

# Ottawa Items from Railway and Shipping World - 1920

01-Jan-1920 Page 16 Prescott

Samuel Dowsley, at one time an employe of the St. Lawrence and Ottawa Ry., prior to its acquisition by the CPR, died at Prescott, Dec. 4, aged 80. He was master mechanic of the line and for a time had charge of the shops at Prescott. He was an uncle of Hon. J.D. Reid, Minister of Railways and Canals.

01-Jan-1920 Page 18 Other

Lievre Valley Power, Traction and Manufacturing Co. The Quebec Legislature is being asked to amend the company's charter powers by authorizing it to build a narrow gauge railway, and for other purposes. The Buckingham Electric Ry., Light and Power Co. was incorporated by the Quebec Legislature with various powers in 1895. In 1905 the legislature changed the name to the Lievre Valley Power, Traction and Manufacturing Co., its powers as to railway construction being as follows, to build a single or double track railway from the City of Hull, or from a point in Hull tp. to the mouth of the Lievre River in Buckingham tp., parish of L'Ange Gardien, through Buckingham, and along the Lievre River Valley to the National Transcontinental Ry. Power was given to operate the projected railway by electricity, steam or other motive power, and to generate and distribute electric power.

01-Jan-1920 Page 19 Salmon River and Northern

The Quebec legislature is being asked to amend the statutes of 1905, chap. 59, by authorizing a change in the location of the main line then authorized, by permitting the building of branches, and by extending the time fixed for construction. The statute referred to authorized the company to build a railway from Grenville, westerly to Montebello, thence northerly along the Salmon River Valley to the west side of Lake Papineau thence northerly on the east side of the nation River and Lake Nominique to the Rouge River Valley, and along that to the National Transcontinental Ry. Authority was also given to build branch lines, and to develop water powers at points touched by the railway. The provisional directors named in the act are: J.S. Fassett, Elmira, NY.; G.W. Thayer, Rochester, NY.; C. Adsett, Hornersville, NY.; W.L. Haskell, Ullysses, PA and Westmount, QC.; F.W. Hibbard, Westmount, QC. and Jas. Walker,

01-Jan-1920 Page 21 Westport

The old Brockville, Westport and Northern Ry., now a part of the Canadian National Rys., had its southerly terminus at Brockville, with terminal yards etc. Now that the GTR is about to be taken over by the Dominion Government, an arrangement is reported to have been concluded under which the GTR terminal facilities will be utilized for both lines. It is also reported that a new station may be built and the terminal facilities enlarged.

01-Jan-1920 Page 34 Ottawa Electric

A press report states that laying of rails for the street railway on the new Chaudiere Bridge, Ottawa, is being gone on with, and that as soon as the work is completed the temporary bridge will be removed. The Ottawa City Council was asked by a citizens' deputation Dec. 6 to favour the building of a loop on Creighton St., and decided to refer the matter to the company for reconsideration.

01-Jan-1920 Page 36 Ottawa Electric

The OERy. will, it is said, in future, be the plaintiff in actions due to collisions between automobiles and street cars, where they are due to careless automobile driving.

01-Feb-1920 Page 75 Waltham

A press report states that an improved station will be erected at Aylmer during this year; that a new site has been surveyed and that certain preliminary work has been done.

01-Feb-1920 Page 78 Ottawa Electric

OER Employees wages. see photo copy

01-Feb-1920 Page 79 Ottawa Electric

OER service at cost - see photo copy.

01-Feb-1920 Page 81 Kingston, Portsmouth and Catarqui

We are officially advised that the company will make necessary repairs to its track but is not contemplating any new construction.

01-Feb-1920 Page 83 Ottawa Electric

In connection with the company's appeal against the Board of Railway Commissioners' refusal to grant an increase of fares on the Britannia line, which was argued before the Supreme Court of Canada, Nov. 17 and 18, 1910, the court on Dec. 22, 1919 decided that it requires further argument on the following questions:-

1. Has the Board of Railway Commissioners authority to reduce the company's charge for passenger services within the City of Ottawa, below the fare of 5c now charged for any such services?
  2. If the first question is answered in the negative, has the board the power to require the company to provide a service partly within and partly beyond the limits of the City of Ottawa for a charge not exceeding 5c?
  3. In passing upon the questions raised upon this appeal is the court in any respect governed by the Railway Act, 1919, Sec. 325?
- The argument will probably be heard in February, Nepean tp. is the respondent.

01-Mar-1920 Page 118 Other

The contractors for the extension of the breakwater at Current River, Port Arthur, Chambers, McQuigge, McCaffrey Co., have laid a single track narrow gauge railway, with passing tracks, over the ice from the mainland to where the breakwater is being built. The rolling stock consists of 4 locomotives and a large number of dump cars. Each train consists of 6 cars, the load being about 50 tons, about 1,000 tons a day being dumped into 40 ft. of water. The contract covers the construction of 1,500 ft. of breakwater.

01-Mar-1920 Page 118 New York Central

The Ontario Legislature is being asked to ratify a Cornwall tp. Council bylaw confirming an agreement made between the council and the Ottawa and New York Ry. fixing an annual assessment of \$150,000 on the portion of the international bridge between Canada and the United States which is in Cornwall tp.

01-Mar-1920 Page 123 L'Orignal  
The Board of Railway Commissioners has approved of location and plant of a station for Alfred Centre, QC (?), mileage 70.2 Grenville sub.

01-Mar-1920 Page 123 Westport  
A press report states that municipalities along the old BW&NWRy. from Brockville to Westport have been asked to request the HEPC to report on the cost of electrifying the section.

01-Mar-1920 Page 124 Kingston (CN)  
Work done during 1919 - a station was erected at Mille Roches.

01-Mar-1920 Page 124 Renfrew  
The Ottawa Rotary Club discussed recently the GTR cross town tracks and advocated a petition asking for their removal or the separation of grades.

01-Mar-1920 Page 124 Renfrew  
Work done in 1919. A 100,000 gal. water tank and freight shed were built at Madawaska, this point being a district terminal between Ottawa and Depot Harbour.

01-Mar-1920 Page 135 Other  
Lievre Valley Power, Traction and manufacturing Co. The bill introduced in the Quebec Legislature recently to amend the company's charter was withdrawn, and the legislature on Jan. 29, ordered the return of the fees paid less cost of printing and translation. The company was incorporated in 1895 as the Buckingham Electric Ry., Light and Power Co., the name being changed to the present one in 1905. It has power to build a railway, to be operated by steam, electricity or any other motive power from Hull to the mouth of the Lievre River, and along that river to the National Transcontinental Ry.

01-Mar-1920 Page 137 Salmon River and Northern  
The Quebec Legislature has confirmed the company's charter rights as given in the statutes of 1905, chap. 59, has extended the time for building the projected railway for 10 years, has given authority to build branch lines not to exceed, in any one case, 15 miles, and has changed the company's office from Montebelle (sic) to Fassett, Labelle County. The line authorized in 1905, the time for the construction of which was extended on different occasions, is projected to start at Grenville, and run westerly to Montebello, thence northerly along the Salmon River valley, to the west side of Lake Papineau; thence northerly on the east side of the Little Nation River and Lake Nominique to the Rouge River, where it would turn to the south east, and along the western valley of the Rouge River to the National Transcontinental Ry.

01-Mar-1920 Page 142 Ottawa Electric  
OER proposal for service at cost - see photo copy.

01-Mar-1920 Page 145 Hull Electric  
A press report states that the alteration of the company's sub station on Main St., Hull, at a cost of \$30,000 will be completed shortly. Two new transformers, each with a capacity of 1,500 h.p. re being installed, increasing the power available from 200 h.p to 300 h.p. The rearrangement is being made to provide for additional power, better facilities for the handling of railway loads, and improved light and power service.

01-Mar-1920 Page 145 Ottawa Electric  
Application is reported to have been made to the Hull City Council for permission to build a loop line at the terminus in Hull. The present line is a stub one, on which 2 way operated cars are run. They are the oldest cars owned by the company, and, therefore, the least reliable. Nothing can be done to improve the service to Hull, until a loop, round which the one way cars could be operated, is built.

01-Mar-1920 Page 148 Ottawa Electric  
The Ottawa Board of trade is reported as proposing to ask the Dominion Government to rearrange the hours at which civil servants go to and leave their offices, to do away, to some extent with the crowding of OERY. cars. The board has expressed the opinion that it is unfair to expect the company to keep up a sufficient number of cars to transport 10,000 people at the same hour four times a day, and carry but a few people the remainder of the time.

01-Apr-1920 Page 182 Ottawa Terminal  
A press report states that alterations and improvements estimated to cost \$60,000 are being made to the car sheds at this station. The car shed is being extended to the edge of the Rideau Canal, and a concrete platform is being built between tracks 1 and 2. It is expected that the erection of the steel work will be started about April 15 and that the whole work will be completed by June 15. The work is being done by the company's maintenance force, except the steel work, the contract for which has been let to Dominion Bridge.

01-Apr-1920 Page 199 Ottawa Electric  
OERY. employes are said to be considering the details of a new wage schedule, etc., which they propose to ask the company to adopt, and that it will call for a maximum rate of 65c an hour.

01-Apr-1920 Page 202 Hull Electric  
We are officially advised that the company is remodeling its power substation at Hull. The plant to be installed consists of two 1,200-k.v.a., 3 phase, on installed water-cooled transformers, primary voltage 11,000, secondary voltage 2,200. These transformers, together with a high tension and a low tension switchboards, are being manufactured by the Canadian General Electric Co. It is expected that the apparatus will be installed and in operation early in

01-Apr-1920 Page 203 Ottawa Electric  
Increase in fares - see photo copy.

01-Apr-1920 Page 204 Ottawa Electric  
Legislation - see photo copy.

01-May-1920 Page 239 Renfrew

N. Cauchon addressed the Engineering Institute of Canada's Ottawa branch recently, urging the removal of the GTR cross town tracks, and the members passed a resolution endorsing the proposal. The Ottawa City Council also had the matter brought before it recently by a deputation from city business organizations. It was arranged to promote the signing of petitions to the government, asking that the cross town tracks be removed. Two plans for the removal of the tracks are suggested, one for the GTR trains going west to leave the city over Canadian National Rys. lines, and the other that all trains cross the city through a tunnel.

01-May-1920 Page 253 Ottawa Electric

increase in rates - see photo copy.

01-May-1920 Page 256 Ottawa Electric

Negotiations are reported to have been in progress for some time respecting a new wage agreement between the OERy. and its employees. The men are said to be asking for a maximum rate of 65c an hour, the existing rate being 45c.

01-May-1920 Page 257 Ottawa Electric

The Hull City Council is reported to have instructed its solicitor to appear before the Board of Railway Commissioners and oppose the company's application for permission to lay a loop at the terminus of its line in Hull.

The OERy. is, we are officially advised, adopting a modified form of skip stops which will cut out about 25% of the present stops on its city lines. The city council has approved of the plan, which was put into operation April 5, and was reported April 15 to have resulted in a speeding up of the service. With regard to the matter of stopping cars on the near or far side of street intersections, we are advised that the Ottawa Motor Club requested the city Board of Control to adopt the near side stop. The company objected to this, and the city council decided not to make any change from the present far side stop. There are many reasons why the company objected --- are due to the climatic peculiarities, but the chief objection is that it slows up the car service, making it necessary to extend the time schedules. This is because when a car stops on the near side all the cross traffic has the right of way over it for the time being. When a car stops on the far side it has the right of way in crossing the street, and after its business is finished at that crossing, it gets away immediately without inconveniencing anyone. The near side stop system was in operation during 1913, 1914 and 1915.

01-Jun-1920 Page 292 Renfrew

In connection with the project for removing the GTR cross town tracks in Ottawa, a suggestion has been made for the elimination of all the tracks with one exception, such a line to have short spurs to business plants and short sidings between certain streets. This, it is contended, would obviate the long haul which would result from the removal of all tracks. the one through track would, it is proposed, be operated by electricity.

01-Jun-1920 Page 300 Beachburg

Tenders were invited recently for concrete abutments and pedestals, mile 82.4, Pembroke sub.

01-Jun-1920 Page 317 Ottawa Electric

J.M. Ahearn heretofore assistant Superintendent and Purchasing Agent has been appointed Assistant Manager and Purchasing Agent. F.D. Burpee, heretofore Superintendent, has been appointed Manager.

01-Jun-1920 Page 318 Ottawa Electric

A board of conciliation has been appointed by the labor Department to arbitrate between the OERy. and its employes as to wages and working conditions. We are advised that G.D. Kelly is the company's representative and A.E. Fripp, K.C., M.P., is the men's representative.

01-Jul-1920 Page 376 Article

Train changes - merging GTR into CNR.

01-Jul-1920 Page 388 Renfrew

A petition is being signed asking the Dominion Government to take steps to discontinue all through traffic across Ottawa and to remove all cross town tracks with the exception of a switching track for serving existing industries, such track to be used only at certain hours, and to be removed at some future date.

01-Jul-1920 Page 389 Carleton Place

A press report states that the company proposes to build a station near Parkdale Ave.

01-Aug-1920 Page 424 Beachburg

The CNR has built a connection with its Pembroke station to the GTR track, a mile and a half from the GTR Pembroke station, the length of the connection being one mile. The CNR has changed the name of its Pembroke station to Pembroke Jct. CNR local trains between Pembroke and Ottawa run to and from the GTR Pembroke station using the CNR line between Pembroke Jct. and Ottawa. CNR through trains between Montreal and Sudbury do not run to and from the GTR Pembroke station, but pick up and discharge passengers at the CNR Pembroke Jct. station. The GTR station agent at Pembroke, J.G. Vallier, is joint agent for both railways, the CNR Pembroke Jct. station being merely a junction point from which the agent has been removed, and at which only operators are stationed, who also sell tickets for the through trains. freight for Pembroke, collected on the CNR is taken to the GTR freight shed there, where delivery is made, and conversely shipments from Pembroke are received at the GTR station and handled by the CNR from Pembroke Jct.

01-Aug-1920 Page 424 Kingston (CN)

All CNR trains now operate to and from the GTR Kingston joint station. The CNR formerly used the CPR passenger terminals.

01-Aug-1920 Page 426 Beachburg

Local CNR trains now operate between Ottawa Union station and Pembroke GTR station daily except Sunday.

01-Aug-1920 Page 450 Hull Electric

We are officially advised that the Hull City Council proposes to repave Main St. and City Hall St. with asphalt.

01-Aug-1920 Page 451 Hull Electric

A board of conciliation has been appointed to deal with the matter of the wages of the motormen and conductors. Under the agreement between the company and its employes which expired July 1, the men were paid from 34c. to 41c. an hour according to length of service. They have asked for a round increase to 65c.

As the matter could not be adjusted, a board of conciliation was appointed, the company appointing G. Kelley, of Ottawa as its representative, and the men, J. Gibbins of Toronto. These two having failed to agree on a chairman, the Minister of Labor appointed Capt. W.P. Grant, Manager, Daly Co. Ottawa.

01-Sep-1920 Page 502 Kingston, Portsmouth and Cataraqui

A press report, Aug. 26, stated that the Kingston City Council had under consideration an application from the City company for permission to do away with the sale of tickets at reduced process, and to charge a straight 5c fare.

01-Sep-1920 Page 503 Ottawa Electric

A press report states that an automatic switch has been installed at the corner of Bank and Sparks streets, and that two other similar switches will be installed at Elgin and Sparks Sts., and one at the corner of Rideau and Sussex Sts.

01-Sep-1920 Page 509 Ottawa Electric

OER insurance and benefit plan - see photo copy.

01-Oct-1920 Page 548 Ottawa Terminal

A recent press report stated that a contract was about to be let for the erection of an office and store room at Ottawa (GTR).

01-Oct-1920 Page 557 Hull Electric

Electric Railway Employees' Wages, Working Conditions, Etc.

Hull Electric Co. - Under the agreement between the company and its employes, which expired July 1, motormen and conductors were paid from 34c. to 41c. an hour, according to length of service. The new agreement asked for by the men provided for an all round rate of 65c. an hour. Failing a settlement, the men asked for a board of conciliation, which was authorized, the board consisting of G. D. Kelley, Ottawa, representing the company; Jos. Gibbons, Toronto, representing the men, and W. P. Grant as chairman. The board opened its sittings at Hull, Que., Aug. 3. G. Gordon Gale, Vice President and General Manager, appeared for the company. A majority report was signed by W. P. Grant and G. D. Kelley Aug. 26, recommending the following wages per hour for passenger motormen and conductors:

First six months ..... 41c.  
Second six months ..... 44c.  
Second year . ..... 46c.  
Third year and thereafter ..... 48c.

Listed spare men reporting for duty three times each day to be paid a minimum of \$30 a half month, but if they work in excess of the hours to cover this amount they to be paid at the schedule rate per hour.

Freight crews, 10 hour day, per hour: Conductors ..... 52c.  
Motormen . . . ..... 52c.  
Brakemen . . . ..... 45c.  
Trolley men . . . ..... 41c.

The report recommended that these rates be paid from July 1, and that they continue in force for a year from that date. A minority report was presented by Jos. Gibbons, recommending the following wages per hour:

Passenger car men : First six months ..... 45c.  
Second six months ..... 48c.  
Second year men ..... 50c.  
Third year men ..... 52c.  
Freight crew: Motormen and conductors ..... 56½c.  
Brakemen . . . ..... 47c.  
Trolley men . . . ..... 45c.

The majority report recommended increases to other employes, but not to the same extent as did the minority report. The percentage of increases granted in the majority report varied from 17% to 26%. The majority report was accepted by the company and its employes after some discussion, and a new agreement for the year July 1, 1920, to June 30, 1921, was made accordingly.

01-Oct-1920 Page 558 Ottawa Electric

Ottawa City Council had under discussion on Sept. 20 a motion for the securing of legislation to permit the council to withdraw from its agreement to buy the OERy. should the valuation price be too great. The motion was sent to the Board of Control for consideration.

01-Nov-1920 Page 612 Ottawa Electric

Proposed purchase of the OERy. see photo copy

01-Nov-1920 Page 616 Ottawa Electric

Ottawa traction problems see photo copy pp. 616-7.

01-Dec-1920 Page 650 Renfrew

Hon. A. Sifton, acting Minister of Railways, is reported to have promised favourable consideration of a request for the removal of the GTR cross town tracks in Ottawa. It is expected that an engineer of the Railways Department will be authorized to look into the matter.

01-Dec-1920 Page 651 Carleton Place

The Ottawa Board of Control has been advised that the permanent station at Ottawa West will be at Victoria Ave., in conformity with the Board of Railway Commissioners order.

01-Dec-1920 Page 672 Ottawa Electric

A press report of Nov. 16 stated that automatic switches had been installed at the corner of bank and Sparks Sts., at the corner of bank and Queen Sts., two at the junction of Elgin and Sparks Sts., at the corner of Sussex and Rideau Sts., and that it is expected that automatic switches will be installed at other junction points next summer.