

Ottawa Items from Railway and Shipping World - 1916

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Welland Ship Canal. Construction Railway.

01-Jan-1916 Page 12 Beachburg

A track at mileage 249.75 from Todmorden to facilitate the transfer of cars between the CNoR and the GTR at Ottawa was built some time ago, but has not been used, until the issue of an order by the Board of Railway Commissioners, recently, the GTR having seriously objected.

01-Feb-1916 Page 74 Ottawa Electric

T.F. Ahearn, only son of Thos. Ahearn President, OER, and who is himself a director of that company and of the Ottawa Car Manufacturing Co., entered the Army Service Corps in Oct. 1914, as a lieutenant, went to England in march 1915, and went on to France in Sept. 1915. He has been promoted to a captaincy and has been recalled to militia headquarters, Ottawa, to assist in munitions work.

Safety First on Ottawa Electric Railway.

In prosecuting its safety first campaign, the Ottawa Electric Ry. is paying special attention to the education of the public, and for this purpose has issued a large monthly sheet calendar, each sheet having four short sentences, arranged round the calendar, covering information as to the company's work for the reduction of accidents, or some apposite maxim for the benefit of the public as well as employes. Following are examples of the matter, some of which are constantly before one in using the calendar, carrying a reminder which will undoubtedly have a beneficial effect:-

Accidents cause widows, orphans, cripples, poverty and suffering.

Ninety per cent of all accidents are the direct result of carelessness and could be prevented.

Accidents belong to the old age of waste and inefficiency.

Will you co-operate with us to make an accident, even the smallest, a rare occurrence in Ottawa?

Accidents occur daily in every walk of life, in the factory, the shop, the home, on the street everywhere.

When caution becomes a habit there will be few accidents.

We are working unceasingly to educate our employes to prevent accidents. How about yours?

To save any part of the huge annual loss through accidents is good business, and pays dividends to everyone. It can be done, but not without your co-operation.

Chauffeurs and drivers. Changes in temperature cause a greasy rail. When brakes are applied the wheels stop, but the car slides forward.

The average street car weighs 30 tons. It cannot be stopped in a few feet.

Slow down approaching car track streets, and look both ways before crossing.

Our men are carefully instructed to do everything possible to prevent accidents, but sometimes they are helpless, unless you co-operate.

When you have occasion to cross behind a car, remember there may be another car or vehicle coming from the opposite direction which you cannot see.

You have no right to take chances. Your family may have to stand the consequences.

Carelessness has destroyed more human lives and property than all the wars in the world.

Don't try to jump on a moving car. Take the next one. Better to miss an appointment than to break a leg.

Parents. The cause of most accidents to children are carelessness and fear. Instruct them how to avoid the perils of the streets.

Do mothers realize a parting word of caution may be the most effective means of preventing an accident?

Teach your children the safest route between home and school. and point out the dangerous places.

Don't let the youngsters play on the car tracks and busy streets. If they must play on the street, the sidewalk is the only safe place.

To take a car, with the right hand clasp

The bar, and hold with the firmest grasp,

Then step up with the left foot first,

And you are braced to meet the worst;

For, if the car should move at all,

Your right foot saves you from a fall

But when you wish to leave the car,

Be sure the left hand grips the bar,

Set first the right foot on the ground,

Then facing front you will be found,

And though the car may start or stay,

You can with safety wend your way.

Don't ask the conductor or motorman to open the exit door before the car stops. He is forbidden to do so.

Wait till the car stops. A moment then may save a month in the hospital.

If a car is crowded it is usually behind time, and you will find another of the same line within a block or two.

When a motorman rings his gong, he is appealing to you to help him prevent an accident.

Don't try to board or leave a moving car. Your life may pay for undue haste.

Get rid of the careless habit. Acquire the safety habit. Acquire the safety habit. It is better to be careful than crippled.

Chauffeurs and drivers. Obey the traffic rules of the city. Keep to the right, and when turning to the left, go around the centre of the crossing.

The law commands you not to pass a standing car. If you are in a hurry take a side street.

Don't be offended at the motorman's gong. He is thinking of your safety.

The car must stick to the rails. You have the rest of the street. Keep off the tracks whenever you can, and give the motorman a chance.

Always look both ways before crossing car tracks. You may not hear the gong in the noise and bustle of a busy street.

When on your feet in a moving car, take hold of the grab rail, strap or seat back. The motion of the car may throw you out.

Don't expect that every car will stop when it approaches a crossing. It may be going through.

If a car does not stop on your signal, don't try to board it. Look and see if there is another following close behind. If not, take the number of the car that has passed you and report it.

When an accident happens, give your name to the conductor. If we are at fault we want to know it, in the interest of public safety. If we are not at fault you will be protecting the conductor or motorman from unjust censure.

The most reliable information of an accident comes from the unbiased statements of disinterested witnesses.

We are not trying to avoid the payment of just claims, but to eliminate accidents by carefully investigating those that do happen.

If ladies would carry hand bags, parcels, etc. in the right hand they would instinctively use the left hand on the grab handle, and would leave the car the safe way, facing the front.

There is no compromise with accidents. The only cure is prevention through carefulness.

Don't depend upon a car to stoop. Wait until it has happened.

Remember when leaving a car, face the front, and use the left hand for the grab handle.

cars do not stop at every crossing. If they did, rapid transit would be impossible. Drivers and chauffeurs can help to prevent many collisions by carefulness at intersections.

We all have the same rights on the streets, but the motorman has the hardest job. He can't turn out to avoid an accident.

Habits are the hardest things in life to change. Teach the children the value of carefulness so they will instinctively act for safety.

This company has advanced its conductor's and motormen's wages, the following table showing the old and new rates per day.

1st 3 months--\$1.50 (old) \$1.75 (new)

2nd 3 months -- \$1.55 -- \$1.85

2nd 6 months -- \$1.60 -- \$1.90

Under the old schedule, after the 2nd 6 months, the pay was advanced 5c. a day every 6 months till \$2 was reached. Under the new schedule the pay is to be advanced 5c. a day after every year.

Accident case decided in Ottawa Electric R. Co.'s favor.

The Supreme Court of Canada gave judgement Feb. 10, in the case of Mrs. J.P. Hayes vs. the Ottawa Electric Ry. Co. On Aug. 18, 1913, J.P. Hayes came into collision with an Ottawa Electric Ry. car on Somerset St., near the corner of Bronson Ave., sustaining injuries from which he died the following morning. His widow brought an action against the company, claiming \$5,000 damages, and in the action, which was tried by Sir William Mulock, with a jury, on Jan. 11 and 12, 1915, recovered a verdict against the company for \$3,500

The judgement at the trial was appealed by the company to the Appellate Division of the Supreme Court of Ontario, which gave judgement on May 11, 1915 affirming the trial judgement. The company then appealed to the Supreme Court of Canada, which on Feb. 10 gave a unanimous judgement in favour of the company, allowing the appeal and dismissing the action with costs.

The case is one of considerable public interest, involving the liability of a street railway company for an accident such as this, where the evidence disclosed that Hayes did not take proper precautions in crossing the street. The jury found that the company's motorman was negligent and that Hayes' contributory negligence did not continue up to the moment of the accident. The Supreme Court holds that in this particular case there was no evidence to support the finding of the jury of the company's negligence. It appears from the reasons which are thus far available that the facts are that the motorman first saw Hayes as he stepped off the curb; that, because he then apprehended that an accident might happen, he immediately rang the gong to warn Hayes; that at 30 ft. - or about one second later - he realized that Hayes was not going to stop, and became seriously apprehensive, and at once applied the brakes as vigorously as he could, still gonging and shouting at Hayes, who continued to walk on with his head down, apparently oblivious of danger.

The Supreme Court holds that the motorman did all in his power, and exercised his best judgement from the moment he was 30 or 35 ft. from the point of contact. The Court further states that there is nothing in the facts of the case to warrant a finding of fault or negligence on the motorman's part and that, if he made any mistake at all, it was at most an error of judgement in a sudden emergency, but even that was not established. The judges are careful to point out that no doubt a motorman driving a streetcar must always be alert; but having regard to the practical necessities of street car operation, the court is not prepared to hold that it was open to the jury to find under the circumstances of this case, that in failing to apply his brakes instantaneously upon Hayes stepping off the curb, and before the motorman had seen or had any reason to think that the sharp clanging of the gong would be ineffective, the motorman was guilty of any negligence.

CLO&WRY. construction suit. The judicial committee of the Imperial Privy Council gave judgement recently in the case of Cook v Deeks etc. This suit which has aroused a good deal of attention in contracting and railway circles, arose in connection with the contract for the construction of the Campbellford, Lake Ontario and Western Ry., otherwise known as the CPR's Lake Ontario Shore Line Branch, which was commenced in 1912, and amounted to considerably over \$5,000,000.

A.B. Cook, G.S. Deeks, T.R. Hinds and G.M. Deeks had for some years prior to 1912 been associated as Toronto Construction Company, Ltd., in railway construction and had carried out several important contracts. When, however, the contract for the Shore Line came into the market, Deeks, Hinds and Deeks formed the project of securing it for themselves, to the exclusion of Mr. Cook. This project they successfully carried out, while still maintaining their apparent association with Cook and their position as directors in Toronto Construction Co., keeping Cook in the dark as to the course of events until the coup was accomplished. On learning the facts, Cook protested vigorously, but in vain, his former associates asserting their legal right to do as they had done. Hence the litigation. Cook's action met with no success at the trial, was dismissed by Judge Middleton in May 1914, and the Court of Appeal for Ontario, confirmed that decision. the Privy Council has now allowed his appeal and has ruled, in effect, that his former associates must admit him to a share of the profits of the Shore Line contract.

Six conductors and three outside men were committed for trial in Ottawa, Mar. 12, on charges of theft and conspiracy to defraud the CPR. The men charged are S. Alexander, C.A. Merriam, M. Baker, R.T. Carter, H. Dunham, C.A. Dunham and F. Nelson conductors, and C. Borts, H. Merson, and A. Pimero. It is alleged that tickets were collected from passengers and were resold to other parties at reduced rates, the transactions taking place at Ottawa and on the run between Ottawa and Montreal. All the men charged have since been found not guilty and acquitted.

The Hull Board of trade passed a resolution, Mar. 10, asking the city to grant the company's request to construct a Y on the Chelsea Road to give a better service to Wrightville.

The Quebec Legislature has extended for four years the time for earning lands granted in aid of railway construction. Little Nation Ry. 3,000 acres a mile for a line from Cheneville to Lake Nominique near the CPR, 30 miles.

T.F. Ahearn, only son of Thos. Ahearn, President, Ottawa Electric Ry., and who himself is a director of that company, entered the Governor General's Foot Guards as a subaltern in 1906. In Oct. 1914, he entered the Canadian Army Service Corps, went to England in Mar. 1915, and on to France in Sept. 1915. He was promoted to a captaincy and early this year was recalled to Ottawa to assist in munitions work. He has now been seconded from the C.A.S.C. and has been appointed A.D.C. to the Minister of Militia.

F.D. Burpee, Superintendent, Ottawa Electric Ry. who has been granted leave of absence for military service, has been given command of no. 1 company, 207th Battalion, with rank of captain. He was born in Ottawa Apr. 25, 1876 and commenced railway work in 1891 under H.B. Spencer, Superintendent, District 4, Eastern Division, CPR, Ottawa. He entered electric railway service in 1893, since when he was to 1896 stenographer; 1896 to 1898, cashier and paymaster; 1908 to Aug. 1912, accountant, during which time he also acted as assistant to the Secretary-Treasurer and Superintendent. He was appointed Superintendent in Aug. 1912, when J.E. Hutcheson resigned to enter Montreal Tramways Co.'s service. In 1894 he enlisted in the Ottawa and Carleton Rifles and was afterwards in the O.A.A.C.Co. of the 43rd Regiment, which he rejoined last year. He has taken an active part in athletics, particularly canoeing and swimming.

J.A. Hilt informed the Ontario Legislature's Railway Committee, May 31, that it is proposed to spend \$30,000 on surveys and other work connected with the railway during this year, and he asked for assurance that the bonding power would be increased to \$40,000 a mile. The committee did not feel that it was justified in acceding to this request, and the matter stood over for consideration by the Legislature.

01-May-1916 Page 200 Ottawa Electric

We are officially informed that the City Council has decided to lay a new asphalt pavement on Rideau St. between Sussex and Waller Sts. The company has on hand the 108 and 115 lb. T rails required and expects to proceed with track laying some time in May.

01-Jun-1916 Page 239 Morrisburg and Ottawa Electric

A special general meeting of shareholders was called to be held at the company's office, Ottawa, on May 30 to forfeit all stock on which any arrears for calls or interest were due.

01-Jun-1916 Page 242 Ottawa Electric

We are officially advised that the laying of a new asphalt pavement on Rideau St. between Sussex and Waller streets, has been commenced by the city council. As a part of this work the company is relaying the section with T rails, 108 and 115 lbs.

01-Jun-1916 Page 244 Ottawa Electric

F.D. Burpee, Superintendent, Ottawa Electric Ry., who is on leave of absence for military service, has been promoted from captain to major in the 207th Battalion, now stationed at Ottawa.

J.M. Ahearn, heretofore Assistant master Mechanic, Ottawa Electric Ry., has been appointed Assistant Superintendent in charge of equipment, with control of the repair shop and car barns, and of matters dealing with rolling stock. He has worked in street railway electrical departments for some 15 years and had considerable experience on the Pacific Coast.

01-Jul-1916 Page 286 Prescott

The CPR trains York and Rideau, running between Ottawa Central Station and North Toronto, via Kempton and the Lake Ontario Shore Line (CLO&WRy.) carry buffet library observation and café parlour cars.

01-Jul-1916 Page 286 Smiths Falls

The CNoR started on June 18, running a special Sunday train from Ottawa to points in the Rideau Lakes district. It will be operated during the summer months only.

01-Aug-1916 Page 315 Central of Canada

A meeting of bondholders has been called to be held in London Aug. 17, to consider the Central Ry. Co. of Canada and its creditors which was filed by the company in the Exchequer Court of Canada in May 1916, and to consider what steps should be taken for protecting and enforcing the security of the bonds, and if thought fit, to pass all necessary resolutions requesting the trustees for the bondholders to declare the principal of the bonds to be due and to enforce the security for the bonds by the appointment of a receiver or otherwise, and to appoint a committee to represent the bondholders and to confer on such committee all such powers and authorities as may be thought expedient. The meeting is called by the City Safe Deposit and Agency Co., as trustee under the provision of the trust deed and at the request of the bondholders.

It is proposed that bondholders shall hold all interest coupons overdue and those to become due, until Jan. 21, 1921, when they will receive first mortgage bonds for the total amount of the coupons. The creditors will be paid in 6% income bonds, interest being dependent on earnings after meeting interest on the first mortgage bonds. Shareholders will receive no dividends until the holders of the first mortgage bonds have received full payment of their interest for three consecutive years. All cash subsidies received up to Jan. 21, 1921 will be used for construction and equipment of the line and all subsidies received after that date will go to meet interest on the first mortgage bonds,

01-Aug-1916 Page 331 Prescott

CPR betterments - replace pier and abutment, bridge 1.9 Prescott sub. Tile drains for wet cuts, Prescott and Maniwaki subs. Ballast on Prescott 8.75 miles; saw and relay 6.9 miles of 80 lb. rails between Chaudiere Jct. and Kempton diamond.

01-Aug-1916 Page 331 Ottawa Terminal

CPR betterments - install 2,148 anchors, 85 lb.

01-Aug-1916 Page 331 Montreal and Ottawa

CPR betterments - lay 1 mile 85 lb. rails; construct south west Y connection at Hurdman.

01-Aug-1916 Page 331 Sussex Street

CPR betterments - ballast, 3.75 miles.

01-Aug-1916 Page 331 Chalk River

CPR betterments - lay 1.1 miles of single head 100 lbs. and 6.2 miles of 85 lbs. rails on Smiths Falls and Chalk River subdivisions; install 25,000 tie plates on Chalk River; install 0,976 rail anchors Smiths Falls and Chalk River subdivisions; renew old culverts with concrete in 6 locations on Eganville and Chalk River subdivisions; lay 4,861 ft. of 4 in. and 6,645ft of 6 in. tile in wet cuts at Smiths Falls and Chalk River subdivisions; ballast 28.5 miles Chalk River subdivision.

01-Aug-1916 Page 331 Winchester

CPR betterments - see also Chalk River sub. install electric alarm bell mileage 82.06, Chesterville; lay 5 miles of 100 lbs. rail and tie plates on westbound track; additional track and alterations to Smiths Falls yard; ballast 108 single track miles.

Ottawa Electric Railway makes a new arrangement with its men.

The Ottawa Electric Ry.'s conductors and motormen having applied to the Minister of Labor for the appointment of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, 1907, the same was constituted, consisting of G. F. Henderson, K.C., representing the company; A. E. Fripp, K.C., M.P., representing the men; and H. P. Hill, who was chosen by the other two and who acted as chairman.

The Board reported July 10 as follows: "We have succeeded in working out an agreement between the company and the men, which is appended hereto.

The outstanding feature of this agreement is a change from a 10 hour to a 9 hour day, coupled with an increase of 3c. an hour in the rate of wages, together with a provision for payment of Sunday rate on legal holidays. The granting of this increase by the company, of course, involves a large expenditure, and it was not without considerable difficulty that we were able to bring about this result. The change to a 9 hour day, with the increase above stated, means that the older men get the shorter day without any loss of income, while the younger men get a substantial increase of income. The company was induced to consider this increase in consideration of the fact that during this particular season their source of labor supply is the identical class of men who are expected to offer their services in the defence of the Empire, and it was therefore eminently desirable that nothing should occur that would tend to strain relations between the company and its men. We have reason to believe that the men will now appreciate the fact that the company has acted in such a way as to justify the continuance of the conspicuously harmonious relationship between this company and its men, of which the men have been in the past perhaps even more proud than the officers of the company.

Following is a comparison of the old and new rates per hour:

.....Old - New	
1st year	23c 26c
2nd year	24c 27c
3rd year and afterwards	27c 30c
Sundays extra	2c 4c
Legal holidays extra4c

In their application for a board of conciliation, etc., the conductors and motor-men asked for the following pay per hour: Weekday work performed between 6 a.m. and 12 midnight 32c.; weekday work performed between 12 midnight and 6 a.m., 37c.; Sunday work, 35c. The shop and shedmen asked for pay ranging from 25c to 30c an hour.

Following is a summary of the agreement: The superintendent will receive the men's "grievance committee," at any reasonable time to discuss matters arising between the men and the company.

For motormen and conductors, all runs shall be divided into regular and relief runs, and shall conform as nearly as possible to a 9 hour day. The superintendent will post in the men's waiting room a list of employes in order of seniority, with a schedule of runs. Motormen and conductors shall then have the right, subject to the Superintendent's satisfaction, to choose such runs as they prefer, the senior men to have first choice and so from time to time until all have chosen. Any man failing to make his choice within a time satisfactory to the Superintendent shall forfeit his right to make it and may be allocated to such route as the Superintendent may think proper.

Employes who are members of any committee of the employes or who are officers of any association of the employes, or delegates to conventions of street railway men shall be entitled to leave of absence for the purpose of attending conventions or of doing such committee work or other work as may be necessary, without losing seniority.

Clothing for conductors and motormen shall consist as follows: Summer - Full suit, coat, waistcoat, and trousers. Winter - Trousers every year, overcoat every second year. The company will pay full cost of clothing for all men in service over one year, and half the cost of those in their service first year, uniforms to be supplied not later than May 1 and Oct. 15 in each year. After any article of clothing has been in the possession of a conductor or motorman for three months, it shall become his absolute property. Uniform caps and badges will be supplied by the company without charge.

An employe violating the company's rules shall be warned, when off duty, by the Superintendent, against a recurrence of the same offence, and in the event of the employe being suspended, his case shall be dealt with by the Superintendent, save that any employe suspended or discharged shall have the right to appeal to the President in person, or through the grievance committee, and any employe suspended or discharged and who, upon investigation, is found not guilty of sufficient cause to warrant such suspension or discharge, shall be reinstated to his former position and be paid in full for all lost time. Cars shall be sent out each morning and night to convey employes to and from their work, the cars to be run on Somerset, Bank, Hull, St. Patrick, Sussex and Gladstone lines. The company shall, where practicable and subject to its regulations, provide seats for motormen and conductors on all cars. All cars shall be equipped each morning, before taken out, with sand, switch bars, brooms, dusters, or any other necessary articles, and all cars, cushions and windows shall be cleaned and in proper condition to go upon the street each morning, the equipping and cleaning of cars to be done by shed men employed for that purpose. Employes shall be given free transportation at all times and on all the company's lines.

The company will not call on any conductor or motorman to perform extra work in excess of his regular schedule day's work of 9 hours except in cases of necessity. Men will not be expected to work beyond a full day's work unless they are agreeable to do so. Motormen and conductors who consent to run extras or trippers before or after day's work shall be paid double time for same. All spare men who show up at the shed for work at 6 a.m. or 6 p.m. and who fail to procure work shall be allowed one hour for so turning up.

Any shop or shed man who works upon a Sunday and who gives at least one day's notice of his desire to be allowed off for one day during that week, shall be so allowed, if practicable, in the Superintendent's opinion. Conductors and motormen required to work on New year's Day, May 24th, Dominion Day, Christmas Day, Civic Holiday, Thanksgiving Day, or Labor Day, will be paid at Sunday rate.

The company will supply conductors with tickets and change to the extent of \$35. Students practising as conductors will be required to furnish their own change. The company will furnish a bulletin board in the conductors' and motor-men's waiting room upon which employes are to be permitted to post notices of meetings of employes or of any other matters affecting their welfare.

Wages for conductors and motormen shall be as follows: 1st year's services, 26c an hour for week days; 2nd year's service, 27c; 3rd year's services and upwards, 30c. In addition to the foregoing rates, 4c an hour extra to be paid for Sunday work.

Nine hours shall constitute a day's work for all shop and shed men, and the schedule shall be so arranged as to allow one hour off for dinner. No shop or shed men will be required to work more than the regular day's work of 9 hours except in case of necessity. The present shop rules will not be amended except after conference with the grievance committee. Shop and shed men working on Sundays will receive 4c an hour in addition to their regular rate. No man shall work out of his regular turn unless at the request of a representative of the company, and if he works on Sunday out of his regular turn, he shall be paid time and a half. Shop and shed men will be paid Sunday rate of 4c an hour extra for work on all legal holidays. All shop and shed men will receive an increase of 3c an hour in excess of the wages which they are receiving at the date of this agreement. Any shop or shed men called upon to work for more than 9 hours in any day shall be paid at the rate of time and a half for such excess service, except in the event of his being required to work all night when he shall be paid double time from 6 p.m. to 6 a.m.

The company has no objection to any employe being a member of Division 279 Amalgamated Association of Street and Electric Railway Employes of America, and will not discriminate against any employe by reason of his being a member of that organization.

Sunday hours of conductors and motor-men are to remain as they are at present. The pits in the sheds shall be equipped with board platforms. The schedule of running times shall be so rearranged as to provide for a lay over of 2 minutes at the end of each run.

All conductors and motormen shall be entitled to not more than 3 months leave of absence in any one year without losing seniority, provided that no conductor or motorman shall receive leave of absence unless his reason for applying for such leave is satisfactory to the Superintendent and is for a time which is satisfactory to the Superintendent, and that the number applying for leave of absence shall not at any time, in the Superintendent's opinion interfere with the practical working of the system.

The paying of the men shall be commenced at 2 p.m. instead of at 4 p.m. as heretofore.

The agreement shall continue in force and be binding on the respective parties until June 30, 1918, and so from year to year after unless and until either

party desires a change in it, in which case such party shall notify the other party of the desired change at least 30 days prior to the ending of any year. A notice given to the Minister of Labor under the provisions of The Industrial Act, 1907, and" amendments thereto, shall be treated as a notice under this section.

01-Oct-1916 Page 403 Kingston (CP)

A Kingston press report says CPR officials are investigating the possibility of electrifying the company's line from Kingston to Renfrew, the power to be obtained from the Mississippi River.

01-Oct-1916 Page 409 Smiths Falls

An order has been given Roberts & Schaefer Co., engineers and contractors, Chicago, to rebuild a frame constructed automatic coaling plant at Rideau Junction which was destroyed by fire recently.

01-Oct-1916 Page 424 Hull Electric

We are officially advised that the company contemplates paving its portion of Lorimer Ave., Bridge St., Montcalme St., and the Chelsea Road, in all about 10,000 ft G.G. Gale is General Manager.

01-Nov-1916 Page 441 Kingston (CP)

We are officially advised that it is not the intention to electrify the Kingston and Pembroke Ry. as reported in the daily papers.

01-Nov-1916 Page 460 Morrisburg and Ottawa Electric

The following advertisement was published in Ottawa papers recently: "The Secretary-Treasurer of the above company will be at his office, 210-211 Union Bank Building, Ottawa from 10 a.m. until 4 p.m. every day until Oct. 4, 1916, to receive payments or to make settlements with shareholders in arrears, and that (excepting such shareholders as against whom this company has judgement, or suits pending, or who have given promissory notes, or who have voluntarily made other satisfactory settlement) all shares other than as specified above upon which any call of part off call or other part remains unpaid, on our books as of date Oct. 14, 1916, may be forfeited to the company, that such forfeited shares will be disposed of by the directors in such manner and at such times as may be deemed advisable and in accordance with the Statute of Ontario governing such sales of forfeited shares; and take further notice -That the Secretary-Treasurer of this company is the only authorized person to give receipts for money paid to the credit of this company and shareholders and others will govern themselves accordingly."

This company failed in securing from the Ontario Legislature last session an extension of time for construction. The company did some grading, but could not get further funds. In May, 1915, it began to take proceedings against its shareholders to recover unpaid instalments of calls and secured judgement against a considerable number of them.

01-Dec-1916 Page 490 Beachburg

The CNoR is building 6 houses at Brent for its trainmen. The houses are being built of sided timber faced three sides in the company's saw mills to 5 in. square and 6 in. square, the half round on the outside. The design of the houses is attractive, they having dormer windows on both sides of the roof with cornice, carried around, making a bell cast end. The interiors are being finished in paneled beaver board. The timber being sided with the saw makes it possible for each piece to lie close to the other, with oakum between which makes probably the warmest house that could be built for the cold climate of Northern Ontario. The method of construction is also claimed to make the houses slow burning in case of fire.

01-Dec-1916 Page 492 Central of Canada

A general meeting of bondholders was called to be held in Montreal, Nov. 30, to consider the scheme of arrangement deposited by the directors in the Exchequer Court of Canada, to consider the company's position and to appoint a committee to assist the directors and the trustees in preserving bondholders' interests. The company has about £850,000 of 5% bonds outstanding in Canada, New York, Paris and London. Interest is in arrears from Oct. 1, 1913. A London, Eng., paper says "Apparently 58 miles of railway have been completed of which 38 miles are leased to the GTR and 380 miles were under construction, when, early in 1914, all work was suspended, pending new financial arrangements." A general contract was let for the entire line it was proposed to build between Montreal and Midland, but the only two sections which were ever brought to a construction stage were a 38 mile section from Hawkesbury to South Indian, ON, and a 15 mile section from Ste. Agathe des Montes to Franchestown, QC, and the only track laid was on a small piece from Hawkesbury westerly for 2.50 miles in 1912. Location plans were authorized early in 1913 for a piece of line from mileage 0 to 7, and revised location plans from mileage 5 to 16 in Quebec, and a subsidy contract was entered into with the Dominion Government for the construction of a line from Ste. Agathe des Montes to Howard tp., 15 miles. Early in 1913, the general contractors, C.J. Wills & Co., London, Eng., commenced proceedings against the company, claiming \$230,000, for 20 miles of line which they claimed to have built, and since then no actual construction has been done.

01-Dec-1916 Page 502 Hull Electric

We are officially advised that the improvements, second track work and extensions which it is proposed to carry out at Hull are as follows: A second track on Montcalme St. and Chelsea Road; a loop on Chelsea Road, Mountain Road, Second Ave. and Montcalme Ave. The length of second track to be laid is 8,660 ft., and of loop line 4,800 ft. the city council, on May 9, authorized the contract covering these alterations.

01-Dec-1916 Page 502 Ottawa Electric

Petitions are being extensively signed asking the municipalities interested to arrange with the company to extend its line to Notre Dame Cemetery. the matter came before Eastview Town Council some time ago, when the company informed that body it would not extend the line until it had an extension of its franchise.

01-Dec-1916 Page 503 Ottawa Electric

Thomas Ahearn, President Ottawa Electric Ry., is said to hold the record for the fastest run by motor between Ottawa and New York, viz.: 458 miles in 13 hrs. 20 min.