

Local Railway Items from Area Papers - Cornwall Street Railway

23/04/1896 Ottawa Journal Cornwall Street

Cornwall - 15th. Work has been commenced on the construction of Cornwall's electric street railway and it is expected that part of the line will be opened for traffic in June. -- The work was commenced at the GTR station yesterday and a roadbed is being laid sufficiently solid to carry loaded freight cars from the depot to the various mills and factories. The cars for the road are being built by the Rathbuns at Deseronto and the electric machinery is being made at Peterboro. -- A powerful 120 horse-power electric locomotive will be used to haul freight which will be one of the principal sources of revenue.--

An important part of the scheme is the park on Gillespie's point east of town which is to be fitted up as a pleasure resort.--

It is to be hoped that ere long they will build a line to connect with the CPR at Monkland station. This would shorten the trip to Ottawa considerably. Several spurs of this kind would bring a great deal of trade into the town and profit to the company.

02/07/1896 Ottawa Journal Cornwall Street

Cornwall July 1. The Cornwall Electric Street Railway is now an accomplished fact and the members of the town council and a large party of prominent citizens were carried over five miles of track yesterday in handsome trolley cars run by electricity. Work was commenced on the building of the railway in April. A large force of men were employed and the track laid on a good solid bed of macadam from the GTR station down Pitt Street to Water Street and thence east to the St. Lawrence Park on Gillespie Point, with a Belt Line which takes in Marlboro' and Second Streets. The western line to the Toronto Paper Company's Mills and the branches to the textile mills have not yet been completed. The rails used are of the regulation railroad weight as it is intended to haul GTR and other freight cars by electric locomotives direct to the mills and other places instead of transshipping their contents at the Depot as has been done in the past.

The St. Lawrence Park, which the Street Railway Company have purchased and laid out on Gillespie's Point, east of the town is a very pretty pleasure resort fitted up gaily with a large dancing pavilion, merry-go-round, boat houses, swings, etc. The electric cars will run to the water's edge in the park and a wharf for the accommodation of large river steamers is being constructed. The park was formally opened yesterday.

The Company have a large and well equipped power house on Water Street. Their plant is all of the latest design. the machinery being made in Peterborough and the cars in Deseronto, Ont. They will doubtless do good business in Cornwall.

18/09/1896 Ottawa Free Press Cornwall Street

The Kings daughters acted as conductors on the street railway here yesterday and netted a nice sum for the Hospital fund. The cars were nicely decorated, and almost 2,000 people went in the afternoon to the St. Lawrence Park.

02/10/1896 Cornwall Freeholder Cornwall Street

A large Newfoundland dog owned by Thomas Mossey, was killed by a street car near the corner of Second and Adolphus streets on Tuesday night. This is the first fatal casualty since the opening of the road.

20/11/1896 Cornwall Freeholder Cornwall Street

The track of the western extension of the Cornwall Street Railway is now almost completed to the Paper mill, and it is expected the cars will be running about the end of next week. The passenger terminus will be at the east side of the mill for the present, with a spur running north for the delivery of freight.

18/06/1897 Cornwall Freeholder Cornwall Street

The Cornwall Electric Street Railway was listed on the local stock exchange on Wednesday morning. The company has an authorized capital of \$250,000, of which \$100,000 [in] bonds are owned by the Sun Life Assurance Company, leaving \$150,000 stock, out of which \$117,000 has been issued, leaving \$33,000 in the treasury. The company is composed as follows: Mr. H. Ross Hooper, president; Mr. D.A. Starr, vice-president and managing director; Mr. F.N. Seddall, secretary-treasurer; Messrs. R. Forget, D.B. McLennan, Cornwall, and J.T. Kirkpatrick, Cornwall, directors. The line has not been running a year, and already shows a profit of over five per cent. The stock opened this morning at 48, and sold down at 43, with 46 bid at the close. - Witness [Montreal Witness]

16/06/1898 Ottawa Free Press Cornwall Street Cornwall

Following up on their success of two years ago the ladies of the Kings Daughters took charge of the Cornwall electric street railway yesterday and ran cars for the benefit of the Cornwall General Hospital and the Hotel Dieu. Every car on the line had a lady conductor to induce as many as possible to patronize the cars.--

03/02/1899 Cornwall Freeholder Cornwall Street

The Street Railway - Cornwall Electric Street Railway said that they plan to pick up their cars from Ottawa at the O.&N.Y. station soon. These cars were delivered last year from Ottawa.

21/04/1899 Cornwall Freeholder Cornwall Street

The two street cars, that had been in the Ottawa & New York railway yard all winter, are in the Water street shops getting fitted for trucks and electric machinery.

26/04/1899 Ottawa Free Press Cornwall Street Cornwall

Two new electric cars for the Cornwall road, which arrived from Ottawa last fall and were stored at the O. & N.Y. station, are being fitted up. They will be ready in a few days.

30/11/1903 Ottawa Journal Cornwall Street

Cornwall cars ran on Sunday.

This was contrary to Agreement and the police took names of the crews.

Contrary to the terms of their franchise, the cars of the Cornwall Street Railway ran their cars to the GT and O&NY depots on Sunday to accommodate some of the Knights of Columbus who had come to Cornwall by special trains from Ottawa, Montreal and Kingston and other points to organize a new council of the order.

No other passengers were carried.

The police warned the company against taking out their cars, and took the names of the motormen and conductors. The matter may or may not come up in the courts.

04/07/1905 Ottawa Journal Cornwall Street

Cornwall July 3 - The strike of the motormen and conductors of the Cornwall electric street railway was called off tonight, and it is understood that most of the men will return to work tomorrow at the old scale of wages, 12 cents an hour. They struck last week asking first 17 then 13 cents. The company managed to get help to run a few cars on Saturday and also today.

This afternoon, Mr. MacKenzie King, deputy minister of labor, attended a meeting of the strikers, and discussed matters also with the manager of the road.

Afterwards the strike was called off, the company agreeing to take back as many of the strikers as they can make room for.

Henry Quinville, aged about 40 years, an employee of the Cornwall Electric Street Railway Company, received injuries yesterday afternoon that resulted in his death at the Hotel Dieu Hospital last evening. Quinville was one of the crew of the motor car which is used for hauling freight. An empty freight car was being backed into the yard at the St. Lawrence brewery and in some unaccountable manner his body was crushed between a platform connected with the brewery and the freight car. His injuries were so severe he died two hours later. He leaves a wife and family.

The Cornwall Electric Street Railway Company have bought the splendid property adjoining the St. Lawrence Park on the east side, known as the French farm. It is reported that they will extend the limits of the park and that they contemplate building a large summer hotel. The location is an ideal one being a mile or so below Cornwall on the banks of the St. Lawrence and being easy of access from the Grand Trunk Railway with which connection is made by the Electric Company direct to the park. If the company decide to go ahead with the hotel project it would no doubt prove a paying investment and would make Cornwall and district more popular than ever as a summer resort.

8 arrested in clash outside Cornwall plant.

Eight persons were arrested, one for intimidation and seven for obstruction in the performance of their duties in a clash between striking wrkers and provincial police in front of the Courtaulds (Canada) lant at three o'clock this afternoon.

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The trouble occurred when an attempt was made to bring a street railway power car into the plant grounds to move freight cars lying on the siding. One of the picketers attempted to pull the motorman from the car and when police came to the motorman's assistance the large gang of men swarmed on the police in an attempt to take away from them the man who had, according to police, attempted to intimidate the motorman.

The eight men arrested were taken to the city hall, more than two miles distant from the plant, and locked in cells. No one was seriously hurt in the melee although one of the provincial policemen suffered a split lip, caused by being struck with a fist.

A bread truck which was scheduled to make a delivery to the company cafeteria, drove by the plant but did not attempt to go in when it was seen that the picketers were in what was said to be a very ugly mood.

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Early Days Of Street Railway Recalled by Old Time Table

A time table of the Cornwall Electric Street Railway Co., Ltd., issued December 24, 1896, which was recently brought into the office of the Daily Standard-Freeholder, will recall to older Cornwall citizens the schedule which trams of that day followed.

One of the most interesting features of the old time table is that the street cars on Pitt street ran between 11 p.m. and 1 a.m. to any part of the town to suit passengers.

At all times between the hours of 6 a.m. and 10 p.m., cars were scheduled to leave the Post Office on Second and Pitt streets every 15 minutes. Street cars in Cornwall now keep a 10-minute service at most stops in the city.

Then, as now, the trams met all trains at the Grand Trunk Railway station (present C.N.R. depot) and the company advertised that "close" connections for the trains could be made at the Post Office corner.

Evidence that the Street Railway made an earnest endeavor to serve the public to the limit of its equipment is to be found in the schedule which states: "At morning, noon and night cars will run in connection with the mills as may be most convenient to passengers; also, on special occasions cars will be run to suit the convenience of any large party."

Further appeal to the public was made in the final paragraph which advertised "a comfortable waiting room....at the office on Second street, where the public will be welcomed at all times."

"Rules and Regulations for the supply of incadescent[sic] light by the Stormont Electric Light and Power Company of Cornwall" which were issued in the 1880's show that the company was doing its best to acquaint the public with the use of electricity.

Ordinary Wiring .

Rules read "This Company will do all ordinary wiring at its own expense; but all concealed work and all extra appliances, such as electroleves, brackets, switches and shades will be at the expense of subscribers.

"This Company will furnish the first outfit of lamps to the subscribers free of charge, and will guarantee average life to be not less than 800 hours, for 16, 25 and 50 candle-power lamps and 1200 hours for 100 and 150 candle-power lamps." However, the Company did not renew lamps "carelessly broken."

Of interest are the commercial rates of that time which sold electricity to consumers on the basis of the hour at which lights would be turned off for the night.

Special rates could be obtained if the lights would be turned off at 8.30 p.m. or any hour thereafter. The Company retained the right to turn the power off at the house of a consumer if the lights were used later than the hour contracted for.

The regulations stated that the company "shall at all reasonable times, by its authorized agent, have free access to the premises in which light is used, to determine if it is being carried, distributed and used in the proper manner, and in accordance with the Rules and Regulations."

Then, as now, the company reserved the right to turn off the power if the light bill was not paid promptly

Tram Employes Get Wage Boost

CORNWALL, Aug. 29 (Special) Provision for wage increases of from one to six cents per hour In soma departments was made today in the rulings of an arbitration board which investigated a dispute between Local 846 cf the Amalgamated Association of Street Railway and Motor Coach Employes of America ATL and Cornwall Street Railway. The rulings also provided for a slight change in the company's policy for overtime.

Headed by Judge J. G. Harvie, cf Barrie, the board reported that the increases allowed indicated a higher average wage rate in Cornwall than in Ottawa and Hamilton for street railway employes.

The arbitration followed a two-day strike staged by street car operators early in August. Both parties have agreed to abide by the board's decision.

Tram Workers Go on Strike.

Cornwall Walkout Ties Up Traffic

CORNWALL, Sept. 2 (Special) Cornwall was without street car and bus service today as members of local 946, Amalgamated Association of Street Electric Railway and Motor Coach Employes of America, AFL went on strike over a wage dispute with Cornwall Street Railway Company.

About 90 tram and bus operators are involved in the strike which not only tied up cars and buses but also immobilized freight traffic to local industrial plants. Union members voted last week to strike to-day unless the company acted to meet their demands for a blanket wage increase of twelve cents an hour. An arbitration board ruling last week provided for increases from one to six cents an hour and scaling of pay for various departments.

Peaceful Ticketing

The union claimed the board had exceeded its authority by scaling wages instead of dealing with the request for blanket increases. Picketing was carried out today at the car barns in a peaceful manner. Six to 10 men were permitted to work at the power sub-station operated by the company and were available for emergency duties.

The strike, second launched by the union within a month greatly inconvenienced industrial workers and school children, who this morning were forced to walk through a heavy rain or obtain private transportation. Taxi cabs were in great demand to cope with the school opening rush. Company officials said they would present their views on the dispute in an advertisement to be published Wednesday.

09/09/1947 *Ottawa Citizen**Cornwall Street*

Workers Return

Wage Settlement At Cornwall

CORNWALL, Sept. 9 (CP) An eight-day strike of street car and bus operators ended today as the union membership accepted a wage settlement proposed yesterday at a conference called by Ontario Labor Minister Daley.

The 90 strikers, members of the Amalgamated Street Electric and Motor Coach Operators of America (AFL), were granted a wage increase of five cents an hour, retroactive to last May 1, plus three cents an hour starting from their return to work today. Overtime payments also were arranged.

Toronto Meeting

Officials of the union and of the Cornwall Street Railway Company met with Mr. Daley in Toronto yesterday. Louis Fine, government conciliation officer, also attended.

The new agreement superseded a recent arbitration board decision which granted increases ranging from one to six cents an hour. The union had rejected that decision and went on strike Sept. 1 to enforce its demands for a 12- cents-an-hour boost.

It was the drivers second strike within a month. The first ended with the appointment of the arbitration board.

Return to work of the tram employes was welcomed by Cornwall citizens who had been forced to walk during the week strike. Most inconvenience was caused to employes in Cornwall's industries.

Threat Disappears

Settlement of the strike ended what was considered a serious threat to continued production at several Cornwall industries.

The Canadian Industries, Ltd., plant here was reported Saturday in a "critical" position. Courtauias (Canada) Ltd. which operates a huge rayon mill, said future operation would depend on CILs ability to supply caustic soda.

Industry as well as public transportation was affected because the street railway company uses electric locomotives to haul standard railway box cars and tank cars into local plants.

By late last week some industries were using trucks to keep supplies moving. In one case, bulldozers were used to shunt freight cars around company property. These settlement terms were announced in Toronto by Mr. Daley:

1. A general wage increase of five cents an hour, effective May 1, 1947, and an additional three cents an hour general increase, effective when the employes returned to work.
2. Time and one-half for all time worked in excess of 8 1/2 hours in a working day, except where work hours are changed by mutual agreement.
3. Time and one-half for all time worked in excess of 48 hours in any regular work week.
4. Time and one-quarter for Sunday work to car and bus operators only. This will not apply to employes called out on Sunday to do work which is not part of their regular work week.

Mr. Daley's announcement said the wage terms were to remain in effect until expiration of the existing agreement May 1, 1948.

27/07/1949 *Ottawa Citizen**Cornwall Street*

Trams a thing of the past.

With inauguration of a trolley bus service on a belt line covering the northern section of the city, Cornwall Street Railway Light and Power Company Limited today completed the major part of the change over from street cars to trolley buses.

The first of the new transportation vehicles started operating on Second street last month. Since that time company workmen have been installing overhead equipment for trolley buses on the belt line.

Company officials, mayor Aaron Horovitz and Township Reeve J.E.U. Rouleau will take a ride on the last of the now obsolete street cars late this afternoon. This will be followed by a trip on the new route in a trolley bus. The street cars will be appropriately decorated.

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29/04/1950 *Ottawa Journal**Cornwall Street*

Removing Cornwall's street car tracks.

Cornwall April 29 Cornwall Street Railway, Light and Power Company workmen today started removing tracks formerly used by street cars but now obsolete since a trolley coach system has been installed in the city.

C.I. Bacon, general manager of the company, said tracks on Second Street West from Cumberland Street to the New York Central Railway station are now being removed. When this is completed, crews will start pulling up tracks on Seventh Street West from Pitt to Cumberland streets.

Cornwall's Locomotive 17 will move to a new home, once it can be found

Council has decided that's time to find a new home for lonely Locomotive No. 17.

The circa-1930 locomotive engine was the last of the electric trains run by the Cornwall Electric Street Railway that operated in the city from 1896 to 1971, when it was forced out of business as progress saw cars replace street trolleys and freight trains were moved outside the city.

For decades, Locomotive No. 17 has been rusting away, largely neglected and unadmired, on its single span of tracks at the corner of Brookdale Avenue and Ninth Street. Council has decided to pay \$85,000 to refurbish it, but on Tuesday it was decided that before that happens, the train needs to be moved somewhere where people will actually see it.

The universal opinion in the council chamber on Tuesday night was that the choice of location for Locomotive No. 17 had been a disaster.

"I think where it is very historic for our community, but it's also lost out there. I don't think the community gets the benefit of it from where it is," said Coun. Maurice Dupelle.

"Most people who drive by on Brookdale or Ninth don't look over at it. At one point it was tagged with graffiti because no one pays attention to it," added Coun. Justin Towndale.

Before council decides where to move the train, the city plans to hold consultations with various interested stakeholders about what the best location for it is. That being said, some possible locations have already been proposed to the waterfront committee such as in the Cotton Mills area, or on the small triangle of land in front of the Cornwall Civic Complex where the road to western exit has a fork.

"There are a few concerns about the load-bearing class of the soil there, but the engineering department is aware of that and would investigate that further," said Mark Boileau, general manager of planning and development. "There is some concern that is where the canal was, so the ground there would be fill material."

After a favourite location is found, council would get the final approval. Once the move is complete, the city would issue a tender for a company to do the restoration work, the money for which was already put aside during the last budget.

Smith Falls Railway Museum offers to take Cornwall's Locomotive No. 17

Less than 24 hours after Cornwall city council had a boisterous debate about whether Locomotive No. 17 is still worth saving or not, representatives from the Smith Falls Railway Museum of Eastern Ontario contacted Coun. Elaine MacDonald to say that they would be interested in taking ownership of and refurbishing the old electric train engine themselves.

The museum is willing to come make a presentation to council about the prospect of taking away Locomotive No. 17, if invited.

Tony Humphrey was one of the museum representatives who contacted MacDonald on Thursday morning. He said its mission is to preserve examples of locomotive history in the region and would be pleased to do the same for Cornwall's badly-deteriorating engine.

"We would save her," declared Humphrey. "Our mandate is to serve and protect industrial, architectural and railway equipment from eastern Ontario, so that engine falls directly into our mandate. We would just hate to see her go to scrap."

If taken from Cornwall to the museum, Locomotive No. 17 would never be able to be returned to working order, but Humphrey said the museum would refurbish the engine so it could be put on display.

"There would, of course, be an acknowledgement of where it came from and the provenance on it," he said.

The museum has only just contacted the city so it doesn't have any solid plans on how the train would be moved, but Humphrey said compared to other cars and engines, the electric Locomotive No. 17 would be much lighter than other examples they've acquired.

"It probably only weighs about 40 to 45 tonnes," he said.

RELATED

Cornwall's Locomotive No. 17 lives to rust another day

The offer comes right on the heels of a decision by city council to not try to sell or donate the engine on Wednesday evening. Although the proponents of the motion to offload the train onto an outside group or scrap it, such as MacDonald and Coun. Syd Gardiner, greeted the offer as an excellent development.

"This is what we were hoping for. We wanted to spark a debate and get people's attention," said Gardiner.

It remains to be seen if the offer will be enough for council to revisit its decision to move ahead with an internal \$152,000 project to relocate and refurbish the train.

More Groups Emerge to Help Save Cornwall's Locomotive Number 17

Cornwall Ontario - Two more historical groups have announced they too want to help save Locomotive number 17, but they want it to remain in Cornwall.

The SD&G Historical Society and the Moccasin Railroad Club say they are joining forces to try to assist the city's plan to refurbish and relocate the old electric motor within the city, by raising money through an Ontario Trillium Fund grant application and possibly other community fundraisers.

"Trillium Grants depend on a lot of things, but that's the route we are planning on going. The historical society has the financial records and so on that allow us to apply for those grants," said Wes Libby, historical society president.

The two groups are hoping they can convince the Ontario Trillium Foundation to match the amount of money the city has already set aside for preservation work on the badly dilapidated locomotive.

The city put aside \$100,000 for the locomotive in 2017 and then during the 2019 budget deliberations, last week agreed to bump up the funding to \$152,000.

The debate to do so was quite contentious, with city council deeply divided on whether the locomotive was still worth attempting to save anymore.

Arguments that Cornwall has failed to preserve too much of its historical artifacts and buildings already and it shouldn't happen again for Locomotive 17 won the debate and council included the project in the new budget.

The city's plan, as it stands, is to do just enough refurbishment of the locomotive as to make it stable and presentable looking, and to move from its current location on the intersection of Ninth Street and Brookdale Avenue to either Water Street and Newsey Lalonde Way, or west of former Lalley Blanchard parking lot.

The locomotive would also get some fencing in its new higher-traffic location to keep people from climbing on it.

If the groups do succeed in getting a matching grant, it wouldn't be to have the city spend less money on the project, but president of the Moccasin Railway Club Robert DeBellefeuille said it could allow the project to be more ambitious, focusing more on restoration rather than just refurbishment and help pay for ongoing maintenance.

Alan S. Hale.

Cornwall to Review Costs of Moving Locomotive Number 17 Within 2021 Budget

Cornwall Ontario - The future of locomotive number 17 took another turn towards a conclusion on Monday.

For the most part, council is in favour of a motion presented by Coun. Elaine MacDonald, which asks administration to create a report shedding light on the locomotive's history as well as the overall cost of moving it to the Railway Museum of Eastern Ontario in Smiths Falls.

The railway museum has twice expressed its interest in acquiring Cornwall's locomotive 17.

A museum official said last month that if the museum was to receive the engine, it would be preserved and stabilized, but not restored to working order.

In addition, he also shared the museum was not currently financially capable of transporting the locomotive.

If the museum is to receive it, someone else would have to cover the transportation bill.

MacDonald, who has expressed her willingness to donate the locomotive to the museum, was hopeful the requested report could be received prior to 2021 budget discussions coming to an end.

It wouldn't be included in the first draft of the budget, as Coun. Justin Towndale tweeted Wednesday the draft budget is now in council members' hands.

"I think that this issue is something that has plagued us for years, and I think that it's time that we move because unfortunately, although we can delay, the locomotive is suffering the effects of time and it is decaying before our eyes," MacDonald said on Monday.

"Although we pay lip service to the value of our industrial heritage, we have never demonstrated the will to actually act out on it and right now."

Coun. Syd Gardiner said perhaps the land on which the locomotive sits on, on the corner of Ninth Street and Brookdale Avenue, could be sold to a local business owner who needs parking space.

"That was the other reason why I wanted it out of there," he said.

Administration however made it clear that having a report ready by 25 Jan 2021, Cornwall city council's next meeting, would be unlikely.

Instead, the report will be presented to council during budget deliberations which are set to begin in February.

That, sat well with three councillors who voted against MacDonald's motion, Couns. Dean Hollingsworth, Towndale, and Maurice Dupelle.

"I am not a real champion of getting rid of any heritage," said Hollingsworth.

"Let's face it, the old cliché was that if you wanted to get rid of a building in Cornwall, just put a heritage designation on it. We've gotten rid of enough as it is. I'd rather pursue other avenues."

Towndale on the other hand outlined he fully intends, during budget time, on debating why the city should keep the locomotive.

"This locomotive happens to be on the register of the Ontario Heritage Trust and it happens to be one of only two properties in the entire city on it, the other being the Cornwall Public Library," he said.

"I find it interesting that in 2006 I believe, the city thought enough of the locomotive to voluntarily name it to the list of the register and yet now we're thinking of getting rid of it.

"Maybe now we'll have one location that is designated throughout the city."

The city set aside \$100,000 in 2017 to cover a portion of any restoration and moving costs, which was acknowledged to be insufficient to complete the work.

Council is having this discussion again because during a review in December of reserve funds, Coun. Eric Bergeron asked why that amount was still sitting unused and that it be tabled as part of budget discussions.