

# Ottawa Items from Railway and Shipping World - 1929

01-Jan-1929 Page 33 Ottawa Electric

OER employees have heretofore been affiliated with the Amalgamated Association of Street and Electric Railway Employees of America. At a meeting a number of them on Nov. 25, 1928 it was decided to form an organization to be affiliated with the All Canadian Congress of Labour. W.B. Fitzgerald, First vice President, visited Ottawa Dec. 10 and addressed a meeting of the company's employees in support of the older organization.

01-Feb-1929 Page 71 Ottawa Terminal

Ottawa City Council approved an agreement with the CNR under which CNR gives a 15 ft. strip on the west side of Besserer St. from Nicholas to the central station for road widening, the city to close up and give to the railway Turgeon Lane and Mosgrove St., south of Besserer St.

01-Feb-1929 Page 75 New York Central

A Cornwall, Ont., press dispatch of Jan. 6 credited J.K. Brown, Superintendent, Adirondack and Ottawa Divisions, N.Y.C.R. with having stated electric battery cars might soon replace steam trains between Cornwall and Ottawa as heavy power and equipment was not required for the amount of business handled on the division. We were advised officially on Jan. 9 that there was no definite information that could then be furnished in regard to the matter.

01-Feb-1929 Page 93 Ottawa Electric

Sybil Donkersly sued the OER and the Orange Crush Bottling Co. in Oct. 1928, for injuries sustained by being struck by an Orange Crush truck on Rideau St. at Sussex after she had alighted from a streetcar. The jury awarded her \$2,500 jointly against the defendant companies, on the ground that she was allowed to leave the street car at a point other than at the loading platform at the corner of Rideau and Sussex Sts. which was due to the fact that the street car ahead of the one in which she was a passenger was already occupying the platform. Both companies appealed to the Ontario Supreme Court on Jan.7 when judgement against the OER was set aside with costs and the Orange crush Bottling Co.'s appeal was dismissed. The Appellate division held that Miss Donkersly being allowed to leave the street car at a point other than at the loading platform did not constitute negligence in law.

01-Feb-1929 Page 98 Ottawa Electric

In order to relieve congestion the tracks on Sparks St. are to be extended to Lyon St. and thence north to Wellington St. When this is completed all Hull cars will take that route instead of turning north on Bank St. thus relieving the congestion at the corner of Sparks and Bank Streets. The company advised the city board of control on Jan. 15 that it did not propose to pay anything towards the cost of the Somerset Street bridge until its appeal against the distribution of cost as between the company and the CPR and CNR has been disposed of by the Supreme Court of Canada. The company is appealing against the BRC order of May 1928 directing it to pay \$90,000 towards the cost of the bridge on the ground that under an old agreement it is not called upon to make any contribution.

01-Mar-1929 Page 145 Ottawa Terminal

Chateau Laurier - The new wing erected at the Chateau Laurier, Ottawa, is reported to have been completed and opened for guests. The addition has been built in conformity with the original structure, and practically doubles its accommodation. The original building was in the shape of an L, the long leg being parallel to the terrace and the Rideau Canal, and the shorter leg, which forms the entrance front, facing Sparks St. and the union station, to which the hotel is linked by an underground passage. When it was found that the original building accommodation was insufficient to meet the ever increasing demands it was decided to remodel the interior, adding another wing. The addition of this wing turns the plan into a U shape and the whole portion of this on the ground floor is practically filled in with new public rooms, the upper part of kitchens, etc. The enlarged structure has 500 bedrooms, each with bath, and all are arranged with communicating doors so that they can be converted into suites as occasion demands. There are also special suites which may, by a rearrangement of the furniture, be converted into apartments comprising foyer, reception and dining rooms, bedrooms and bathrooms. The dining room, bell room and other public apartments have been rearranged and additional facilities provided in the way of small dining rooms for private parties, committee rooms for meetings, etc., while in the basement and sub-basement there are kitchens, service pantries, laundry, Turkish bath, swimming pool, store rooms, etc. Separate entrances on Mackenzie Ave. give direct access to either ballroom or grill and cafeteria, thus affording relief from congestion in the main lobbies during the rush periods or when large gathering are in progress.

Hull Electric Co. -The board of conciliation and investigation appointed by the Labor Department to deal with the differences between the company and its employes, members of Division 591, Amalgamated Association of Street and Electric Railway Employes of America, presented a majority report dated Jan. 31, and a minority report dated Feb. 1. The majority report was signed by Adam Shortt, LL.D., chairman, and W. L. Best, the employes' representative. It stated that the men's application for increased wages and for changes in working conditions was dated May 30, 1928, and that the only matter which was not capable of amicable adjustment was in regard to wages, the company declining to make any increase. The employes asked for increases of from 10c to 20c an hour, which meant substantially an increase of from \$1 to \$2 a day, which "would have placed them much above most of the employes in similar positions throughout Canada," while the company claimed that under existing conditions as to fares obtained and costs involved in operating the line it had annual deficits. The report stated the evidence given in support of the men's claims as to cost of living, etc., "certainly paralleled in evidence the claims for increased wages," while on the other hand the company's reference as to increased cost of materials, etc., could not "be taken as justifying the reduction of a fair market rate for the purchase of the labor employed." After considering the matter from all points of view the chairman and the men's representative reached the following conclusions: - The employes, other than the motormen and conductors, are in receipt of wages, relatively higher than received by similar employes throughout the country. To relatively equalize the rates of wages paid by the company, the motormen and conductors should be allowed an increase of 2c an hour. If this equalization is made, in view of the general cost of living in Hull and Aylmer, where most of the employes of the company reside, the average return for their wages to the employes would be substantially equivalent to that which exists in Ottawa, the nearest comparable centre. "It is recommended that the increase of wages as here proposed, should begin from Dec. 6, 1928, when the first proceedings took place in connection with the formation and sittings of the Board."

The minority report, signed by H. P. Hill, K.C., the company's representative, a lengthy document, said in part:- "The conductors and motormen are being paid generous wages and, if the situation is to be dealt with at all, I am inclined to the opinion, from the figures furnished us, that the wages paid the other employes should be reduced." This question, however, was not raised by the company and as the situation has been in existence for a number of years, and the conductors and motormen are not complaining of it, he made no recommendation, but proceeded to consider the problem as to whether the conductors and motormen, under all the circumstances, were receiving fair and proper wages. He pointed out that the company has never earned a dividend; has during the last few years suffered losses; is operating under an old franchise, which expires on May 1; is limited to a 5c fare, and is subjected to the competition of an unlimited number of buses operating through the City of Hull and from Hull to Aylmer. The employes are entitled to fair and reasonable wages, and it is within the right of the public, which ultimately has to pay, to see that the wages paid be not more than what is fair and reasonable. The motormen and conductors have been paid 45c an hour with an additional 4c an hour when operating one-man cars, since 1923, and in comparing these rates with those paid in practically similar sized cities in eastern Canada, the Hull Electric Co.'s employes are with one or two exceptions paid higher wages than in 16 places considered. He disagreed entirely with his colleagues that the wage comparison should be made with Ottawa, and gave comparisons from wages paid different classes of labor in Ottawa and Hull, showing that speaking generally rates paid in Hull are lower than in Ottawa. He pointed out that the bus drivers running in competition with the Hull Electric Co. are paid at from 31c to 40c an hour. The agreement of 1923 must be presumed to have been fair both to the company and its employes and he concluded that for the reasons stated at length he considered that the motormen and conductors were being paid relatively generous wages.

The agreement between the company and its employes was made in June 1927 subject to being reopened on 60 days notice. It provides a per hour rate for motormen and conductors of 38c for the first year, 40c for the second year, 43c for the third, 45c for the 4th year and thereafter. Overtime was fixed at time and a half and operators of one-man cars received 4c an hour extra.

Hull city council instructed the solicitor to give an opinion as to whether the company is bound by the contract of 1894 between Theophile Viau and the city in which he undertook to build a line to Ironside and another to Gatineau Point, during the life of the franchise which will expire within the next few months. The council wants to know how it stands on this matter before discussing a franchise renewal with the company.

The OER started on March 1 to sell 17 adult tickets in book form for 41, an average of 5.88c each instead of 16 for \$1, or 6.25c each previously. The sale of 4 tickets for 25c, or 6.25c each continues for those who do not want to buy a dollar's worth. The management expects the new books will have a large sale and increase the riding habit.

The question of a route for the projected Templeton Avenue extension was raised at a meeting of board of control March 5, when it was suggested that the car tracks be laid from Laurier St. on Nicholas St. to Somerset St. then down Somerset St., looping back on Mann Ave.

New fares - on the first day the new tickets went on sale 6,000 of the books were sold and new supplies had to be ordered.

.

wages - .

The company was reported on May 17 to have approved of plans for a 12 ft. square tunnel underneath Chaudiere Road to connect two of the E.B. Eddy Co.'s buildings. As the company has its car tracks on the road underneath the tunnel will pass, its consent was necessary.

Board of control and the civic street railway committee have approved of the extension of Templeton Ave. from King Edward Ave. to Nicholson (sic) St. as the first step towards getting an extension of the street railway there. There is considerable opposition to the proposal and on May 3, the St. Francis Municipal Association passed a resolution protesting against the plans.

wages - .

New rail allotment includes 150 miles of 100 lb. rail which will be laid on the Carleton Place, Chalk River and North Bay subdivisions.

01-Jul-1929 Page 429 Chalk River  
 New rail allotment includes 150 miles of 100 lb. rail which will be laid on the Carleton Place, Chalk River and North Bay subdivisions. a 150 ton capacity coaling plant will be built at Chalk River. The station at Renfrew will be remodeled. At Chalk River power plant radial brick chimneys will replace the steel stacks.

01-Jul-1929 Page 429 Prescott  
 A new station will be built at Kemptville. At Ottawa West power plant radial brick chimneys will replace the steel stacks. A modern mechanical cinder disposal plant will be installed at Ottawa West. Automobile truck scales of 20 tons capacity will be installed at Prescott.

01-Jul-1929 Page 429 Maniwaki  
 A new station will be built at Wakefield.

01-Jul-1929 Page 429 Lachute  
 The present station at Buckingham Junction will be remodeled. The station at Point au Chene will be moved to a new location.

01-Jul-1929 Page 429 Winchester  
 The present stations at Finch, Bedell, Green Valley and Smiths Falls will be remodeled. A bunkhouse for employees will be built at Smiths Falls. A new ice house will be provided at Smiths Falls. The machine shop at Smiths Falls will be extended. At Smiths Falls the existing turntable will be replaced with 100 ft. turntable of the latest design. A modern mechanical cinder disposal plant will be installed at Smiths Falls.

01-Jul-1929 Page 429 Montreal and Ottawa  
 The stations at Hammond and Vankleek Hill will be remodeled. A new pumphouse will be provided at Vankleek Hill. New sidings or siding extensions will be built at Hull West. New business siding will be built at Gatineau.

01-Jul-1929 Page 451 New York Central  
 National Toll Bridge Co., New York, has proposed a roadway to link up the Montreal Kingston highway on the Canadian side of the St. Lawrence River, with the Roosevelt Highway in New York State. This project would involve the construction of about three miles of highway and the decking of the Ottawa and New York Railway bridge across the St. Lawrence River and the Cornwall Canal at Cornwall. The bridge consists of two sections, one across the north channel of the river to Cornwall Island and the other from Cornwall Island across the south channel of the river. At present motorists have to get across the river by a ferry about two miles east of Cornwall. Surveyors are reported to be working out details for the roadway on Cornwall island and the connection between the ends of the bridge and the two highways, and the promoters are negotiating with authorities in Ontario and New York respecting the proposal.

01-Jul-1929 Page 458 Ottawa Electric  
 Wages - .

01-Jul-1929 Page 458 Hull Electric  
 Wages - .

01-Jul-1929 Page 459 Hull Electric  
 We are advised officially that the portion of the agreement with the City of Hull which gave it an exclusive franchise to operate a street railway in the city was due to expire on June 2, after being in operation for 35 years, the other portions of the agreement not being affected. The city council, on May 28, extended the agreement to June 30, and it was expected that a new agreement would be made by that time.

01-Jul-1929 Page 459 Cornwall Street  
 is contemplating putting n a turnout on Marlborough Street, between First and Victoria Avenue.

01-Jul-1929 Page 460 Hull Electric  
 WE were advised officially on June 12 that no decision has been reached by the company on the question of fares in connection with the operating agreement which expired on June 2, but was extended to June 30. A 5c fare has been in operation ever since the company was given its franchise 35 years ago. An application was made in 1921 for an increase in fare in the city, but no action was taken. The fares outside the city are fixed by the Board of Railway Commissioners and new schedules have been put in operation from time to time within the last few years, but these are in no way affected at present. The 5c fare has not proved remunerative.

01-Aug-1929 Page 518 Ottawa Electric  
 The OER is relaying 3,480 ft. of single track on Queen Street, between Bank and Elgin Streets in connection with repaving. It has bought 225 gross tons steel rails Bethlehem section 122/407A.

01-Aug-1929 Page 521 Hull Electric  
 The City Solicitor of Hull was instructed, July 9, to prepare a new contract for the operation of the electric railway in the city, for submission to the company. It was expected that the terms of the contract would be settled by July 31, for which purpose the operation of the old contract was extended for a further 30 days.

01-Sep-1929 Page 547 Ottawa Terminal  
 The CNR was reported on Aug. 12 to have acquired additional properties between Besserer and Somerset Streets in connection with its proposed improvements in the east side of the Rideau canal, and the enlargement of the yard facilities at the Central Station.

01-Sep-1929 Page 575 Ottawa Electric  
 The OER is providing life saving appliances at Britannia pier.

## Hull Electric Co.'s Franchise.

The agreement under which Hull Electric Co. operates its electric railway in Hull, Que., was due to expire in part in June, and the city council extended its operation for 30 days to permit a new agreement to be made, and as the matter had not been settled by July 9 a further 30-days' extension was given, the City Solicitor being instructed to prepare a draft agreement for submission to the company. Louis Bertrand, notary public, after several meetings of the council, drew up a draft agreement which was forwarded to the company, and was considered at a meeting of the council on July 25, at which A. V. Gale, General Manager of the company, was present. He said that the company wished to give the best service to every section of the city; people should recognize that railway service is a public utility operated for their general benefit. The company was not holding anything back and would be satisfied to have an auditor investigate the railway's revenue in order to ascertain where it stood. The draft agreement proposes to grant the company the privilege of operating a street car service in Hull for freight and passengers with exclusive rights, and provides that the most modern equipment and material be used in the construction of lines and for the operation of the service; if the city finds that the lines are not kept in good condition it can, after giving 8 days' notice, start making the necessary alterations, charging the company therefore; the construction of additional lines is provided for; also matters affecting snow-cleaning, poles for overhead work, paving, etc. The location of all carhouses and other buildings within the city limits is provided for; also the operation of a 7-minutes' car service between 5.30 a.m. and 12.30 a.m. The city desires the present 5c fare for adults within the city to be retained with 25 tickets for \$1, to be used between 5.30 and 8.15 a.m. and between 5 and 7 p.m.; and half fare for children. The council suggested that provision be made for the settlement of differences by arbitration, it being desirous of doing away with the necessity of appealing to the Board of Railway Commissioners. The company submitted a tentative draft agreement on Aug. 14, the principal points of which are: - Agreement to a uniform fare all over the city; no mention of the fare to be charged; option of notice of one year before expiration of 10-years' agreement, that appeal will be made to government authorities for increase in fare if desired by company; agreement to improve conditions in company's tunnel station at Ottawa terminal due to smoke; agreement to use both English and French on tickets, transfers, notices, etc.; agreement to pay flat sum to city for paving of street car streets; demand for exclusive rights to operate and maintain a transportation system in City. At a meeting of the city council on Aug. 19, members expressed disapproval of the company's proposals and recommended that the draft agreement prepared for the council be given first consideration.

The board recommended that the wages provided in the agreement ended April 30, including those for Sunday and legal holidays, be continued for another year to expire April 30, 1930, which recommendation was accepted subsequently by both the company and the men. An agreement giving effect to the recommendation was drawn up subsequently, the only variation being in regard to seniority, viz.: - that Single seniority shall apply to those on the spare list, of approximately 100 men, who after regular runs have been chosen, will, if qualified, be able, in line of seniority, to take runs as motormen or conductors. Previously the rule applied only to those who were classified as motormen or conductors. It is stated that there are only 5 men on the spare list who are not qualified to operate as operators on one-man cars. The new agreement was signed at the end of July by Major F.D. Burpee for the company and J.A. Robinson, President and P.J. Tomkins, Secretary of Local 279 of the Amalgamated Association of Street and Electric Railway Employees of America.

We are advised officially that the management has under consideration the building of a spur to the elevator to be erected on Little Catarqui Bay, near Kingston, by Kingston Elevator Co., and is considering certain arrangements in connection with the service to the elevator. A press report states that in connection with the construction of a spur to the elevator, the bends in the main line just east of Kingston Jct., and between the city and Collins bay will be straightened out and a new station will be built on the north side of Provincial Highway 2 near the junction of the highway with the bath road.

Ottawa Board of Control considered on Sept. 18, the question of the use of T or girder rails by the OER. Under the agreement the company is required to build new tracks in a substantial manner and according to the best modern practice, under the supervision of the city engineer, and the question has arisen whether this means that girder rails are to be used in preference to T rails. In recent track laying, T rails have been used in St. Patrick Street and Bronson Avenue, while on Queen Street girder rails have been laid in renewal of older rails of the same type. The board is considering taking a test case to a court in order to have the point decided.

Donkersley vs. OER - .

Work on relaying the curves and renewing the paving at the intersection of Sparks and Bank SSTs. was started by the company and city works department on Aug. 27. The new curves have a longer radius than the old ones to permit cars to pass each other on the curve without waiting as formerly. The rails for the curves are 150lb. to the yard, with manganese switches. The new track work, supplied by Canadian Steel Foundries, Ltd., weighs 50 tons, and consists of double right hand and double left hand curves with straight track through on Bank Street. The traffic over the new track was resumed, Sept. 5.

is building a siding to serve a new industry, Fibre Conduits (Canada) Ltd. It will be half a mile long, including the part of the latter company's property. The CSRL&P has bought recently 150 tons of rails, a quantity of spikes, plates, bolts, etc. and 3 cars of ties.

Robert Alanson Baldwin, Master Mechanic, dies at Ottawa, Oct. 3, after having been in poor health for about a year. He was born there, Sept. 24, 1872, and was educated at the normal model school and the high school. He entered OER service May 22, 1893 as an electrician; was appointed Inspector of Rolling Stock in May 1909 and Master Mechanic in 1910, remaining in that position until his death. F. Bourque and J. Smythe, who were employed by the OER when it began operations in 1891, having attained the age of 65 years, have been placed on the pension list. The following other employees having reached retiring age have also been pensioned, the figures after their names representing the years they were in this company's service:- S. Collins, 37; A. Kritsch, 36; W.J. Stalford, 36; E.H. Hupp, 35; A.P. McDonnel, 34; J. Lunny, 34; V. Bovin, 26; and A. Renaud, 25.

The CNR has acquired a considerable area on Nicholas St. north of Laurier Ave. on which to add additional trackage to its Nicholas St. yards. Some 15 houses in the area are included in the properties acquired and wrecking of them had been started. The leases of other properties will expire in the spring of 1930, when the houses will be wrecked. A steam shovel was put at work in the yard south of Laurier Ave. bridge excavating for the new tracks to be laid.

The question of the removal of the cross town tracks which has been under consideration, at intervals, for a number of years, was before Ottawa City board of control at a special meeting on Nov. 6. The whole cost is estimated at \$1,000,000, the work to be done including the elimination of all through freight and passenger trains, and the creation of new make up yards east of the Rideau River, provision for the opening of O'Connor, Percy and Lynn Streets through to the south, the restoration of Elgin Street to the level, and increased safety at all level crossings. A tentative agreement was arrived at between the CNR and the city about 4 years ago, but when submitted to the ratepayers it was defeated in 1925 and again in 1926. On Nov. 6 the city board of control decided to recommend the city council to ask the Ontario Legislature for authority to allow the city to raise \$350,000, the estimated proportion of the cost of the work for which the city would be liable. At a meeting of the board of trade council on Nov. 8 to consider the matter, divergent views were expressed but ultimately a special committee was appointed to draw up an expression of opinion on the matter for submission to a general meeting.

In connection with the power development at Chats Falls on the Ottawa River, in which the Hydro Electric Power Commission of Ontario is interested, a 2-mile spur is being built from the CNR line about a mile west of Fitzroy Harbour and extending to Victoria Island, where the plant will be situated. The construction of the spur involves the erection of two bridges to connect the islands. The spur line is necessary for the conveyance of plant and material for the construction of the concrete dam in the river, upon which it is expected to start work next spring.

The Board of Railway Commissioners has authorized the reconstruction of Bridge 42.8 over Mississippi River. The existing 60 ft. deck plate girder span is being replaced by an 80 ft. deck plate girder span carried on concrete abutments, the substructure is being built by CPR forces. The Canadian Bridge Co. has the contract for the superstructure.

The OER has been asked by the city's engineering department to plough down and clear snow to a depth of 2 in. from the pavement on all streets on which it has tracks. The agreement provides that it shall keep the streets, on which its tracks run, clear of snow to whatever depth is determined by the city engineering department, but this is said to be the first time that a specific snow depth has been requested.

The Board of Railway Commissioners reserved decision on Oct. 29 in the CNR application for approval of plans of a new bridge across Laurier Avenue towards which the OER was asked to pay part of the cost. Vehicle traffic over the new Somerset Street bridge was started Nov. 5, and it is expected that the rest of the paving work in the bridge will be completed early in December. The deck of the new bridge provides a 30 ft. roadway with a 6 ft. sidewalk in each side. The street railway tracks will be in the centre of the roadway instead of to the north as on the old bridge. The question as to the liability of the OER to contribute to the cost of the bridge as ordered by the Board of Railway Commissioners is before the courts.

Hull Electric Co.'s Railway Franchise.

The franchise under which the Hull Electric Co. operates its electric railway in Hull, Que., expired June 30, and the city council extended its operation for 30 days to enable a new agreement to be framed, subsequent extensions being given, owing to a new agreement not having been drawn up. A draft agreement prepared on behalf of the city and a draft agreement prepared by the company, were summarized in Canadian Railway and Marine World for September, pg. 579, discussion on which has continued. At a council meeting on Nov. 14, a proposed agreement was considered and approved, as representing the council's final proposals to the company. Among some of the conditions proposed are the following:- That all wooden poles be replaced by iron poles; that service be maintained from 5.30 a.m. until midnight; that 60% of the company's employes be chosen from Hull citizens; that the Board of Railway Commissioners be ignored and that all disputes be settled by arbitration, with a board composed of representatives of the city and company and of a third member appointed by a Supreme Court judge; that the carrying of freight on the company's railway lines be obligatory; that the same tariff, that of 5c, be applied in all parts of the city and from every point to every other point; that all paving blocks between tracks be removed and replaced by regular street paving; that no one-man cars be operated. The council asks that 25 tickets be sold for \$1 to workmen between 5.30 and 8.15 a.m., and from 5 to 7 p.m. The proposed agreement is to be for five years. A new clause, not in the agreement which expired this year, is the business tax to be imposed upon the company, the proposed amount being of \$4,000, which does not include municipal taxes on real estate owned by the company within the city limits. The company to be responsible for the paving of streets where there are railway lines, and also for the removal of snow during the winter.