

Ottawa Items from Railway and Shipping World - 1911

01-Jan-1911 Page 33 Ottawa Terminal

The minister of Railways told a deputation from Kingston Dec. 8 that he had not been asked to consider the proposal to close up a portion of the Rideau Canal in Ottawa in order that the COR might utilize it as a tunnel.

It would be a pretty large order to ask the government to do this, and without committing the government in any way, he would say that there was a history about the old canal that would make him not very ready to interfere with it. If a company came and offered as an alternative route it might be a different matter. The Ottawa city council has referred the whole matter back to the board of control for consideration.

01-Jan-1911 Page 35 Ottawa Terminal

Ottawa Station Chimney. A special system of lightning protection is being installed at the new station in Ottawa. The cable is of pure copper braided 28 strand wires with a capacity of about 220-900 c.m. cross section and ½ in. in diameter made of seven strands. Large arrow points are to be placed equidistant apart on the conductor encircling the top of the chimney and extending about 3 feet about it. Each point is of specially prepared copper, gold plated, hand burnished, with pores filled. At the terminal of each down lead, two large ground reservoirs are to be set. All fasteners are of 94% pure copper and all connections are interwoven or braided in splices. M.M. Campbell C.E. is the inspector.

01-Jan-1911 Page 35 Ottawa, Rideau Valley and Brockville

Press reports state that C.W. Morse and some other engineers are working in the vicinity of Smiths Falls in connection with surveys for this projected line. The surveys being made in that vicinity are with a view of reaching some deposits of iron ore to the north.

01-Jan-1911 Page 43 L'Orignal

At a session of the Board of Railway Commissioners held at Ottawa Dec. 6 he matter of the proposed temporary entrance of the CNOR into Ottawa across Hurdman road was further adjourned until the city council had time to consider the matter. The Chief Commissioner said the understanding was that the tracks, if laid across the road are to be used for freight purposes only for two years, and that if used for any other purposes the Board will compel their

01-Jan-1911 Page 53 Westport

R.G. Harvey, railway contractor who build the BW&SSM, (recently acquired by the Mackenzie and Mann interests) and the Halifax and Yarmouth Ry. (now part of the Halifax and South Western Ry.) died in Brockville Nov. 27.

01-Jan-1911 Page 79 Ottawa Electric

Statistics for year ended June 31, 1910.

Mileage - 23.4, Gross earnings - 716594, Operating expenses - 466530, taxes 50484, Net income 199578, passenger car miles 3,924542, freight car miles 25,727 fare passengers carried 15,987,849

The OER has 20.64 miles of second track and operates over 2.22 miles of leased track.

01-Feb-1911 Page 117 Other

GTR we are advised that while there is no question but what the GTR will eventually have a direct line from Ottawa to Toronto there is nothing in contemplation at present. Press reports referring to this matter state that the new line from Ottawa to Toronto, instead of passing through Coteau Jct. (sic) as at first planned would run almost direct from Ottawa to Brockville and pass through Perth and Smiths Falls

01-Feb-1911 Page 131 Renfrew

A. Begg, who was a contractor on the OA&PS now part of the GTR, died at Ottawa recently.

01-Feb-1911 Page 141 L'Orignal

The Board of Railway Commissioners has authorized the building of the line across Hurdman's Road subject to certain conditions.

01-Feb-1911 Page 155 Little Nation River

Action has been entered in the Ontario courts by C. Niabon, Sanborn, NY to recover \$17,500 which he alleges is his share of the commissions paid to J.C. Kelly for the sale of the franchise of the Little Nation Ry. and some timber limits.

01-Mar-1911 Page 217 Other

W. Wainwright, Second Vice-President, GTR, is quoted as having stated that the company is planning to build a direct line from Ottawa to Toronto. Three routes are under consideration, that of the Kingston, Smiths Falls and Ottawa, the Ottawa, Rideau Valley and Brockville and another interest which is advocating a route via Gananoque.

01-Mar-1911 Page 217 Ottawa Terminal

A. Gray, Resident Engineer GTR Ottawa, in an address to the Ottawa Branch, Canadian Society Civil Engineers, Feb. 8, referred to the work being done by the company at Ottawa. He stated that already over \$2,000,000 had been expended on account of the erection of the hotel and station and the expenses incurred in the enlargement of the yard. The accommodation for passenger trains had been increased 100% by the alterations and the freight yard had its accommodation increased 50%. The tracks have been laid in the yards with 100 lbs. steel. The tracks are ballasted with broken stone instead of sand or gravel, in order to avoid dust. The changes in the freight yard alone cost \$45,000. He went into the details about the retaining wall which was constructed along the canal, which cost much more than was at first expected, because a boulder and gravel bottom was found for a distance where rock foundation was anticipated and piers had to be sunk. The cost of this retaining wall was \$24,050. Thewall is designed to carry 5,000 lbs. to the foot.

He also described the train shed covering the eight tracks, which is to be 500 by 132 ft. The entire roof will be of glass, though the exact kind is not yet decided. It will be set in steel with steel supports for the roof. It will extend the present baggage annex to the retaining wall along the canal. The train shed has an opening in he roof directly over the engine funnel in order to do away with the smoke in the shed as would be the case if the entire place were covered. The platforms will be, of course, of concrete. The work will be started next summer.

It is proposed to install an interlocking switch system at the company's terminal yard and station, Ottawa, to build a new drawbridge across the Rideau canal at Elgin Street, and to build a new roundhouse and repair shop at Ottawa East.

01-Mar-1911 Page 231 Beachburg

Surveys are reported completed for a line from Rideau Jct. on the Toronto - Ottawa line , about 6 miles south-west from Ottawa, to Port Arthur, effecting junction on the way with the line from Toronto, via Sudbury, now terminating at Gowganda Jct. The route laid out is said to cross the Ottawa River at Fitzroy Harbor and to return to the Ontario side of the river at Portage du Fort, entering Pembroke from the rear, and on to Petawawa, skirting the south end of the military reserve and following the valley of the Petawawa River through a section of the Algonquin Forest Reserve to Cedar Lake, then crossing a low divide to the collecting basin of the Amable du Fond.

01-Mar-1911 Page 259 Morrisburg and Ottawa Electric

The Ottawa city council s being asked to grant the company a franchise for a line along Main Street in order to connect its line from Morrisburg with the lines of the OER. Also for permission to lay tracks on Main Street and Hawthorne Avenue, Ottawa East, at the junction of which it is proposed to erect a passenger terminal station. C.M. Willard, Morewood, is President.

01-Mar-1911 Page 259 Ottawa Electric

We are officially informed that no additional mileage was laid during 1910, the only new track laid being a mile of double track on portions of two streets where there had previously been only a single track.

The GTR having arranged to give a 15 ft. strip to widen Mosgrove St. between Rideau and Besserer Streets, the city council, Feb. 15, decided to ask the OER to move its tracks for mail cars from Little Sussex Street to Mosgrove and Besserer Streets.

01-Mar-1911 Page 263 Ottawa Electric

Excerpts from annual report. Work on the new power house was commenced last fall. Waterwheels and a 2,000 h.p. generator are being installed, which will be completed early next summer. This will give double the present power capacity. We have also under order 18 double truck p.a.y.e. cars, nine of which will be delivered next month. With these improvements and additions the company will be in a position to handle the rapidly increasing business which has almost doubled in the past six years.

01-Apr-1911 Page 335 Alexandria

Canada Atlantic Division. During the current construction season, it is proposed to do considerable work in the way of filling in trestles and to build several new bridges. The work of filling in trestles has been in progress ever since the GTR took over the whole line, and it is expected that the whole work may be completed this year.

01-Apr-1911 Page 335 Alexandria

We are advised that plans are being prepared for some changes at the round house and machine shop at Ottawa East, but that at present it is impossible to state definitely what the changes will be or when they will be made.

01-Apr-1911 Page 335 Ottawa Terminal

The Board of Railway Commissioners has approved plans for the platforms and train shed for the central union passenger station.

01-Apr-1911 Page 335 Renfrew

Rideau Canal bridge. The company has in course of renewal the swing bridge over the Rideau Canal which is situated west of Rideau Jct. where the line branches westward. The present bridge was built about 25 years ago. It consists of a single track plate girder span of equal arms and swings by hand power.

The length over all is 106 ft. 9 ins. seven feet deep at the centre and two feet deep at the ends. The bridge was designed for a live load of 3,000 lbs. per lineal foot. The new structure will be a similar kind of bridge 120 ft. overall 7½ ft. deep at centre and 3½ ft at the ends with a sustaining capacity double of the present bridge, and it will be operated by an electric motor. On account of the heavier concentrated loading both the pivot and the rest piers are being entirely rebuilt in concrete. The Dominion Bridge Co. is the contractor for the new superstructure and the entire work is under the supervision of H.G. Kelley, Chief Engineer.

01-Apr-1911 Page 339 Prescott

An Ottawa press report states that a new 16 stall roundhouse is to be built at Hintonburg, west of the present one, a portion of which was burned down in the summer of 1910. The new building will be of concrete and will, it is said, be started at once. Some rearrangement of the yards will also be made and, it is also reported, tenders will be asked for the erection of a 500 ft. concrete bridge at Grahams station.

01-Apr-1911 Page 339 Havelock

A contract is reported to have been let to Jones and Girouard, Ottawa, for the building of a second track from Smiths Falls to Bathurst, about 19 miles. Bathurst is the point on the Montreal - Toronto line from which it is said the new lake shore line to Locust Hill, near Toronto, will be built under the Campbellford, Lake Ontario and Western Ry.'s charter.

01-Apr-1911 Page 341 Kingston (CP)

The Kingston and Pembroke Ry. locomotive drivers and firemen recently sent a deputation to management to request that consideration be given to the question of wage increases. It is stated that the matter is under consideration and that it is likely that an increase will be granted.

01-Apr-1911 Page 345 Smiths Falls

In an interview recently Sir Donald Mann is reported to have stated .. that the line between Ottawa and Toronto would be completed this year. The grading was well forward and the engineers were getting within sight of the finish.

In connection .. the Board of Railway Commissioners has issued a number of orders as to the diversion of roads , crossing of highways, bridges and buildings and approving location of line through Lanark county. It is expected that the first portion of the Toronto - Ottawa line to be opened will extend from Toronto to Belleville, 120 miles.

01-Apr-1911 Page 351 Ottawa Electric

P. Whelen, director, Ottawa Electric Ry. died at Ottawa Mar. 17, after several weeks illness.

01-Apr-1911 Page 352 New York Central

F.J. Balch, heretofore General Freight Agent has also been appointed General Passenger Agent, vice H. Gays, resigned. Office Ottawa.

01-Apr-1911 Page 361 Ottawa Electric

The OER has received three p.a.y.e. cars 33½ ft. bodies, 45 ft. over all, mounted on 27-FE-1 trucks from the Ottawa Car Co.

01-Apr-1911 Page 363 Ottawa Electric

Negotiations are reported to be in progress for an amalgamation of the OER and the Ottawa Light and Power Co.

01-May-1911 Page 419 Carleton Place

We are officially advised with respect to the reported call for tenders for replacing the wooden trestle at Grahams station near Ottawa, that it is contemplated to replace the existing trestle by a permanent structure during the current year, but it has not definitely been decided whether it will be of concrete or of concrete and steel

01-May-1911 Page 419 Havelock

We are officially advised that a contract for the building of a second track from Smiths Falls westerly to Bathurst, 19 miles on the Montreal - Toronto line, has been let to Jones and Girouard, of Ottawa. Work is being started at once, the contractors having opened an office in Smiths Falls.

01-May-1911 Page 419 Ottawa Terminal

The report of the Ottawa city engineer and W.F. Tye, consulting engineer, Toronto, upon the railway situation has been presented to city council. The engineers recommend the closing of part of the Rideau canal, to permit of the construction of a tunnel to be used by all railways from the central station to the union station, with the cutting of a new canal on the western side of the city. It is also recommended that the GTR cross town tracks be taken up and connection be made with the tunnel. The cost of building the tunnel is estimated at about \$1,500,000. The plan recommended follows closely that prepared by the CPR some time ago. In explaining the plan to the city council, April 5, Mr. Tye said it would be the best thing that ever happened to Ottawa if it were carried out. The plan and report were referred to a special committee for full consideration.

The Minister of Railways and Canals is reported as saying that the proposal would require serious consideration. The marine interests would have to be consulted and the whole project would have to be examined by the department Engineers. Personally he did not think that the government should be asked to pay for the building of the new cut for the canal but he could not say what would be done when the matter came up for consideration.

01-May-1911 Page 429 Smiths Falls

The Board of Railway Commissioners has approved of the revised location of the plans for the line near Billings Bridge, mileage 2.3 to 3.02, from Ottawa on the Toronto-Ottawa line; and has heard an application for the approval of the location plans for the route at Smiths Falls, mileage 37.8 to 40.8 from Ottawa. Some opposition was made to these plans on the part of residents of Smiths Falls and the Commissioners reserved judgement. The company's right of way agent stated at Smiths Falls, April 5, that all the right of way between Ottawa and Smiths Falls had been secured and also most of the land required for the line between Smiths Falls and Sydenham. It is expected that a contract will shortly be let for the construction of the line from Ottawa to Sydenham, and that work will be commenced on it during the summer.

The Board of Railway Commissioners has approved revised location at Smiths Falls, mileage 37.8 to 40.8 from Ottawa; the building of a subway at Kingston Road, Hamilton tp.; the diversion of certain public roads in Loughborough tp.; and the crossing of the BW&NW at Brockville Jct. mileage 189.34 from Toronto.

01-May-1911 Page 431 Ottawa Terminal

The Board of Railway Commissioners has rescinded the order passed Mar. 7 approving plans for train shed etc. at the central station.

Referring to the report as to the tunnel at the Rideau Canal, W. Wainwright, Second Vice-President, is quoted as having stated, April 5, that he was not in a position to discuss the matter officially on behalf of the company, but personally, it did not appeal to him. In addition to having to remove its Parry Sound line and place it in a tunnel, the carrying out of the proposal would do away with the company's freight yards. General Superintendent Donaldson, is quoted as saying April 5, that the project did not meet with the approval of the GTR. The company had an alternative proposal, which would be laid before the authorities.

01-May-1911 Page 445 Belleville

In an interview at Toronto, April 24, D. McNicholl, Vice-President CPR, is reported to have said that the location of a line from Glen Tay on the Montreal-Toronto line, 15.7 miles west of Smiths Falls, via Belleville, thence along the shore of Lake Ontario to a point east of Leaside Junction, 5.3 miles east of Toronto. It was originally intended to start this line from Bathurst, 19.4 miles west of Smiths Falls, but Glen Tay has been decided on instead. Mr. McNicholl added that engineers would be started from the western end of the proposed line to meet those working from the east and that construction would be completed in about two years. The new line would have a gradient of about four tenths of 1% and would be adapted for fast passenger travel, avoiding the Scarborough elevation.

01-May-1911 Page 451 New York Central

J.P. Daly, heretofore chief clerk to Division Freight Agent, NYC Buffalo, has been appointed General Freight and Passenger Agent O&NY vice F.J. Balch, resigned. Office Ottawa.

01-May-1911 Page 455 Ottawa Electric

We are advised that it is the company's intention to lay a double track line on Preston Street, from Somerset St. to Dow's Lake, 1.25 miles this season. The work of relaying the present tracks on Sparks St. was expected to start in April. Neither construction is likely to be undertaken this year.

01-May-1911 Page 459 Ottawa Electric

The OER has received two pay-as-you-enter cars, 45 ft. long over all mounted on 27-G-1 trucks from the Ottawa Car Co.

J.E. Hutcheson, Superintendent and Purchasing Agent, OER, on his return to Ottawa from the west, Apr. 10, is reported to have said that early in may the company hoped to put in operation 20 new p.a.y.e. cars.

01-Jun-1911 Page 515 Belleville

Engineering parties are in the field making location surveys for the new line from near GlenTay station to Leaside Jct. .. The surveys are being gone on with from both ends and it is expected that construction will be started next year.

01-Jun-1911 Page 521 Ottawa Terminal

Drawing of the GTR station and hotel at Ottawa.

The Board of Railway Commissioners has approved plans for change of alignment in the vicinity of Rideau Canal, and across Main St., Elgin St., and Echo Drive, Ottawa.

In connection with the C.P.R. proposal to build a tunnel along a portion of the Rideau Canal in order to secure a new entrance to the centre of the city, the G.T.R. is said to have prepared a plan for submission to the city council. The proposition is said to aim at bringing all the railways in over intersecting roads as far as the Deep Cut to allow the Canadian Northern Ry. to run from there to the central station, and to have the C.P.R. tracks parallel those of its own line through Ottawa East, near the present union station.

The new station is expected to be ready for opening in Sept., about the same time as the new hotel. Other improvements planned include additions to the workshops, but it is not expected that these will be undertaken until the matter of the entrance of the various lines into the city is settled. However, new steel coal chutes will be erected, having a storage capacity of 350 tons, at a cost of about \$15,000, to replace the existing trestles.

The illustration made from a drawing, shows in the lower right hand corner a portion of the G.T.R.'s new-central station at Ottawa, which will also be used by the C.P.R., for some of its Ottawa trains, and also by the Ottawa and New York Ry. The G.T.R.'s new hotel Chateau Laurier is shown across the street from the station. The new Plaza across the Rideau canal, which is being created by the joining of the two bridges, will make a splendid thoroughfare. At the left of the illustration are the Parliament Buildings, and the eastern and western departmental blocks at the top, and lower down, facing the plaza, is the Post Office Building.

01-Jun-1911 Page 521 Ottawa Terminal

In connection with the CPR proposal to build a tunnel along a portion of the Rideau canal in order to secure an entrance to the centre of the city the GTR is said to have prepared a submission to city council. The proposal is said to aim at bringing all the railways in over intersecting roads as far as Deep Cut to allow the Canadian Northern Railway to run from there to the central station and to have the CPR tracks parallel those of its own line through Ottawa East near the present union station.

01-Jun-1911 Page 521 Renfrew

The Board of Railway Commissioners has approved plans for change of alignment in the vicinity of Rideau Canal and across Main Street, Elgin Street and Echo Drive Ottawa.

01-Jun-1911 Page 525 Smiths Falls

Contracts for the construction of the remaining portion of the CNOR between Toronto and Ottawa were let May 19.

01-Jun-1911 Page 557 Ottawa Electric

The question of building extensions to the street railway system are under consideration by the city council. In this connection, notice of motion has been given by Alberman Striad for the appointment of a commission to report on the best way of meeting the situation about to arise through the expiration of certain of the franchises held by the company. The company has notified the city that it prefers the Montreal Road to the St. Patrick St. route for the new line to the cemetery and the matter is under discussion.

01-Jun-1911 Page 561 Ottawa Electric

The OER has ordered one heavy double broom electric steel frame snow sweeper from the Ottawa Car Co.

The OER has been notified that the Dominion Government will not renew the contract for the carriage of mails to and from the trains, as it is proposed to use automobiles. The contract expires Sept. 1. The amount paid the company under the present contract is \$8,000 a year and it is said to have asked for an advance to \$15,000.

01-Jul-1911 Page 655 Other

Ottawa to Brockville or Kingston. In an interview in Toronto June 16, W. Wainwright, Second Vice-President, is quoted as having stated that the company would, in the near future, build a line from Ottawa to Brockville or Kingston. The management had the matter under consideration and a decision as to the point of junction with the main line would be made almost immediately. "Possibly" added he, "the short line between the Toronto-Montreal line and Ottawa will be double tracked."

The company has now control of two charters for lines out of Ottawa - one the Smiths Falls and Kingston Ry., and the other the Ottawa, Rideau Valley and Brockville.

01-Jul-1911 Page 655 Ottawa Terminal

Considerable progress has been made towards the completion of the station buildings at Ottawa and it is expected that it will be ready for occupation by the traffic staffs in Sept. The three top floors are to be occupied by the Board of Railway Commissioners and it is expected these will be ready early in July.,

01-Jul-1911 Page 657 Prescott

The Ottawa city council will July 3, hear any persons interested in opposing the sale to the CPR of the road allowance between conc. A and I, Ottawa Front, Nepean tp. and portions of Alongo and Richmond Streets for which a by-law has been under discussion.

01-Jul-1911 Page 657 Havelock

A subcontract has been let to A. & W.D. Wheaton for grading a section of second track work between Smiths Falls and mileage 9 near Perth.

01-Jul-1911 Page 661 Smiths Falls

A start was made at Dwyer Hill, midway between Ottawa and Smiths Falls, June 12, on the grading of the remaining section of the Toronto - Ottawa line. At this point a subcontract covering six miles has been let to Ross and McCombe. Another subcontract is reported let to Harrison, at Smiths Falls. Other contractors are reported to have their plants ready to move in as soon as the general contractors have assigned them mileage. The locating engineers are busy completing their work, so as to let the contractors start work.

01-Jul-1911 Page 683 Hull Electric

Plans showing the car barns, repair shops and offices which it is proposed to build near Hull Jct., on the Little Farm, were filed at city hall, Hull, June 1. The estimated cost of the buildings is \$25,000. The present shops are at Deschenes and these will be turned into car barns when the new buildings are completed.

01-Jul-1911 Page 683 Ottawa Electric

The Ottawa City Council was authorized last session of the Ontario Legislature to borrow \$14,500 for the purpose of providing the cost of a roadway to enable the OER to extend its line to Beechwood and Notre Dame cemeteries in Gloucester tp. Negotiations are in progress with certain property owners at the corner of Carling Avenue in order to extend the Preston St. line and form a new loop line.

01-Aug-1911 Page 737 Alexandria

The new coal chutes east of the Rideau Car shops, Ottawa, are nearing completion. It is stated that owing to the delay in settling the railway entrance plans that work will not be started this year upon the erection of the additions to the shops.

01-Aug-1911 Page 743 Smiths Falls

Subcontracts - McDonald and Chisholm, Hurdman's Bridge to Rideau River; H. Christian, Rideau River at hogs Back to Richmond; P.J. Brennan, from Richmond west to Smiths Falls.

The question of the location of the terminals in Ottawa is still unsettled and it is said that nothing definite will be done in regard to them until some questions in connection with the route of the proposed Georgian Bay canal have been settled.

01-Aug-1911 Page 781 Kingston, Portsmouth and Cataraqui

The KP&C, which recently commenced operating a Sunday service, has declined to accede to the request of the Lord's Day Alliance to discontinue the service. The company's franchise allows the operation of cars on Sundays, and the management states that so long as the majority of the citizens desire it, the cars will be run.

01-Sep-1911 Page 831 Ottawa Terminal

A.W. Smithers, Chairman, and the directors party visited Ottawa Aug 11 and inspected the work in progress at the hotel and station building. He expressed satisfied with the progress made, but declined to say anything in regard to the plans for rearranging the entrance of the railways into the city, as he had not given them serious consideration. The new station, President Hays stated, would be completed about Oct. 1.

A contract has been let to John S. Metcalfe Co. Ltd., Montreal, for the foundations for the train shed and for the erection of the concrete platforms for same. The approximate expenditure under the contract is \$50,000.

M. Donaldson, Superintendent, Ottawa Division, in a recent interview said the western end of the city was the most advantageously placed industrial centre and that the GTR would do all that was possible to develop it.

01-Sep-1911 Page 839 Beachburg

The Ottawa-Sudbury or French River section, as it is often called, is in many ways one of the most interesting sections of the CNR system. The Toronto and Sudbury lines come out of Ottawa together for some 5.5 miles to Rideau Junction where they bend in opposite directions, the Sudbury line heading north west for over 30 miles to the Ottawa River. The work is light and the alignment is very good indeed. The only interesting features being the two overhead crossings of the CPR at Bells Corners and the GTR at South March. At mileage 28 from Ottawa the line crosses the Ottawa River into Quebec province, at the outlet of Chats Lake. The crossing is about 2,500 ft. long with one span of 250 ft. and a number of shorter ones. All foundations are on rock and never submerged more than a few inches below low water. Through the county of Pontiac the work is again light to Portage du Fort, where the Ottawa is again crossed. The river is narrower at this point but the grade much higher (about 50 ft. above high water). There are three spans of 200 ft. each and a number of shorter ones, the deepest foundation being 18 ft. depth at low water. The location as described above was the subject of considerable study and discussion, as it seemed quite unnecessary to cross the Ottawa River twice and leave the towns of Arnprior and Renfrew to one side. It was found, however, that the location of the Canada Atlantic and the CPR on the south side of the Ottawa, through both these towns, and of the latter along the immediate bank of the river made it impracticable to secure a reasonable share of the traffic, and at the same time to get good alignment and grades, and two crossings of the CPR would have been necessary, and there would also have been heavy crossings of the Mississippi, the Madawaska and the Bonnechere. As a government aided road also it seemed in better taste to strike out into new territory and avoid direct competition with the older lines.

Crossing back into Ontario at Portage du Fort, the line passes through a very rich country centred in Forrester's Falls, Beachburg and Westmeath, and, crossing the CPR again, overhead about three miles east of Pembroke, runs into the latter town at the 86th mile line, where the Muskrat river is crossed, in the valley of which is the GTR branch, necessitating a high bridge to clear it overhead. A mile further on the line crosses the Indian River, a comparatively small stream. The natural route from this west is, of course, the Ottawa River, but not only are the shores very bold and precipitous, but the CPR fully covers the territory and the CNR would again have laid itself open to the charge of unnecessarily paralleling the older road. The valley of the Indian River was therefore taken to its source near Grand Lake and then the Petawawa River valley. This occupies a great depression running parallel to the Ottawa River and generally about 25 miles distant. An enormous quantity of pine timber has come down this river in the last 40 years and it is still coming. The route follows the river closely from Lac a Travers to the head of Cedar Lake which is a great sheet of water ten miles long and two miles wide forming a collecting basin for the several branches. The northern one is followed past Cauchon Lake, the line going over a low divide to the Amable du Fond.-- There are some few 6 degree curves and one or two 8 degree but the standard is 4 degrees and is seldom exceeded. In the canyon of the Petawawa River below Cedar Lake and at one or two other points there is some heavy side hill work in rock. The most interesting features are the two bridges over the Ottawa and the almost complete avoidance of grade crossings of other roads. There are seven crossings of other railways between Rideau Jct. and North Bay and in all but one (the T&NOR) grade separation is effected.

01-Sep-1911 Page 841 L'Orignal

A spur has been completed at Ottawa connecting the line from Montreal with the Ottawa and New York Railway.

01-Sep-1911 Page 841 Smiths Falls

The company is reported to have purchased 110 acres at Bowesville, near the concrete bridge being built over the Rideau River, at the point where it is expected the Toronto-Ottawa line will join the company's transcontinental line. This area will be used for shops etc. according to the reports. Other reports state that options have been obtained on something like 2,000 acres of land on the Merivale road for the company's purposes.

01-Sep-1911 Page 849 Ottawa Terminal

The question of a general entrance into Ottawa for all railways was dealt with Aug. 18, at a conference between a special committee of the city council, N. Cauchon representing D. McNicholl, Vice President, CPR, who was unable to attend owing to indisposition; and Sir Donald Mann, Vice President, and W.H. Moore, Secretary CNOR. The plan proposed over a year ago for bringing in the railways by a tunnel along a portion of the Rideau Canal, the closing of which would be necessary, was discussed at length, and it is said that while the city approved of the proposed tunnel approach, the abandonment of a portion of the Rideau Canal is not looked on with any degree of favour. The canal might be narrowed and a portion of the Driveway reserve might be utilized for the tunnel, giving room for six tracks. The tunnel would extend from opposite the Central Station across the city to the Union Station.

The GTR is not favourable to the proposition and will probably oppose it when application is made to the Dominion Government for the approval of the

There has been placed on the London, Eng., market, through Parr's Bank Ltd., an issue of £1,000,000 of first mortgage 5% bonds of the Central Ry. Co. of Canada. Of this issue £400,000 was stated to have been taken up in Canada and in Paris, France, the remaining £600,000 being offered at 95%. The issue is to be secured by a first mortgage on about 164 miles of railway, comprising a line of 110 miles from Montreal to Ottawa, and 54 miles of branch lines, which are at present partly built, together with the equipment, and a land grant of about 1,300,000 acres of land in the valley of the Ottawa River, to which the company will be entitled under 19 and 20 Vict., chap. 112, and 24 Vict., chap. 80. The proceeds of the bond issue will be utilized for the purpose of paying the balance of about £40,000 due on the purchase of the Ottawa River Navigation Co. and the Carillon and Grenville Ry., owned by it; the payments to C. J. Wills and Son, under their contract for building the line from Montreal to Ottawa, the provision of rolling stock, the defraying of legal and other expenses, and the balance to making surveys, etc., for extensions. The officers and directors are: President, Hon. A. Campbell, Toronto; Vice President, Hon. W. Owens, Montreal; other directors, Hon. A. Desjarine, E.G. Penny, H. W. Raphael, F. S. McLennan, Montreal; W. F. Tye, Toronto; J. A. C. Ethier, K.C., St. Scholastique, Que.; Sir R. Gresley, Burton-on-Trent, Staffordshire, Eng.

Accompanying the prospectus is a lengthy statement dated May 3, over the signature of Hon. W. Owens, the Vice President, and a map showing the district which will be served by the projected railway. This statement sets out that the main line will extend from Montreal to Midland, on Georgian Bay, 544 miles, and that legislative authority has been obtained to extend the line from Midland to St. Thomas, Ont., and other points, and to make connections, not only with Canadian railways, but with U.S. railways at the International boundary. The total length of main line and branches is stated as 660 miles. The present issue will provide for the completion of 164 miles of line, viz., the main line from Montreal to Ottawa, and two branches. The main line, Senator Owens says, "includes the Carillon and Grenville Ry., 13 miles, constructed and in operation, and the main line of the Central Counties Ry. from Hawkesbury to Ottawa; while the branch lines include the St. Agathe branch, 47 miles, "of which the seven miles already constructed are to be brought to standard, and 13 miles are partly constructed." The second branch to be built will be one of seven miles, to Ste. Rose. Out of the proceeds of the bond issue the company Proposes to acquire the Carillon and Grenville Ry., the Central Counties Ry., the Ottawa Valley Ry. and the Ste. Agathe branch, as well as the Ottawa River Navigation Co.

The plans for the railway have been reported upon by J. M. Shanly, C.E., Montreal, and an agreement has been made for connection with the projected terminals in Montreal of the Montreal Central Terminal Co.

A contract has been entered into with J. Wills and Sons, 28 Victoria St., Westminster, London, Eng., for the construction of the line from Montreal to Midland, and 37 miles of branch lines by Dec. 31, 1913, the section from Montreal to Ottawa to be completed Nov. 1, 1912. The contract provides for a high standard of construction, with low gradients, light curvature, bridges and culverts of stone, concrete and steel, 80 lb. rails. We are advised by the representative of the contractors in Canada that it is more than likely that a portion of the work will be sublet, but that no instructions have been received to go ahead with the work. A contract, states the prospectus, has been entered into for the construction of the branch from St. Andrews to Ste. Agathe, the contract price being \$21,400 a mile. The Ottawa River Ry. was originally incorporated by the Dominion Parliament in 1903, to build a railway from near Grenville to Montreal, with branches from St. Andrews to St. Come, up the River Rouge to Lake Rouge, and to connect with the Canada Atlantic Ry. near Hawkesbury, Ont. H. W. Rapheal and J. A. C. Ethier are the only two of the original directors who are now associated with the company. It obtained power to build additional lines in succeeding years, and in 1905 was authorized to change its name to the Central Ry. Co. of Canada, and was given power to amalgamate with various other railways. In 1904, the company obtained an act of incorporation from the Ontario Legislature as the Ottawa River Ry., and extensions of time have been granted by both the Dominion Parliament and the Ontario Legislature to both companies. The Ottawa Valley Ry. was incorporated by the Dominion Parliament in 1892, to build a railway from St. Andrews to Carillon, and from Grenville to near Calumet, on the C.P.R., and in 1894 all the rights of this company were authorized to be transferred under an agreement to the Atlantic and Lake Superior Ry.

The Prescott County Ry. was incorporated by the Dominion Parliament in 1897. A further act was passed in 1889 changing us name to the Central Counties Ry., and amending acts were passed from time to time with respect to extensions of time for construction, arrangement of bond issue, etc. The company built a line from Glen Robertson to Hawkesbury, and from South Indian to Rockland, Ont., together 38.49 miles, which lines are leased to the Canada Atlantic Ry., the company maintaining a separate existence, and having power to build certain other lines.

The Carillon and Grenville Ry., to which the prospectus says the 1,300,000 acre land grant attaches, was incorporated by the pre-Confederation Parliament in 1840-41, and the acts quoted as covering the land grant were passed in 1857 and 1861 respectively. The railway was built under a subsidy granted by the Dominion Parliament in 1894.

In connection with the statement in the prospectus and in the letter of Senator Owens, Vice President, that among other properties acquired is that of the Carillon and Grenville, 13 miles constructed and in operation, and that this line is to form part of the company's main line from Montreal to Ottawa, it should be noted that the physical property of the C. and G. Ry; has been sold by the Ottawa River Navigation to interests associated with Mackenzie, Mann and Co., but we are advised that this sale will be contested. With respect to the land grant of 1,300,000 acres, which is mentioned as an asset, Sir Richard W. Scott, ex-Secretary of State, who was one of the directors of the original company, is quoted as saying that the grant was made in 1854 for the building of a railway between Quebec and Lake Huron. In 1861 the Canada Central Ry. was formed to build a line between Ottawa and Carleton Place as a part of the project, but it was found impossible to float the bonds for construction. The 1854 charter was allowed to lapse, but the Canada Central Ry. charter was kept alive and the line was built in the seventies, and is now part of the C.P.R. The Ontario Government maintained that the land grant had lapsed at Confederation, and after an action in the courts a settlement was effected, and an act was passed by the Dominion Parliament in 1874, confirming: the settlement. Sir Richard adds: "The prospectus, said to have been issued in England, claiming an asset of 1,300,000 acres of Ontario land, is not based in legal substance."

The Dominion Government started the policy of voting cash subsidies in aid of the building of railways in the session of 1882, the first payments being made in the financial year 1883-S4. In J. E. H. Currier's Index to Railway Legislation, 1867 to 1905, is the following statement: "There have to be added the following exceptional subsidies," and then appears: "The Canada Central Ry. paid between 1878-83, \$1,525,250." As the company built 120 miles of line, which now forms part of the C.P.R. system, the subsidies received amounted to \$12,700 a mile.

The solicitor of the Central Ry. Co. of Canada advises us that the land grant referred to in the prospectus is intact, and that the company is acting upon the advice of eminent counsel in Canada and England.

Mrs. Quick, wife of J.E. Quick, General Baggage Agent GTR, submitted the designs which have been adopted by the manufacturers in Limoges, France, for the china for the new GTR hotel at Ottawa.

The OER has received four 33½ ft. electric pay-as-you-enter cars 45 ft. long overall, mounted on 27-FE-1 trucks, from the Ottawa car Company.

Gatineau River Valley - Press reports state that a company is being organized in Ottawa to build an electric railway from that city along the valley of the Gatineau River. The idea is to make the line serve all the summer resorts between Ottawa and Farm Point.

The company, it is said, has refused to consider the building of the proposed cemetery extension through Beechwood Avenue. The route favoured is that via Cummings Bridge.

01-Oct-1911 Page 937 Kingston (CP)

It is proposed to carry out a number of improvements and repairs, other than ordinary maintenance, on the line during the current year. These works include the relaying of 30 miles of track with new 65 lb. steel rails, a considerable expenditure on ballasting and ditching, bridging and culverts, new fencing and buildings besides works at the Y's at Sharbot Lake and Renfrew.

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In connection with the issue of bonds for the construction of this railway, it would appear that the original grant of land was in favour of the Carillon and Grenville Ry. and that the Canada Central Ry. was one of a group of railway companies incorporated with a view to carrying out the project, and entitled to participate in the land grant. The Company is advised by eminent counsel, not only in Canada but in Great Britain, that "no legislation has affected the rights of the Carillon and Grenville Ry. and the right of that company to call for the land grant remains in force."

A legal action as to the land grant was tried in 1873 and 1874 and is reported in 20 Grant's Chancery reports page 273, the decision dealing with the land grant and the method of distribution among the several railways entitled to it. The Canada Central Ry. succeeded in regard to about 360,000 acres of land in respect to the 28.5 miles of line between Ottawa and Carleton Place and it is said that this was afterwards commuted for a cash subsidy of about \$13,000 per mile. The payments made to the Canada Central as an "exceptional subsidy" amounted in all to \$1,525,250 and as the company built 120 miles of line this would work out to over \$12,700 a mile. The contention is that the agreement with the Canada Central Ry. only affects that company and the mileage constructed under its charter, and that the land grant is still available for any company building the balance of the line under the charter of the Carillon and Grenville Ry. or its successors. The Railway Act of 1903 gives a purchasing railway the right to a land grant attached to a purchased railway and this right is claimed to be fully protected by secs. 152 and 153 of the Railway Act in the Revised Statutes of Canada of 1906. The land grant available for the company originally would be about two-thirds in Ontario and one-third in Quebec. With reference to the sale of the physical property of the Carillon and Grenville Ry. to the Canadian Northern Ry. or allied interests, it is contended that neither company has power to sell to the other, and that the sale has not been properly ratified. The procedures which it is proposed to take will set this matter right.

So far as the old Ottawa Valley Ry., which is the charter upon which the Central Ry. of Canada has been built up, we are advised that seven miles of line has been graded and we are also advised that the C. Ry. of C. also owns the charter of the Central Counties Ry. which covers the equity in the constructed lines now leased to the Canada Atlantic Ry. and now operated by the GTR. The annual meeting of the shareholders was held in Montreal Sept. 6, C. Ross Dobbin, Guardian Building, Montreal, being the Secretary.

At the meeting of the directors of the Central Ry. of Canada held in Montreal Sept. 4, W.D. Hogg K.C. Ottawa was elected a director.

We are advised by a representative of the contractors, C.J. Willis and Sons, London, England and Montreal, that it is intended to start work on the main line from Montreal to Ottawa immediately, and a director of the railway is reported to have stated in Ottawa, Sept 13, that work would be started at Hawkesbury, that grading would be completed easterly and westerly for a total distance of 40 miles. by the end of the year, but that track laying would not be started until the spring when grading on the Ottawa-Midland section of the line would be started.

Meetings of the shareholders of the Ottawa River Navigation Co. and of the Carillon and Grenville Ry. have been called to be held in Montreal, Oct. 18, "to authorize and confirm the sale and transfer of the company's charter and all rights, properties and franchises thereof to the Central Ry. of Canada and to do all such things as may be necessary to carry out and complete the said transfer."

01-Oct-1911 Page 953 Beachburg

In connection with the Ottawa-Sellwood Jct. of the main line, it is stated that the delay in the letting of the contract is due to the fact that certain diversions will have to be made from the route as at present laid out and that as a consequence it will be some little time before the new plans and specifications can be prepared.

01-Oct-1911 Page 953 L'Orignal

The negotiations for the entrance of the line into Ottawa are proceeding and it was reported Sept. 13 that the company had completed the purchase of the land necessary for its entrance and terminals. It is stated that negotiations are in progress for the purchase of the site of the Bate warehouse on the site of the west bank of the Rideau Canal just across from the new central station, for station purposes.

01-Oct-1911 Page 971 Ottawa Electric

The OER is the fifth largest taxpayer in Ottawa.

01-Oct-1911 Page 971 Hull Electric

The Board of Railway Commissioners has extended to Nov. 1 the time for equipping the HER cars with power brakes as required by the Board's general

01-Oct-1911 Page 975 Ottawa Electric

Questions affecting the extension of lines in Ottawa were considered by the city council's street railway committee, Sept 11, and the committee's report is now before council. Superintendent J.E. Hutcheson, is reported as stating that nothing can be done as to the Ottawa South extension until after the completion of the Bank Street Bridge by the city which he expects will take about a year to build.

01-Oct-1911 Page 975 Ottawa, Smiths Falls and Kingston

Press reports state that it is proposed to operate this line, when constructed, with cars and trains which will generate power for themselves. Each car or locomotive will be equipped with a gasoline engine for the purpose of driving a dynamo for generating power.

Remodelling of the Grand Trunk Railway Ottawa Terminal Yards.

By Alexander Gray, A.M. Can. Soc. C.E.

In giving a brief account of the work of remodelling the G.T.R. central station yard in Ottawa it would be superfluous to review the reasons which led up to such work, further than to say that when the Canada Atlantic Ry. was fortunate enough to secure this route to the heart of the city, the terminal was not designed with any consideration of future requirements. Tracks and other railway facilities were built by degrees as demands arose and property was acquired. Under such conditions it was only a question of time until all the available land north of Laurier Ave. was taken up with a jumble of tracks which were very difficult to operate and in an exceedingly poor state of repair, the rails being 56 lb. steel and the switches stub. When we came to consider the remodelling of this yard, the problem which confronted us was not to design a yard by using up the old one, but to design one without any regard for existing conditions, a yard giving the facilities for passenger and freight accommodation.

The passenger and freight yards are entirely separate from south of Laurier bridge, and as both the passenger and freight business enter from Besserer St. the grades of the tracks are governed by the grades of this street. From the station entrance towards the freight shed there is a drop of about 6 ft., which makes the passenger yard ascend from Laurier bridge towards the station and the freight yard descend from Laurier bridge towards Besserer St. While we were anxious to have the two yards of a uniform grade, it "was impossible to obtain this without very considerable expense both in land damages and in bringing up the adjacent streets to such grade. With the present arrangement there is excellent drainage for these two yards. The 20 ft. roadway between the two ladder tracks may be called the water shed. The passenger yard drainage runs toward the canal and Laurier bridge and the freight yard drainage goes towards Besserer St., where it drains into a sewer at Musgrove St. This was one of the difficulties in the old yard, there was no drainage, which meant a lot of heavy maintenance work during spring and fall weather.

In the centre of the old yard between Laurier Ave. and Besserer St. there was a hump of about 3 ft. and as the tracks were lying on blue clay with little or no ballast underneath, a steam shovel was put to work and excavated the freight yard for its entire width and right through to Besserer St. to a uniform grade of 1-10% and to a depth of 2 ft. below the base of rail. At the side of the tracks under the transfer platform the excavation was made about 18 ins. deeper, in order to have the sub grade of the tracks thoroughly drained. This arrangement gives a very dry yard in all weather. Part of the excavation from this point was dumped into the old canal basin where the freight shed stood on piles, this part having never been tilled in. With this work all surface traces of the old canal basin have now been obliterated.

In the carrying out of this work the chief point we had to keep in sight was the safe and speedy operation of present business. The freight facilities were so congested that we could not cut out one track without making provision for its business at some other point. It so happened that part of the new freight shed was located on vacant property, thus enabling us to build the freight office and about 300 ft. of the freight shed and two of the freight tracks before disturbing the old shed, which was located where part of the main passenger ladder track now runs. As the new tracks peculiarly crossed the old tracks diagonally, a good deal of study had to be given to each move made, so that freight business would not be tied up during the construction of any of the new works.

The rail in the freight tracks is 80 lbs. and the switches are split with no. 9 frogs, thus having leads which will admit of a safe operation by the ordinary class of engines, although there is a special yard engine to do all the switching work in this yard. The maximum curvature is $9\frac{1}{2}$ degrees, which is the turnout for no. 9 frog. Up to the time of writing there have not been any derailments in this yard since its completion, whereas previously there was an engine off the track on an average every 24 hours.

The freight yard consists of a freight shed and office 668 by 30 ft., with four parallel tracks the full length of the shed. A transfer platform 560 by 16 ft. and three pairs of unloading team tracks with macadamized roadways 30 ft. wide are also parallel with the freight shed. The floor of the freight shed is level with the floor of cars standing alongside. Freight can thus be loaded or unloaded into the cars through the shed. Opposite every alternate door in the shed is a set of weigh scales set in the floor, which saves a considerable amount of trucking.

The passenger yard tracks are in pairs 13 ft. centres, with room between each pair of tracks for a platform 19 ft. wide. The shortest pair of tracks have a train capacity of eight cars each (figuring average length of car over all at 70 ft.) and the longest can hold 17 cars. The total train capacity of this yard is 100 passenger cars, which figures out of a little more than double the train capacity of the old passenger yard. The passenger yard tracks are built of 100 lb. rail with no. 9 frogs. All the switches are on the one ladder, which gives the engine driver approaching the yard a clear view of the condition of all the switches. Ultimately it is the intention to have all these switches interlocked, the tower to be located either on or near Laurier bridge. A train shed, of the Bush type, 500 ft. long, covers all the tracks from the baggage annex to the canal. The tracks are ballasted with crushed stone which will keep down the dust in the station vicinity. The platforms are concrete at an elevation of 7 ins. above the top of rail.

In the passenger yard layout, in order to provide a through second track for the C.P.R. in the event of its double tracking its lines across the Alexandra bridge, we had to build a retaining wall 1,079 ft. long of an average height of 17 ft. Before commencing work soundings were taken with an iron rod along the side of the wall at intervals of about 25 ft. Instead of these soundings going to rock (as the man who took them reported) they only went to rock for about half the length; the rock extended from Sappers bridge end of the work for about 550 ft. and then suddenly disappeared; its place being taken by large boulders and gravel. The profile showing these soundings was so uniform that there were no grounds to question the results. This shows that no reliance can be placed on this method of sounding. The only safe way, in my opinion, is to put down test pits. Designing the wall on this profile we figured on a rock foundation throughout and at the south of Laurier bridge end of the work for a distance of 137 ft. concrete piers 9 ft. 10 ins. by 5 ft. and at 12 ft. centres were built and put down in each case to the boulder foundation. Sheet piling was used in putting down these piers. The sheet piling was 3 in. lumber and was driven with an ordinary pile-driver, only instead of the 3,000 lb. hammer a piece of pine, 12 by 12 ins., was substituted; as the hammer simply split the piling in pieces.

When we reached the boulders we experienced very great difficulty in driving and keeping the proper alignment, in fact we found it almost impossible to go to any depth in this foundation, as some of the boulders were so large that they had to be blasted to be taken out. There was little to be gained in looking for a better foundation than this. The piers are connected to each other by a concrete slab 2 ft. thick and reinforced with old rail. Where the wall did not rest on piers we widened out our footing 12 ins. and put the wall about 3 ft. deeper than originally intended, so that it would not be undermined in the event of the Rideau canal being deepened to a 10 ft. draught. The outside face of this wall is 13 ft. from the centre line of the first passenger track. In the design we had therefore to take care of the train load as well as the ordinary surcharge of earth pressure. Expansion joints were placed every 25 ft. and the concrete was laid in alternate 25 ft. sections. The cost of excavation work was pretty high. On account of the through C.P.R. main lines being 26 ft. from the face of the wall and having to keep this track clear at all times we had to dump the excavations into the bed of the canal and after the wall was completed handle the excavations again, part of it with a derrick and the remainder by shovelling on to platforms and from there to cars. There was 4,800 cubic yards earth excavation which cost \$1.44 a yard, and 450 cubic yards of rock which cost \$2.10 a yard. The total cost of excavation, including back fill and disposing of waste material, was \$7,862.15. The sheet piling for piers cost about 3c. per cubic yard of the total concrete in the wall. There were 2,880 cubic yards of concrete. The total cost per cubic yard, including excavation, sheet piling, walling, and everything in connection with the work was \$8.43. The cost of concrete may be divided up as follows: Forms, 93c per cubic yard; sand, \$1.087; crushed stone, \$1.364; cement, \$1.17; mixing and placing, 70.8c.; old rail for footings 9.2c.; pipe for weep-poles, 1.8c.; walling, 13c.; watchman, 4.5c.; and excavation, 2.73c. per cubic yard of concrete. This comes to, labor \$3 879.7; materials \$4.39, and tools 16c. The cost of concrete, not including excavation and sheet piling for piers was \$5.67 per cubic yard. All this work was done by our own forces. Work was commenced on Feb. 20, 1910, and finished for the opening of navigation, May 1, 1910. In the remodelling of railway terminals I think it is always advisable for the young engineer to freely discuss the disadvantages of existing conditions and endeavor to discover from the men who are responsible for the operation of the yard to be designed wherein the difficult and objectionable features of the existing conditions lie. I do not wish to be understood as advising that an engineer should be led entirely by what everyone suggests, for if he did he would find himself in the same position as the man with the ass crossing the bridge. The yard men will want switches every few hundred feet, where the roadmaster will not want any at all. The master mechanic will insist upon a gravity coaling plant, where the physical conditions favor a mechanical one, all on account of saving his department the maintenance work, and vice versa. When I was remodelling Bank St. yard in Ottawa, before it was completed the yardmaster and his crew strongly protested that they would never be able to operate the yard for the reason that there were not as many switches in the new yard as in the old. I am safe in saying that in the operation of our terminals in Ottawa 99% of the derailments and trouble were at switches. Another point in remodelling yards is that special study must be given as to how the work is to be carried out during the continuance of traffic. This is sometimes a very difficult problem, especially

in congested yards.

[The writer of this article was Resident Engineer, G.T.R... at Ottawa, when the works described were carried out. He is now Assistant Engineer in charge Upper Ottawa River Storage, Public Works Department, Ottawa. - Editor.]

01-Nov-1911 Page 1013 Ottawa Terminal

Grand Trunk Railway Terminal Buildings at Ottawa.

The buildings which the G.T.R. is completing at Ottawa include the Chateau Laurier hotel, the central union passenger station, the baggage and express annex and the power plant building. A preliminary description of these was published in our issue of Nov., 1907, a complete illustrated description of the hotel and station was published in our issue of July, 1908, and in our issue of June, 1911, we gave a panoramic view showing a portion of the station, the hotel, the plaza formed by the junction of the Dufferin and Sappers bridges, the Rideau canal and a portion of the Government buildings. Some fuller particulars of the station, train shed, etc., are now available.

The passenger station is built on the southerly side of Rideau St. between the Corry office building and the Rideau canal. It is entered from Rideau St., on the second floor, through a large main corridor in the centre, leading by a marble stairway down to the general waiting room which has an area of over 9,000 ft., and extends the whole width of the building on the lower or ground floor. In height this room is equal to the total height of the office building in the front portion of the structure. The walls of the room are in Travertine finish, the flooring is of marble and the ceiling is vaulted and richly coffered. The men's waiting room, smoking room, barber shop and lavatories are approached from this room, also the ladies' waiting room, rest room and lavatories, and the lunch room, parcel room, telephone and telegraph booths, news stands and information bureau. An important feature here is the doorway leading to the subway connecting with the Chateau Laurier. Its location in the centre of the room is emphasized by the two flights of marble stairs on either side of it which lead to Rideau St.

From the main waiting room, the concourse and platforms are reached through a ticket lobby, with ticket offices on the left and a lunch room on the right. The concourse, 60 ft. wide, extends in length the full width of the main building, and has a carriage entrance from Besserer St.. Through this concourse at the easterly end a vestibule leads directly to the baggage building. The lower part of the exterior walls, to a height of about 60 ft. from the ground, is of Stanstead granite, the remainder above this line being of buff Indiana limestone.

The G.T.R. divisional offices are located in this building, and the Board of Railway Commissioners has its offices as well as its public court room on the upper floors of the Rideau St. portion of the building.

The station has been planned to meet all practical and general requirements. Peculiar and difficult conditions with regard to track, street and bridge levels have been successfully overcome, and the result provides not only a railway terminal adequate to meet the needs of the travelling public, but an architectural adornment to the capital city.

THE TRAIN SHED is of the Bush type. It is 533½ ft. by 164 ft. and contains seven covered tracks. The train platforms are each 533½ ft. long. The area of the shed roof is 78,600 sq. ft. The width of the train platforms is 19 ft. 1 in. and the train shed columns are on the centre lines of these platforms. The columns and platforms are 42¾ ft. apart centre to centre, and the columns are spaced longitudinally on the platforms at a distance of 27 ft. centre to centre, the first row being 15 ft. from the station building. The distance from the top of track rail to the clearance line of smoke duct at the centre of each track is 16 ft. There are two skylights, each 4 ft. 10 ins. wide by 21 ft. long over each 19 ft. 1 in. platform, and one continuous skylight 3½ ft. wide, with a ventilator in the centre of each bay over the space between the tracks, the total area of all skylights being 26,150 sq. ft. The skylights over the platforms will furnish excellent light on the platforms, as well as to the side of the cars standing next to the platforms, and the skylights over the space between the tracks will afford good light to the inner windows of two lines of cars standing on a pair of tracks between the platforms. The open smoke ducts over each track are 2 ft. 5 ins. in clear width and have sides 4 ft. 2 5/8 ins. high. These smoke ducts extend the full length of the train shed over one track, which is a through track, and the smoke ducts for the other six tracks stop within 18 ft. of the concourse. The through track outside the train shed is on the westerly side and parallel to it is for the C.P.R. trans-continental trains.

The columns will be supported on concrete piers, of which about 80% will require to be piled, the remainder will be taken down to rock. The proportions of concrete in the foundations will be 1-2½-5. The platforms and curbs will be composed of concrete, in the proportions of 1-2-4 for the curbs and 1-2½-5 for the platforms. The sides of the train shed will have curtain walls of concrete. The roofing will be composed of a 2 in. slab of concrete, and it is intended to have a tar and gravel covering. The drainage of the roof will be taken care of by 4-in. wrought iron pipes extending down the centre of every second column, and will be led to main drains between columns, and drained in the canal close by.

BAGGAGE AND EXPRESS ANNEX BUILDING.

Immediately adjoining, in the rear, next to the platforms and tracks and affording easy communication and most convenient operation, is the baggage and express building with its main elevation on Besserer St. facing the space at the foot of Little Sussex St., recently acquired and paved to accommodate the vehicular traffic to the concourse of the station and the baggage and express building. In the baggage and express building are provided the mail rooms, immigrants' quarters, engine room, coal elevators, conveyors and boiler plant. In the latter the most up-to-date labor-saving devices and mechanical equipment have been installed, these include the electric separators for light and power, the refrigeration plant, filters, pumps, engines, etc., required in the operation of both hotel and station.

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We are officially advised that the engineers in charge of the parties are: De S. Beaudry, Hawkesbury, on the section west of that point and L.G. Parker, St. Andrews on the section east from Hawkesbury. It is expected to get the location completed, the right of way cleared and a start made with the earth work during the winter so as to have some grade ready for tracklaying in the spring of 1912. L.B. Howland, Toronto, formerly President and General Manager, Irondale, Bancroft and Ottawa Ry. has been appointed Superintendent of Construction.

01-Nov-1911 Page 1039 Ottawa Terminal

The first section of the new Central Station at Ottawa to be completed was handed over by the contractors to the company, Oct. 14. The work was reported to have been completed, with the exception of some finishing touches, Oct. 7. It was expected that the staff would move into the new offices by Oct. 30.

01-Nov-1911 Page 1055 Smiths Falls

Ottawa press reports Oct 18, state that the CNR proposes to build car shops on the large areas of land purchased by the CNR around Merivale, about three miles from the Experimental farms and that options were taken on half a dozen farms, which have been closed.

01-Nov-1911 Page 1060 Havelock

The second track work between Smiths Falls and Glen Tay has been practically completed and is being ballasted.

01-Nov-1911 Page 1069 Ottawa, Smiths Falls and Kingston

Press reports state that surveys for this projected railway have been completed between Smiths Falls and Manotick and that the engineering party is now going over the route between Smiths Falls and Kingston.

01-Nov-1911 Page 1069 Hull Electric

Press reports state that the company is considering tenders for the erection of a new carhouse at Hull.

01-Nov-1911 Page 1071 Hull Electric

The HER is in the market for six double truck, semi-convertible, pay-as-you-enter cars..

01-Dec-1911 Page 1121 Kingston (CN)

Property owners on Place D'Armes St. Kingston have been notified that possession is to be taken at once of their properties. The properties acquired by the Company lie between Wellington and King streets, and from Place D'Armes to Anglin's lumber yards and on the site of the present buildings a new freight shed is to be built.

01-Dec-1911 Page 1131 Ottawa Terminal

The matter of the entrance of the railway into the city which has been under consideration for some time was down for a hearing before the Board of Railway Commissioners Nov. 7 but was postponed. The plans showing what it is proposed to do, it is said, are being prepared at Montreal under the direction of N. Cauchon, consulting engineer, but it was found impossible to complete them before Nov. 7.

D. McNicholl, Vice-President, had an interview with representatives of city council Oct 24, when he stated that the objections made to the tunnel project would be met by the amended plans which were being prepared, and that as soon as the necessary authority was obtained, work would be started. A new station would also be built on Canal Street to the south of Tupper's Bridge (sic). a local report says that there will be a 0.4% gradient in the tunnel and that electricity would be used in the tunnel.

01-Dec-1911 Page 1131 Havelock

The Board of Railway Commissioners has authorized the opening for traffic of the second track recently completed from Smiths Falls to Glen Tay, 16 miles.

01-Dec-1911 Page 1131 Belleville

The Board of Railway Commissioners has approved location plans from mileage 0 at Glen Tay on the CPR Montreal-Toronto line to the eastern boundary of South Sherbrooke.

01-Dec-1911 Page 1137 Central of Canada

Application is being made to the Dominion Parliament to confirm certain transfers and agreements between the company and the Ottawa River Ry., the Central Counties Ry., the Great Eastern Ry., the Ottawa Valley Ry., the Carillon and Grenville Ry., and the Ottawa River Navigation Co. and to amalgamate these with the Central of Canada Ry. An extension of time for the construction of the several authorized lines is asked, and also power to build the following additional lines of railway:-

- from a point in Laval county to St. Jerome, Terrebonne county;

- from the main line in Two Mountains county to St. Scholastique;

- from the main line in Hochelaga county passing through Chambly, Vercheres and St. Hyacinthe counties to Ste Rosalie on the Intercolonial Ry.;

- from a point in Chambly county on the last named line through Laprairie and Napierville counties to the Intercolonial boundary in St. John's county.

The company also asks power to enter into agreements for various purposes with the Pontiac Central Ry., Western Central Ry., Quebec, Montreal and Southern Ry., Montreal and Southern Counties Ry., Joliette and Lake Manuan Colonization Ry. and the Imperial Traction Companies. The notice of application is signed by J.D. Wells, Secretary.

We are officially advised that L.B. Howland represents the C. Ry. Co. of Canada as Superintendent of Construction for the entire line from Montreal to Georgian Bay, together with the projected branches. It is proposed to carry on survey work east and west of Hawkesbury during the winter and to make arrangements for starting construction in the spring. The contractors, C.J. Willis and Sons of London, England have a branch office in Montreal and also have a temporary construction office in Hawkesbury.

01-Dec-1911 Page 1145 Smiths Falls

Work is also in progress between Sydenham and Smiths Falls and from the Ottawa end to Smiths Falls. The Board of Railway Commissioners has authorized the operation of construction trains across the CPR and the GTR near Ottawa.

The land which has recently been bought near Rideau Jct., is, we are advised, for yards, etc. for a divisional point.

01-Dec-1911 Page 1145 Beachburg

No announcement has been made in regard to the construction of the portion of the main line between Rideau Jct. near Ottawa and the junction with the Toronto-Gowganda line in Capreol, but we have reason to believe that contracts will be let in the near future to J.P. Mullarkey for the work between Rideau Jct. and Pembroke and to Angus Sinclair for the work between Pembroke and Capreol tp.

01-Dec-1911 Page 1173 Ottawa Electric

Press reports state that plans are under consideration for the building of an electric railway from Ottawa to McGregor Lake, Ont.

01-Dec-1911 Page 1175 Hull Electric

The HER has ordered six electric straight platform, semi-convertible car bodies, pay-as-you-enter type 50 ft. long over all, from the Ottawa Car Co.