 1<sup>1</sup>/<sub>4</sub>" tin barrel shade rollers. Roller top pinch handle curtain fixtures at bottom of side curtains. Curtain rollers are concealed in suitable housings. Front bulkhead window and door are provided with similar curtains to the side ones but fitted with Ottawa Car Co.'s standard fixture. Each car is equipped with an electrical signal bell system, bell in front vestibule with a push button on each side post and one in rear vestibule. Batteries are protected by suitable boxes. Each car is heated with eight cross-seat heaters, complete with three degree intensity switch and cutout. A single truck is used, and the electrical equipment consists of two 30 h.p. Westinghouse 12 A. motors, k. 10 controllers.

The rear vestibule is large and will accommodate 12 persons. The door in the rear is in the centre of bulkhead. The conductor stands on the rear platform and collects fares before passengers enter. The front or exit door is on the right side of bulkhead, and passengers are requested to leave by this door. The double gates at the front of the cars are all steel, and prevent passengers from getting off until car has been stopped. The gates are opened by the motorman, who has entire control of same. When closed, they bar the front bulkhead door, thus preventing passengers going into the vestibule and interfering with or crowding the motorman; they also bar the steps and prevent the attempt of anyone trying to get on by way of front door while car is in motion or when stopped. When opened, which is done by the motor man pressing a pedal with his foot, they swing into the vestibule to an angle, making a roomy passage for persons getting off car and still not far enough to interfere with the motorman and his duties. To close the gate the motorman simply pushes them back to place with his hand before starting car.

The cars, which were put in service toward the end of Aug., are giving satisfaction to the company and the public.

In an interview at Oct. 13, W. Wainwright, Fourth Vice-President, said tenders had been received for the baggage annex at the Central Station, which is to be used temporarily for station purposes until the new structure is completed. The contract, he said, is to be awarded at once, and it is hoped that work will be started right away. The deed from the Crown for the site for the hotel in Major's Hill Park was in the hands of the company for examination, and as soon as it was executed tenders would be asked for the building.

In connection with the plans of the station and hotel, it was reported from New York, Oct 8, that B.L. Gilbert, the architect who prepared the original plans, had engaged counsel to take legal action in connection with their rejection.

The line from Hawkesbury to Ottawa is expected to be completed during the winter, but is not expected to open it for traffic until Mar. 1 1909.

D'Arcy Scott, Assistant Chairman of the Board of Railway Commissioners, who was elected mayor of Ottawa in Jan. last, will, it is understood, continue to act in that capacity during the remainder of the term, but will refrain from taking part in any matter concerning Ottawa which may come before the Board.

The contract for the concrete work and filling for the widening of the Somerset St. bridge for the street railway is being carried out by T. McLaughlin, Ottawa, and the steel superstructure will be erected by the Dominion Bridge Co. The new work will give an additional width to the bridge of 16 ft. and will cost about \$14,000.

Engineers were at work during Nov. in the Ottawa yards in connection with the construction of the central station and hotel. Work is expected to be started on several new buildings shortly. A new icehouse, having double the capacity of the old one, is being built near the yards on Bronson Avenue, and material has been ordered for the building of a new freight shed to run along the extension of Little Sussex Street. No contract has been let for the erection of the baggage annex, which is to be used as a temporary station during the construction period. The tenders received in response to the first call were not satisfactory, hence the second call.

The work of making the rock cuts on the section of the company's line to Ottawa has been completed from St. Joseph's into the city. The grading has been completed to the west side of Green's Creek, and is ready for the rails. This line extends from Ottawa to Hawkesbury where connection is made with the CNQRy. With respect to the entrance into Ottawa, the final arrangements have not yet been completed with the city council, and no further construction work will be undertaken until this has been settled. Amended plans have been filed for the location of the line from the boundary between Russell and Carleton counties, 48.27 miles from Hawkesbury, to Hurdman's bridge, 57 miles from the same point. The route lies between the Montreal Road and the Ottawa river for a considerable distance and then crosses to the south of the road. At Besserer's grove it passes through J. O'Connor's farms, and then closer to the city, through the Grey Nun's property at Cyrville village, then to Hurdman's Bridge, crossing the CPR and the Rideau River to J. Thompson's property. The plan shows a strip of land 100 ft. wide. The company expects to have the line ready for operation in the spring.

D'Arcy Scott, who was recently appointed Assistant Chief Railway Commissioner, has resigned his position as Mayor of Ottawa.

01-Dec-1908 Page 891 Ottawa Electric

An extension to the Dominion Experimental Farm has been completed and a regular service has been operated since November 12.

01-Dec-1908 Page 893 Ottawa Electric

G.W. Lang, heretofore Inspector Ottawa Electric Railway has been appointed Assistant Superintendent. He has been with the company since within a few years of its inception, entering its service as conductor, and being promoted to Inspector about 13 years ago.

01-Dec-1908 Page 901 New York Central

The repairs to the Cornwall Canal above lock 18, where the bank was carried away June 23, causing the collapse of the Ottawa and New York Ry. bridge, are practically completed. A solid concrete wall has been constructed, 260 ft. long by 20 ft. wide at the bottom, and 3 ft. at the top, and 39 ft. from bottom to top. It is to be reinforced on the outside by a bank of heavy ballast. A concrete pier, 23 ft. diameter, and rising 24 ft. above the canal has been constructed to carry the railway and the swing bridge.