

Local Railway Items from Area Papers - Ottawa Electric Railway

07/04/1890 Ottawa Journal

Ottawa Electric

Mr. H.L. Cargill of Boston, representing the Thomson and Houston electrical system was in the city on Friday talking up the possibilities of laying and running a street railway in Ottawa by means of electricity. His company has already equipped 100 roads on this continent among the last of which was laid in Victoria B.C. He says that the electricity equipment for a five mile road would cost about \$50,000 and that the road itself could be put in running order for \$80,000. The cars would run on an average ten miles an hour. The difficulties with contending with the winter conditions of the road in Ottawa were pointed out to Mr. Cargill when he referred the the fact that in St. Paul, where they have the system and where the winters are just as severe as here, the cars are kept running all the winter season by means of keeping the track clear of snow by the comopany's own electric snow plough.

During the day Mr. Cargill was about the city interviewug members of the city council and other prominent citizens of the city. His idea is to induce the coneyed [sic] men to form a company for the promotion of the electric system street railway scheme.

01/05/1890 Ottawa Free Press

Ottawa Electric

Mr. Ahearn, of Ahearn & Soper, accompanied the civic street railway deputation on their Boston trip. A telegram received today announced their arrival there.

05/05/1890 Ottawa Free Press

Ottawa Electric

Civic street railway deputation returns from Boston. Full account.

ELECTRIC STREET CARS

REPORT OF THE CIVIC COMMITTEE OF ENQUIRY

Visits to Places in the United States where Electric Street Railways are at Work - Conclusions and Recommendations.

The following is the report of the civic committee on electricity as applied to street railways, as presented to the city council:

Your deputation duly authorized, proceeded on Tuesday, the 7th., to Boston, and other places at their discretion to inquire into and report upon the several methods of propelling street railway cars by means of electricity. Wednesday the 30th ult. And Thursday the 31st inst. they were engaged in examining what is called the "overhead wire" method as in use upon the West End Street Railway system of Boston and by one of the street railway companies of Lynn, Mass.

On Thursday evening, 1st inst your deputation left Boston for New York, there to meet Mr. Davenport, general manager of the International Department of the Thompson-Houston company's business, and to make inquiry into the methods of applying electrical power other than the "overhead" plan, especially what is known as the "storage battery" method.

CONCLUSIONS

Your deputation were engaged until Monday the 15th inst. in the discharge of the duty imposed upon them, and after diligent and careful investigation have agreed to report the following conclusions:

1. That it is apparent that the use of horses as a motive power for street railway purposes is to be gradually superseded by electricity, and therefore that it would be unwise in the construction of a street railway system for Ottawa to adopt a method of proportion that is being discarded and that is passing away.
2. That the information which your deputation have obtained, and which they have sifted and considered with due caution enables them to recommend that in the construction of a street railway system for Ottawa, electric power should be provided as being the more efficient and economical method of proportion now available for the purpose of operating street railways.
3. That what is known as the "overhead wire" method of conveying and applying the electric power to the car motor is the most effective plan yet available, and that whilst your deputation felt the great importance of making no mistake upon this point, they found no difficulty in coming to a decision.
4. That whilst there are several "overhead wire" systems, on behalf of each of which the promoters claim special merits, it would appear from representations made and verified and from the greater number of lines therewith equipped, that the system supplied by the Thompson-Houston company of Boston is that which will be the better suited for the requirements of the northern latitude of Ottawa.

All of which is respectfully submitted.

JACOB ERRATT

JAMES GORDON

A. MACLEAN

E.E. PERREAULT.

APPENDIX

Note - Hereto attached in the form of appendix will be found a resume of interesting information upon which to a considerable extent this report is founded.

The appendix referred first to the west end system of Boston, where 112 miles of track are in operation with 124 motor cars. The company recently decided to increase the capital stock of \$4,530,000.

At Lynn, Mass., the efficiency of the motor cars was also satisfactorily proven. The grades there were exceptionally steep, one being 13 feet to the hundred, but the power was quite equal to the task. A fair average speed for motors is 10 miles an hour. The cost of horse power for this road had been 10.16c, but the expense of the Electric Road was not expected to be more than 5c.

At New York the committee met Mr. Davenport, general manager of the Thompson-Houston Co. business. From him the approximate estimate of the cost of electrical road equipment was got as follows:

Say 4 miles roadbed at \$6,000 dollars --	\$24,000
Say 4 miles overhead construction at \$1,200 --	4,800
Say 5 30 h.p. motor trucks dollars 4,500 --	22,500
Say 2 80 h.p. generators 5,500.--	11,000
Freight and duties..	12,000
	75,300

Upon revision it was thought this estimate could be reduced by dollars \$4,000
\$75,000

The estimated expense per car per day was \$9.25, and this amount might be reduced to \$8.35. Steam power it was thought would be preferable to water and probably as cheap.

Taking the population of the city and estimating the probable return at the lowest, a result would be obtained that would pay the interest on capital expenditure.

Then follow a number of statistics as showing the comparative costs of running horsepower and motor power cars, obtained from different cities, in favor in each case of the motor system.

In street railway operating the rule is to use cars singly, not in trains, but as occasion may require one or more ordinary cars may be attached to the motor car. There is at present no effective competitor to electricity, but there is at present some diversity of opinion amongst electricians as to the relative merits of the overhead and storage systems, but inquiries of the committee showed that the storage system is yet in an experimental stage. In all places the overhead system was the only one found to have achieved full business and other successes.

EDITOR JOURNAL: in your issue of yesterday there is published a report of the proceedings at the meeting of the city council held the previous evening. The report in question, you may not have personally observed, gives fully a personal statement made by one of the aldermen; a statement with which the council really had nothing to do and with regard to which they did nothing; a statement that was of no public interest unless for the shading of scandal to be detected by those whose tastes should lead them towards that element.

Having given so much to what was unimportant, you apparently were unable to find room for the important matter of the report of the street railway committee. I need not say to you that the matter of the street railway, especially since it has been proposed to use electric instead of horsepower, is of a very great public interest; the attention which from time to time you have given the subject in your own column is proof of that. The city council recognized the importance of the present aspect of the street railway question by sending a deputation on what was doubtless a somewhat expensive trip. That deputation reported, giving the conclusions at which they had arrived and a summary of the volume of information upon which those conclusions were based. All this you, with your morning and evening contemporaries, have treated as of the least possible interest to the public. In so far as I may speak for the city council on one hand and the public on the other, it is due to both that the conclusions stated and the reasons for these conclusions be published, unless there should be a better reason for the exclusion than the urgency of giving to your readers a bit of wretched municipal scandal. The reason why I address you is that your report gives a summary of the conclusions arrived at that is simply a travesty. The wording of that summary is slipshod and the substance misrepresenting. Yours truly,

A. MACLEAN.

28/06/1890 Ottawa Citizen Ottawa Electric

City Street Railway Committee had received an offer to build an electric railway from Toronto group (Howland Company).--

28/06/1890 Ottawa Journal Ottawa Electric

City has received an offer to build an electric (horse in the winter) streetcar system at last - details.

07/07/1890 Ottawa Journal Ottawa Electric

Report of council meeting with proposed agreement.

15/07/1890 Ottawa Citizen Ottawa Electric

City Council accepts Howland offer.--

23/07/1890 Ottawa Citizen Ottawa Electric

Mr. W.H. Howland, accompanied by Mr. A.W. Jones, engineer of the Thompson-Houston Electric Company, and Ald. MacLean, chairman of the Street Railway Committee, went over and inspected the route of the [proposed electric railway yesterday.

15/08/1890 Ottawa Journal Ottawa Electric

The long deliberations of the street railway committee were brought to a close last evening and an agreement between themselves and Mr. Gemmill, solicitor for Mr. Howland, arrived at, which will be submitted to the council on Monday night.

20 year charter.

Main line to be in operation by 1 August 1891 east end of Rideau Street to C.P.R. via Elgin and Albert Streets and from Wellington by Elgin to the C.A.R. depot and from Wellington via O'Connor, Albert and Bank to the Exhibition Grounds at Lansdowne Park, also for a branch from Rideau to Sussex via Dalhousie. Branch lines will also be constructed on Nicholas and other streets in St. Georges ward, through Mount Sherwood and Rochesterville to the experimental farm and in Rideau Ward, to be completed in 1892 and 1893.

Line to be worked by electric power in summer and in winter if possible. If impracticable then sleighs and horses will be used. Will experiment with running a fast car with revolving brushes.

Main line interval - 10 mins in summer and 15 in winter.

18/08/1890 Ottawa Journal Ottawa Electric

New agreement - change of route.

The main line, to be completed by Aug 1 1891, will be from the east end of Rideau Street at Wurtemberg street to Dufferin Bridge thence via Wellington street to O'Connor, along O'Connor to Albert and thence along Albert, Wellington and Broad Street to the C.P.R. depot, also on Bank street to a point 100 feet beyond the main entrance to the exhibition grounds, and from Wellington via Elgin to Catherine, and via Catherine to Bank; and along either Dalhousie or Cumberland.

By June 1st 1895, the line must run along St. Patrick to Creighton and Charles Streets in Rideau ward; up Nicholas and Theodore and to Rochesterville and Mount Sherwood via Preston, Ann, Emily and Bell to the Experimental Farm.

Details of other terms.

19/08/1890 Ottawa Free Press Ottawa Electric

Agreement with Mr. W.H. Howland adopted last night.

19/08/1890 Ottawa Journal Ottawa Electric

Street railway agreement adopted by city council - details.

28/08/1890 Ottawa Journal Ottawa Electric

Board of Works concludes that T rails will not do for Ottawa - girder rails should be used.

04/09/1890 Ottawa Journal Ottawa Electric

SRILL A DEAD-LOCK

THE QUESTION OF THE GIRDER RAIL AND "T" RAIL

Electric Railway Engineers Report Recommending the "T" Rail, and Board of Works Report Endorsing the Girder- the Latter Adopted.

The city council met last evening, those present being Mayor Erratt, Ald. Gordon, Johnstone, Hill, Scott, Crannell, Campbell, McLean, Scrim, Raphael, Stroud, Heney, Bingham, Askwith, Henderson, Monk, Butterworth, Roger, Durocher, Richard, Farrell.

A letter from Mr. Gemmill was read stating that the engineer of the Thompson Houston electric railway recommended the use of the T rail, and asking the sanction of the council thereto at their first meeting.

On the suggestion of Ald. McLean the letter was referred to the street railway committee.

Later on Ald. Raphael, in the absence of Ald. Hutchison, presented report No 10 of the board of works recommending the use of the girder rail, which was read.

Ald. Raphael, seconded by Ald. Heney, moved its reception and adoption.

Ald. McLean, seconded by Ald. Askwith, moved in amendment that the report be referred to a joint committee of the board of works and street railway committee, in view of the fact that the latter committee have had referred to them, Mr. Gemmill's letter.

The amendment was lost without discussion on the following division:.

Yeas - Ald. Askwith, Crannell, Gordon, Henderson, McLean, Monk, Roger and Scrim, 8.

Nays - Bingham, Butterworth, Campbell, Durocher, Farrell, Heney, Hill, Johnston, Rafael, Richard, Scott and Stroud, 12.

THE SYNDICATE RAIL ILLEGIBLE

The report was adopted.

Ald. Gordon gave notice of reconsideration

18/09/1890 Ottawa Citizen Ottawa Electric

Compromise on the type of rail to be used. Long. Much discussion in this period.

04/10/1890 Ottawa Journal Ottawa Electric

Joint city committee deadlocked over the question of T or girder rails.

07/10/1890 Ottawa Journal Ottawa Electric

Compromise on question of rail. Howland will lay girder rail on the principal streets.

Objection by federal government to electric street railway on Dufferin and Wellington streets - bombshell.

15/10/1890 Ottawa Journal Ottawa Electric

Mr. Howland's deposit of \$5,000. City wanted cash. Howland wanted a bank deposit. If this is an index of the treatment we may expect in future I would prefer withdrawing now.

17/10/1890 Almonte Gazette Ottawa Electric

The contract to build the new electric street railway in Ottawa has been signed by the contractor, Mr. W.H. Howland, of Toronto.

21/10/1890 Ottawa Free Press Ottawa Electric

Ahearn & Soper will start at once. More.

21/10/1890 Ottawa Journal Ottawa Electric

'Ere's a go.

Ahearn and Soper supplant Howland and Gemmill.

Full story - electric railway contract quashed.

24/10/1890 Ottawa Journal Ottawa Electric

Relationship with horse railway - Dufferin bridge, would prefer the electric railway come on to the horse railway rather than cross it.

04/11/1890 Ottawa Free Press Ottawa Electric

Messrs. Ahearn and Soper were informed today that the mayor and city solicitor would require them to sign the contract at 5 o'clock this evening.

05/11/1890 Ottawa Journal Ottawa Electric

Mayor signs contract with Ahearn and Soper.

05/11/1890 Ottawa Free Press Ottawa Electric

The long and tiresome negotiations for the construction of an electric street railway terminated this morning, when Messrs. Ahearn and Soper met Mayor Erratt and the city solicitor in the city clerk's office at 11.30 and duly signed the contract. As soon as this was over hearty congratulations with Messrs. Ahearn and Soper were exchanged. A supplementary contract was also prepared embodying the resolutions of the council passed on the 6th October last, by which the Howland company were to be allowed to use the T rail on certain streets and in consideration of this concession asking them to test the storage battery system when it has arrived at a proper state of perfection.

INTERVIEW WITH THE FIRM

To the Free Press this morning, Messrs. Ahearn and Soper said: We have cheerfully signed the supplementary agreement which made important concessions in the matter of the rail which we did not expect to receive and did not ask for. We understand that the mayor will not sign the supplementary agreement without first submitting it to the council for an expression of opinion by that body. You, of course, understand that it means we will be allowed to lay the T rail on the entire line with the exception of a few specified portions of a few streets. If the council directs the mayor to execute the contract which we have already signed it is but natural that we should avail ourselves of the permission to use the T rail wherever we can, although in offering to accept the contract as it stood without this provision we presumed that it would be more acceptable to the city.

We have arranged with Mr. F.A. Hibberd of the Canada Atlantic railway and other important roads, to act as our engineer during the construction work. An electrical engineer will be in the city in a few days.

08/11/1890 Ottawa Free Press Ottawa Electric

Mr. Noe of the Edison Electric Company and Mr. F.A. Hibbard, engineer for the construction work on the new electric road, were engaged at the City Hall this morning looking over the maps for the purpose of getting the proper distances between the various points. Representatives from the Westinghouse Electric Company of Pittsburgh, and other firms will arrive in the city next week.

Messrs. Rae and Graham have leased the foundry and machine shop known as the Baldwin property from Messrs. Ahearn and Soper. They have been given 25 horsepower for operating the machinery and for driving purposes.

11/11/1890 Ottawa Free Press Ottawa Electric

Mr. Thos. Ahearn has just returned from inspecting the electric street car works at St. Catharines, Ont. He is very well pleased with the pattern of car manufactured there. The St. Catharines company are fulfilling orders from Victoria, New Westminster, B.C., Winnipeg, St. John, N.B., and may be selected to furnish the plant for the Ottawa road.

18/11/1890 Ottawa Free Press Ottawa Electric

Messrs. Ahearn and Soper have ordered from Messrs. Pattison and Corbin of St. Catharines, Ont., 12 cars for the electric street railway. Of these, ten will be motor cars, with 16 foot bodies, and able to accommodate 8 more people than the largest cars at present used in Ottawa. The other two will be trail cars intended for use on the Bank street portion of the line during exhibition week or for transportation purposes at other times when there is a rush of people. The whole of the cars are to be finished in polished oak with plush upholstered seats. Each car will be provided with a patent Dean heater, placed under the floor, and will be a facsimile of the Broadway and New York car. The cars will be here by the 1st May next. Messrs. Patterson and Corbin have manufactured cars for Vancouver and New Westminster, B.C., Winnipeg and St. John, N.B. The order from Messrs. Ahearn and Soper is the largest ever placed from any one part of Canada. The firm is also advertising for 14,000 ties.

20/11/1890 Ottawa Citizen Ottawa Electric

Mr. James A. Rutherford, representing the Westinghouse Electric and Manufacturing Company, was in the city yesterday and inspected the route of the proposed electric street railway. It is probable his company will tender for the supplying of the electrical apparatus.

22/11/1890 Ottawa Citizen Ottawa Electric

City council discusses type of rail to be used.

12/12/1890 Ottawa Journal Ottawa Electric

The Rathbun company have been awarded the contract for supplying 14,000 ties for the new electric street railway.

Mr. H.L. Cargill of the Thomson Houston company, was in the city yesterday endeavouring to secure the introduction of his firm's system to the new street railway. He had a long interview with Ahearn and Soper on the subject.

Mr. Patterson of Patterson and Corbin of St. Catharines is in the city on business with Messrs. Ahearn and Soper. His firm have the contract for supplying twelve cars for the electric road. The cars will be most elegant, he states, in appearance. They will be seven feet in height. The ceilings, doors, mouldings, etc. will be panelled in quarter sawn white oak, like a palace car. The seat panels will be painted in gold and ochre, the roof and lower panels in cream, orange, chrome and black. The seats and backs will be supplied with spring cushions, upholstered in English Wilson carpets. The carpet will be a centre of heather mixture, with wide borders in crimson, orange and black. The cars will be here early in April

18/12/1890 Ottawa Free Press Ottawa Electric

-- Messrs. Ahearn and Soper have awarded the contract for 14,000 tamarack ties to the Rathbun Lumber Company.--

30/12/1890 Ottawa Journal Ottawa Electric

Messrs. Rathbun & Co. brought into the city yesterday per C.A.R. six carloads of ties for the road.

12/01/1891 Ottawa Journal Ottawa Electric

At a meeting of the street railway committee on Saturday afternoon, the mayor was authorized to sign the supplementary agreement between Messrs. Ahearn and Soper and the city, relative to the kind of rails to be used in the electric street railway, and already signed by the former. At the conclusion, Ald. MacLean received a hearty vote of thanks for his conduct as chairman, and an address.

24/01/1891 Ottawa Journal Ottawa Electric

Controversy over street railway running along Wellington. Keefer is behind this - will allow the electric line to use his tracks between Sussex and Elgin but not between Elgin and O'Connor and proposes to squeeze the electric line to the back streets.

Sir Hector Langevin's protest against the laying of tracks for the electric railway upon Wellington street and Dufferin bridge has been referred to the civic board of works. There need be no hurry about meeting the minister's opposition to the route selected by the council for the railway. In the very improbable event of the provincial executive deciding that the track shall not pass on Wellington street, the federal government will have no reason to complain, so that to deal with Sir Hector's objection before the charter has been obtained by the city and the proposed route approved by the Ontario executive, would be "putting the cart before the horse". But how the reference of Sir Hector's letter to the board of works cancelled the appointment of the delegation first chosen to proceed to Toronto is one of those things which nobody seems able to understand.

09/02/1891 *Ottawa Journal**Ottawa Electric*

The Charter Granted

Recent obstacles to the Electric railway overcome

One more meeting of the city council and Messrs. Ahearn and Soper proceed with the road.

Power given to use Wellington Street

Messrs. Ahearn and Soper were advised today through their solicitor Mr. Chrysler, that the charter for the electric railway has been granted, and that it will be forwarded as soon as the city council repasses the resolution which was unanimously carried at the last meeting. That resolution provided that the City Passenger Railway Co. should be allowed to make its Rockcliffe connection and extend its Queen Street line to Broad Street, provided however that the Electric company would signify its willingness to enter into an equitable arrangement with the old company for the use of the Sparks Street line as far as Metcalfe.

More

Messrs. Ahearn and Soper, being seen, said "Yes, the charter has been granted to us at last, and will be sent down as soon as the council passes the resolution, which the Hon. Mr. Gibson has requested to have passed. We have given Mayor Birkett a letter signifying our willingness to enter into an equitable arrangement for the use of the present route on Sparks Street as far as Metcalfe st., so that the resolution Mr. Gibson requests to have passed is to all interests and purposes a confirmation of the one already passed.

"Is Wellington st. included in your charter?" inquired the Journal. "Yes, but we shall use Sparks street as agreed in our letter to the mayor if the other company will make an equitable arrangement to allow us to do so. By having Wellington street as part of our route we are in a position to deal with Mr. Keefer's company for the use of Sparks street, and as far as we are concerned we shall try to come to terms with him as promptly as possible. As soon as the charter reaches us we shall be in a position to confer with him and also to order our rails which we are most anxious to do at once in order to avoid further delay."

Messrs. Ahearn and Soper much pleased etc.

12/02/1891 *Ottawa Journal**Ottawa Electric*

Required resolution passed by city council.

26/02/1891 *Ottawa Journal**Ottawa Electric*

City council meeting. Discussed laying of double track on Bank Street instead of present single track.

It would take three or four months to obtain the special rail to cross the C.A.R. (?)

27/02/1891 *Ottawa Citizen**Ottawa Electric*

Messrs. Ahearn and Soper received their charter of incorporation into the Electric Street Railway Company yesterday morning. Thomas Ahearn, Wm. Scott, Warren Young Soper, Duncan Charles Dewar and Redmond Quain are the provisional directors of the company, and the capital stock is placed at \$500,000 in 5,000 shares of \$100 each.

06/03/1891 *Ottawa Journal**Ottawa Electric*

Messrs. Ahearn and Soper state they have definitely decided to use the Westinghouse Pittsburgh apparatus over their whole line and that it will be operated by the new single reduction gear.

11/03/1891 *Ottawa Citizen**Ottawa Electric**Albert street*

Messrs. Ahearn & Soper have purchased property on Albert street on which they propose to erect sheds for the housing of their cars and for doing repairs. The building will be of solid brick 125 feet long and 55 feet wide.

17/03/1891 *Ottawa Journal**Ottawa Electric*

Meeting of council last night.

A letter was read from Messrs. Ahearn & Soper stating that they had held a conference with the managers of the Ottawa City Passenger Railway company with a view to coming to an agreement to use their tracks on Sparks street as far as Metcalfe street. They were unsuccessful however and had now made arrangements to lay their tracks on Wellington Street.

Also in the Citizen fir the same day but the Electric Company was requested to make arrangements to use Sparks street.

31/03/1891 *Ottawa Journal**Ottawa Electric*

The rails for the electric railway are now on the way from England.

03/04/1891 *Ottawa Citizen**Ottawa Electric**Albert street barns*

The contract for the construction of shops for the Electric Street Railway cars have been awarded to Mr. James Matthews for the masonry and brickwork, A. Sparks for the carpentering, Butterworth & Co. for the plumbing, and McKay & Co. for the painting and glazing. Mr. J.E.

Hutchison [sic] has been engaged to superintend the railway.

First Ground Broken

Men at work for the Ottawa Electric Railway

Messrs. Ahearn and Soper, in accordance with the terms of their contract with the corporation and in evidence of their good faith, broke ground on the construction of the electric street railway yesterday.

The first ground was broken on Rideau street in the morning, when a gang of men commenced digging holes for the electric poles on that thoroughfare.

Mr. Soper being seen by the Journal said: "Yes, we have commenced operations by digging holes for poles on Rideau. We are going to replace the Bell telephone poles and use the new poles jointly for the electric street railway and the Chaudiere electric light and power and the Bell telephone wires, thus avoiding the multiplication of poles.

THE FIRST LINE TO BE BUILT

As to the routes we intend building this year, it will be from the C.P.R. depot to Wurtemberg Street via Albert, Metcalfe and Wellington streets, Dufferin bridge and Rideau street; from the corner of Bank and Albert to the exhibition grounds on Bank Street, from Wellington to the C.A.R. depot on Elgin Street and thence across to Bank Street, via Catherine; from Rideau street to St. Patrick on Dalhousie and thence via St. Patrick Street bridge to Creighton st., New Edinburgh.

TRACKLAYING THIS MONTH

Work will be rushed straight along. Tracklaying will commence on the 25th instant.

Further inquiry elicited the fact that during the two or three days the stock books of the company had been open, the sum of \$90,800 had been subscribed.

Mr. H.C. Evans of New York, representing the Johnson Company of Johnstown, Pa., through whom Messrs. Ahearn and Soper are obtaining some of their rails, was also in the city, and stated their supplies would be forwarded in a few days.

HOW THE CARS ARE PROPELLED

The mode of propelling the cars is apparently very simple. On both sides of the street are electric wire poles, between which are suspended sustaining wires. Supported by these is the circuit wire. The latter is a six sided copper wire about a third of an inch in diameter. From the roof of the car rises what is known as the "trolley arm" terminating in a wheel that runs along the underside of the circuit wire. The current is conveyed to the motor underneath the car by means of this trolley arm, and this the car is set in motion.

The cars of the new company are now being painted and will shortly arrive in the city.

10/04/1891 *Ottawa Free Press**Ottawa Electric*

The car shed of Electric Street Passenger railway is being pushed ahead. The foundation walls will be completed this week, and yesterday afternoon the frames for the entrance arches on Queen street were put in position.

13/04/1891 *Ottawa Free Press**Ottawa Electric*

The laying of the rails for the Electric street railway will commence on or before the 25th of this month. The contractors are merely waiting for the material to arrive. The work will be under the superintendence of Mr. Leamy of 342 Elgin street, who has already engaged most of the men required.

City Engineer Perreault, superintended the erection of poles for the electric street railway on Rideau street on Saturday afternoon. The majority of poles do not project more than three or four inches into the gutter and are nine clear feet from the sidewalk.

14/04/1891 *Ottawa Journal**Ottawa Electric**Albert Street*

The foundation wall of the new electric railway car shed on Albert street, near Lyon, is now four feet above ground and the frames for the doors are being put up. The work is being rapidly pushed. The shed will be 134 feet long leaving 60 feet next to Queen street for future extension, 60 feet wide and 25 feet high. It will be solid red brick, well lighted by windows on the four sides. The front will be ornamental and the doors wood with iron finials. The roof will be flat.

The shed will accommodate 25 cars and there will be four tracks in the interior and two "pits" for repairs in the centre and workshops at the right hand side.

The building will be well drained and there will be a fire hydrant. There will be a comfortable sitting room for the men when off work, and business offices. The building which will be an ornament ?? will cost about \$7,000. Messrs. Arnold and Calderson are the architects. The contractors are: Matthews, masonry; Sparks, carpentering; Slack, iron work; and McKay, painting.

25/04/1891 *Ottawa Citizen**Ottawa Electric*

Mr. Thos. Patterson has been awarded the contract for the delivery of the ties, rails and other materials for the electric street railway. The ties are now at the C.A.R. station and the rails at the C.P.R. station. Mr. Patterson will begin on Monday to deposit the materials at convenient distances along the route.

30/04/1891 *Ottawa Citizen**Ottawa Electric*

The busy appearance of things on Albert street yesterday afternoon, where work on the new electric street railway is being actively pushed, showed that Messrs. Ahearn & Soper mean to carry on the work of constructing the road as expeditiously as possible. Without any undue ceremony work was commenced at one o'clock yesterday, 75 men being engaged by Engineer Hibbard. The men were put to work fifteen feet apart, between Bank and Metcalfe streets, and before night a great part of the excavating for the laying of ties had been completed. The work is being done by the day under the supervision of Engineer Hibbard, who has Mr. F. Leamy as foreman. Mr. Hibbard, who is performing the work in a most systematic manner, expects to have the greater part of the track laid on that portion of the street by this evening. With praiseworthy forethought he had a patrol on that street last night to warn and prevent travellers from coming to grief on the open portion of the road. Messrs. Ahearn & Soper pay the men \$1.25 for nine hours work. The news of the commencement of the work spread rapidly and hundreds of people, including M.P.s and Senators, visited the scene during the afternoon and passed many compliments to Messrs. Ahearn & Soper for the energetic and thorough manner in which they are having the work carried on.

THE ELECTRIC ROAD

TRACKLAYING GOING ON RAPIDLY ON BANK AND ALBERT

A Little Light on the Latest Complication in the Grade Question - Tracklaying to Grade a Question of Obligation

Work on the electric street railway track is being rushed. The contractors, Messrs. Ahearn & Soper have one hundred and forty men engaged on the construction at a wage of \$1.25 per day of nine hours.

By this evening one track on Albert street will be laid from Bank to Metcalfe streets and the whole of one side of Bank street.

The work is being done in fine style under the superintendence of Mr. F.A. Hibbard, with Mr. Leamy as foreman, and the contractors are frequently congratulated on their success.

Referring to the differences of opinion developed at this week's board of works on the subject of the street grades in question with the laying of the electric street railway tracks, many sensational rumors were industriously circulated yesterday and to-day. One of them was to the effect that the contractors would suspend work if track laying to the present road surface was insisted on, they contractors being already engaged in laying to grades given them by the city engineer. This is emphatically denied.

WHAT THE CONTRACT SAYS.

The clauses in the contract on which Mayor Birkett asked the solicitor's opinion, and took the action he did at the board of works, as reported in THE JOURNAL, are as follows:

13. The railways shall be of the gauge [sic] of four feet eight and one half inches and the rails shall be of such pattern as shall be approved of by the corporation, and shall be laid, kept and maintained by the contractors flush with the streets, and in such manner as shall least obstruct the free and ordinary use of the streets and the passage of vehicles and carriages over the same, the corporation on their part agreeing to maintain the streets in proper repair and to keep the same up to the grade with which the contractors are from time to time required to keep their rails flush.

14. The location of the tracks and rails shall be subject to the approval of the corporation; and the tracks shall conform to the grades of the several streets upon or along which the same are now or shall hereafter be established, and the contractors shall not in any way alter or change the same.

18. The corporation and the offices and the servants thereof shall have the right to take up the streets traversed by the railway either for the purpose of altering the grades thereof, constructing or repairing the drains, sewers or culverts, or laying down or repairing of gas or water pipes, or for any other purpose for the time being within the powers, privileges, duties and obligations of the corporation, without being liable to the contractors for any damage that may thereby be occasioned to the contractors all the work connected therewith or the working thereof, and the corporation shall not be liable to the contractors for any damage the contractors may sustain from the breaking of sewers or water pipes.

Acting upon the instructions of the mayor and the board of works, City Engineer Perreault yesterday wrote Messrs. Ahearn & Soper to the effect that he was instructed by the board to recall the grades given them and asking them to request Mr. Hibberd, their engineer, to wait upon him and obtain fresh levels.

WHY THE GRADES COULD NOT BE RETURNED

To this the contractors replied through their solicitor giving reasons why they were unable to return the grades. They claim that they applied to the city council for the grades to which they were to lay their line. That's letter, illegible, was referred to the board of works to take action, and acting upon the instructions of that body, Mr. Perreault supplied them with the schedule of grades, which is now re-called but on which they have commenced work and are going on with the construction of the street railway tracks.

NO CHOICE IN THE MATTER

Messrs. Ahearn & Soper being seen by THE JOURNAL, were very reluctant to be interviewed. They stated that it was not a matter of choice with them; they were compelled by the contract to lay the track to the established grade, and on the streets on which they were laying tracks, grades were established. Mr. Duffy, assistant engineer, having been engaged on them all the winter. They hadduly applied for the grades by letter and received them in writing, and were acting on them as bound by their contract. They had gone on and laid out large sums of money in good faith so as to complete the line at an early date.

Mr. Mactavish, city solicitor, was next seen. He said he had given his opinion on the clauses of the contract as quoted by the mayor at the board of works. He was not prepared to say whether the fact of the contractors having received grades from the city engineer would complicate matters or alter his decision, as he had not sufficiently considered that matter.

A MATTER OF OBLIGATION

in answer to the question whether it was a matter of choice or of actual obligation on Messrs. Ahearn & Soper to lay to the established grades, the city solicitor said the contract bound them to do so.

Mr. Perreault declined to be interviewed. He said he had acted on the instructions of the board of works, and his worship the mayor representing the whole council, and he should report exhaustively to the council on Monday evening.

Mayor Birkett was seen. He said ; I do not mean to speak, or to enter into any controversy. The person to stand between the people and the contractors is the city solicitor, and I shall abide by his decision.

A LITTLE FILLING AND CUTTING NEEDED.

It is understood that the streets chiefly affected by the misunderstanding will be Catharine st. and Creighton st. On the remainder the two grades are in most cases practically the same, and the only difficulty would be a little occasional filling where holes occur, or at crossings.

THE ELECTRIC RAILWAY.

Another small cloud arises on the electric street railway horizon in connection with the street grades. Briefly speaking, some of the streets on which the railway is being built required to be graded according to certain civic plans; the city at present has no money to do the grading, although that must be done in the next two or three years; and meanwhile the electric railway is being laid, and the question is, must of the railway be laid level with the present streets, and then torn up inside two or three years to be relaid on the new grading.

The city solicitor says the city has the legal right to force the company to lay the rails flush with the present street levels, no matter how soon they may have to be torn up again.

This may be so, but common sense seems to call for a different treatment of the difficulty. It seems that \$20,000 or so will do the required grading, a sum which the city can get for \$800 a year. To save \$1,600 merely that the city may have the trouble of seeing portions of the electric tractkon up and relayed within two years, at perhaps considerable cost to the company, seems rather absurd. The street grading must be done, the sooner it is done the better and while it is desirable that the strictest care and economy should be shown with the city finances, we fancy most ratepayers would consider this one of the cases in which the civic revenue might be excusably forestalled.

02/05/1891 *Ottawa Citizen**Ottawa Electric*

Engineer Hibbard, of the Electric Railway Company, now has 130 men in his employ, and is pushing the work of construction. About 2,300 feet of track has now been laid up to the established grades.

02/05/1891 *Ottawa Free Press**Ottawa Electric*

The double track of the Electric street railway between Bank and Metcalfe on Albert street was completed today at noon. The single track on Bank street from Albert to Lisgar will be finished this afternoon and the double track commenced.

There were seventy five men at work today on Elgin street in construction of the electric street railway, and by noon the line was laid from City Hall square to Maria street. The work is being done quickly and well.

On Rideau street between Nicholas and Cumberland streets, another seventy five men are working, and the track is being quickly laid.

There was a conference of the mayor and aldermen this morning, those present being Mayor Birkett, Ald. Grant, Roger, Serim, Wallroa, Hill, Henderson, Deville and Hutchinson. The subject under consideration was Ald. Grant's complaint that on the west side of Bank street, a distance of only 12 feet was allowed between the rail and the sidewalk, whilst on the east side 16 feet remained.

It was explained that the track was so laid because at the point complained of old houses encroached on the street line. When these houses come down they will have to be built on the proper line and fair space will be allowed. The contractors contended that their line was laid with the knowledge and consent of the city engineer, and that a clear ten feet was allowed on the narrow side for the passage of vehicles, and that their line was in every case better laid and allowed more space than did the old city passenger railway on Sparks street. The space between the old line and the sidewalk outside Bake's grocery and again at the post office was cited as an example.

After a discussion in the open air it was decided that the line on Bank street should be moved, and as it was laid with the cognizance of civic officials that it should be paid for by the city. A large force of men commenced work digging the new trenches on the east side of the road today. Mayor Birkett and Ald. Hutchinson gave the contractors notice to move the line, and called the Board of works for this afternoon to ratify their action.

11/05/1891 *Ottawa Journal**Ottawa Electric*

All hands Discharged

Work Stopped on the Electric Railway Construction

Messrs. Ahearn & Soper have addressed the following letter to the mayor and corporation.

GENTLEMEN. On the 17th November last we addressed a communication to your honorable body, pointing out that in view of the early construction of the electric street railway, it was desirable that the sewers in various parts of the city should be constructed without further delay.

We have had material for Albert, Metcalfe and Rideau streets ready to put into position for some days past but owing to the fact that the construction of the sewer on Metcalfe street has not been commenced, and that those in course of construction on Albert and Rideau streets are progressing very slowly we are unable to proceed with our work.

We also understand that a sewer is to be constructed on St. Patrick street, but that the work has not yet commenced.

It has been our aim and intention to have the electric railway in operation by June 24, but unless some energetic action is taken by your corporation to push these sewers to immediate completion we shall be seriously delayed.

May we ask your early consideration of this important matter.

Yours truly

Ahearn & Soper

ALL HANDS DISCHARGED

As a consequence of these delays, the whole of the men employed were discharged on Saturday evening, and today not a single man was engaged. About 150 men were thereby thrown out of work.

WHAT THE CHIEF ENGINEER SAYS

City Engineer Perreault said : I have not yet seen the letter and have only heard of it. The company are not delayed from construction altogether.

They can still go on laying on Bank st., from Lisgar to the Exhibition grounds, on Elgin to Catherine, on Rideau from Wurtemberg to Sussex and on Dalhousie. By Thursday they will be able to lay up to Sussex on Rideau, and Mr. Sullivan will not be later than Saturday in completing his work on Rideau street drain construction. The delay is caused by no fault of the board of works, but by legal technicalities arising from the court of revision.

12/05/1891 *Ottawa Journal**Ottawa Electric*

The northern end of Elgin street where the electric street railway track has been laid, was heavily macadamized this morning, and rolled with the steam roller. The roller passed over and over until the macadam was pressed down level with the rails. The object of this course is to force the stone down till it wedges under the flange of the girder rail, and makes everything right and firm.

18/05/1891 *Ottawa Journal**Ottawa Electric*

The track of the electric street railway was being laid today on Elgin street between Sparks and Wellington. Tonight a gang of men will be engaged in putting in the "diamonds" at the crossing of the old street railway track at the intersection of Sparks and Elgin.

19/05/1891 *Ottawa Journal**Ottawa Electric*

The work on the electric street railway this morning was confined to the completion of the track laying on Elgin street between Sparks and Wellington.

This afternoon Mr. Hibbard and his staff were engaged in laying the curves from Bank street on to Albert.

The steam roller has completed the making of Bank street roadway and is now at work on Albert street.

The work of cutting the metals of the Ottawa street railway line on Spark street so as to remove them and lay the diamonds for the crossing at Sparks and Elgin streets was commenced this morning.

19/05/1891 *Ottawa Free Press**Ottawa Electric*

The grading of the upper end of Elgin street will be proceeded with immediately. The Electric railway and street car track on Sparks street is laid.

20/05/1891 *Ottawa Free Press**Ottawa Electric*

About sixty men are employed today on the track laying of the Electric Railway on Rideau street; a number of others are busy with the placing of curves, while several are engaged in the work of putting in the cross section on Sparks and Elgin streets.

22/05/1891 *Ottawa Citizen**Ottawa Electric*

The two electric generators for the power house of the electric railway arrived yesterday and were put in position at the company's Chaudiere works. The machines are the most perfect specimens of the Westinghouse Company's workmanship and weight 22 tons.

Mr. Hibbard had a staff of men at work until an early hour this morning putting in the crossings at the corner of Sparks and Metcalfe streets. They performed the difficult task with great neatness. A specially hung electric light furnished the light.

23/05/1891 *Ottawa Citizen**Ottawa Electric*

Two of the cars for the Electric Street Railway also arrived yesterday from the works at St. Catharines.

Electric cars

Arrival of the first of a new kind.

By invitation of Messrs. Ahearn & Soper a Journal reporter today inspected at the company's sheds on Albert street, the electric cars which arrived yesterday from the Patterson and Corbin works at St. Catharines.

The car which is similar to the other nine that will be put on the road, is a handsome piece of workmanship and will be a credit to the city. It is 22 feet long, including the platforms, and will comfortably accommodate a large number.

The exterior is painted in two colors, a dark salmon and a lemon yellow, giving a bright and attractive appearance. On each side of the body on the salmon ground in old silver lettering is presented boldly the words "Parliament Buildings." These appear on all the cars, as the cars will run to the buildings, that being the adopted centre of the system. On the lower board, in dark red lettering are the words "Ottawa Electric Railway." On the roof, on each side, are triangular signs bearing the route of the car. They are reversible so that they can be used according to the location of the car. The platforms, front and back, are protected with sliding iron gates to prevent people getting on or off while the car is in motion, the speed at which it will go rendering such accidents possible without a precaution of that kind. There will be a driver and conductor on. The brake by which the car is stopped is of ratchet action and a great improvement on the old wheel system.

Entering the car one is struck by the excellence of the finish and arrangements. The windows are large and of the best glass, each being provided with sun shutters of the most improved pattern. The seats are most comfortably upholstered rendering riding a pleasure.

Windows on the side of the roof give all necessary ventilation. These windows are of figured white glass and with the red glass transoms over both doors give the cars a pretty appearance. The woodwork is of oak polished, and the trimmings are of burnished brass. The signal bells are within easy reach on either side. The bells, which are on the platform, have a mellow tone, particularly pleasant to the ear. At one end of the car is a Lewis and Fowler register by which, on pulling on a rope, the conductor registers each fare received, a bell ringing.

In winter heat will be produced by a neat stove which fits in between the seats on one side, and which, in summer, is removed and replaced by seats. At night the motors will be lighted up inside and on the platform with electric lights, giving a steady and bright light. The wheels will be thirty inches in diameter. In addition to the ten cars, three trailers will be used. These will be open cars to run with the regular cars on special occasions.

26/05/1891 *Ottawa Citizen**Ottawa Electric*

Detailed description of the new electric cars.--

28/05/1891 *Ottawa Journal**Ottawa Electric*

THE ELECTRIC ROAD

A BAD STASTE OF AFFAIRS ON RIDEAU STREET - SINKS IN THE DRAIN TWISTING THE RAILS.

Rideau street at least where the electric street railway is laid, is still in a very unsettled condition. In November last, Messrs. Ahearn & Soper wrote the council, pointing out that unless the drain excavation was done then, they would be hindered in the construction of the line. A special meeting of the council was held, and winter though it was the construction of the drains was gone on with. Lately an attempt has been made to pack the excavation, and the contractors were notified by the city engineer the roadway was all right for the line to be constructed over the drain filling. They accordingly went right ahead and laid their track. Yesterday and today attempts have been made to pack the excavation under the line by water power and the results being that the drain excavation has sunk considerably, in some places as much as three feet, leaving the street railway tracks lying in air without ballast.

Of course the ties have tilted, and equally of course they have twisted the track with them. Now the contractors will have to relay the line, and make it over again before they can put in their ballast.

The work of laying the electric street railway track on Metcalfe street, will be completed this evening. Large gangs of men are at work on both blocks between Queen and Wellington.

The T rails for the Electric Street Railway company on board the Lake Winnipeg, Beaver liner, will be at Montreal today. Messrs. Ahearn & Soper expect to see the irons here within a few days, certainly this week.

SPARKS ST. DRAINAGE

SERIOUS COMPLAINT BEFORE THE BOARD OF WORKS.

Ald. Hutchison presided over the meeting of the board of works last evening, Ald. Borthwick, Butterworth, Fraser, Grant and Hill being also present.

A deputation of the electric street railway, consisting of Messrs J W McRae, W Y Soper, Thos Workmen and W Booth, was received. They petitioned for the making of some arrangement whereby the construction of the line on Albert Street between Bank and Concession illegible on St. Patrick streets would be proceeded with, as they were now delayed owing to the proposed construction of drains.

It was decided to allow the company to lay down a single track on each of these streets so as to enable them to open their line.

30/05/1891 *Ottawa Journal**Ottawa Electric*

Last night Mr. Hibbard with a gang of men put in the diamonds at the crossing of the tracks on Rideau street. The work was done without fuss or difficulty and well.

02/06/1891 *Ottawa Citizen**Ottawa Electric*

The special notched rails to be laid on Wellington street have arrived and will be laid shortly. These rails will rest on stringers running lengthwise with the street so there will be very little breakage of the block pavement. The ornamental poles for this street have also arrived and promise to look well when erected. The T rails are expected on Thursday, when the work of construction will be carried on rapidly. The line will probably be in operation by July 1st.

The double track on Bank street has been extended a couple of blocks further.

04/06/1891 *Ottawa Citizen**Ottawa Electric*

The car shop of the company is now nicely fitted up, and contains four of the cars. There is a capacity for twenty.

The T rails arrived yesterday and the work of track laying was proceeded with. The company have about one hundred men at work.

10/06/1891 *Ottawa Citizen**Ottawa Electric*

The electric railway track on Bank Street has been laid as far as Lansdowne Park.

THE FIRST CAR READY

THE ELECTRIC ROAD NEARLY COMPLETED

Before the End of the Month the Bank Street Branch Will be ready For Operation - How the Motors Set the Wheels Going

The first of the new electric cars is nearly ready to be put on the track and more are being proceeded with rapidly. The arrangements for opening the road are being proceeded with rapidly. Mr. Hibbard is near the end of his work on Bank street. The line in that section now finished, so far as his construction goes, namely, out to exhibition grounds, whilst on Albert street, west of bank he has another large gang digging holes for the sleepers.

THE OVERHEAD WIRE

Mr. Knott is here and is aligning the overhead wire, which is flanged, hard drawn double copper wire, of about a quarter of an inch in thickness. This wire is passed in the center of the roadway, and serves to transmit the current to the car motor. This is done by means of the trolley [sic]. The trolley arm ends in a wheel which runs along the underside of the copper wire, and receiving the current from the overhead wire transmits it to the arm, whence it passes down a wire which travels down the side of the car under the woodwork to the cut-off box, situated under the seat of the car, between the motors, and so through the motors to the wheel and then to the ground.

HOW THE POWER IS USED

But how does this transmission of the current from the overhead wire to the ground cause the wheels to move? The motor contains a cylinder filled with coiled wire and the passage of the electric current through this, excites the iron of the cylinder and frame until it becomes one powerful magnet, the magnetism being concentrated in a split copper ring, made in many parts not wholly joined together.

The circumference of this ring attracts a number of wire magnets slightly projecting from the motor wheel. As each of these wire magnets is firmly bound into the place in the wheel, its efforts to reach the point of attraction, which is without the radius of its revolution, carries it so violently towards the point of attraction that it overshoots its mark, thus starting the revolution of the motor wheel and at the same time bringing the next magnet within the influence of the center attraction. So the motor wheel being started the revolution must continue as long as the excitement of magnetism exists. The motor wheel connects with a shaft armed with a cog wheel, which fits into a cog on the axle of the car wheels, thus transmitting the motion and driving the car.

THE SPEED

The rate of motion is regulated by what is known as the comptroller, one of which is situated at each end of every car. When the handle is over the center point on the top of the comptroller the power is shut off. As the driver turns it to the left the machinery in the interior gives a loud click for about every half inch it is turned. Each click emitted signifies an increase of speed, and by turning the handle in this direction the car is propelled. In order to drive the car backwards or reverse the engine, as it were, the handle is turned to the right. Each car is supplied with two motors, so that should one break down from any cause, all the driver has to do is to go to the cutting off box, under the seat of the car, and switch off the useless and connect the good motor with the current. Each motor is a 20 horsepower. Each car weighs about 6 tons.

LUXURY ON WHEELS

The cars are most luxurious in the interior. They are lofty and airy, the side windows being supplemented by ventilators in the roof. At night each car is lit up by five incandescent lights. The woodwork is of light oak, polished, with mirrored ends. The seats are upholstered in English Wilton carpets of heather mixture with maroon, black and gold stripes.

The outside of the car is equally tasteful. The body is a rich orange with the words "Parliament Buildings" in gold, the ends and under portion of the car being light primrose. Paragraph Ingress and egress.

At each end there are patent gates which are closed at the end that the driver is stationed at when the car is in progress, thus cutting off "the man at the wheel" from all communication and forcing everybody to enter or leave the car at the rear end.

At the fitting shops and offices on Albert street, men are busy getting the cars mounted and fixing poolies [pulleys?], etc, ready for operations.

It is probable that the opening day will be between June 20 and June 30, the first cars to run being on Bank Street.

12/06/1891 *Ottawa Citizen**Ottawa Electric*

The contract for the clothing of the conductors and motormen of the new street railway was awarded to Mackay & McClenaghan, the well known Wellington street tailors. The suits will be made from a pretty shade of navy blue serge with silver buttons on coat and vest. The company have blue caps to match, and altogether the uniform will be very striking. (Also reported in the Ottawa Free Press same date)

The Electric Railway Company yesterday commenced the work of laying the curves of their railway at the corner of Wellington and Metcalfe streets.

12/06/1891 *Ottawa Journal**Ottawa Electric*

The Electric Street Railway Company had a gang of men at work today on the Wellington Street curves. The work is being done by cutting out the wood block pavement, and laying in stringers, on which the rails are to be laid. The rail will be flush with the street and the whole work, when completed will not injure the permanent roadway at all.

The laying of the rail curves from Metcalfe on to Wellington street for the Electric Railway was commenced yesterday.

The Electric Street Railway have assigned Messrs. McRea & McClenaghan the contract for the clothing for the conductors. The uniform will strongly resemble that of railway conductors. The color will be invisible blue. The cap bears a white metal plate with the word "Conductor" and the coat and vest carry white metal buttons with the same word.

13/06/1891 *Ottawa Free Press**Ottawa Electric*

The track laying on Wellington street is now in progress, workmen being engaged in turning the corner of Metcalfe street with the curves.

17/06/1891 *Ottawa Free Press**Ottawa Electric*

The Electric Street Railroad Company track out to the Exhibition grounds was finished today and the cars will start running about the 24th of this month.

18/06/1891 *Ottawa Free Press**Ottawa Electric*

Yesterday afternoon at their sheds on Albert street the Ottawa Electric Railway Co. made the first introduction of the running of their cars. Mr. Thomas Ahearn, the manager, having charge of the operations, and as the car passed to and fro in the building in the presence of hundreds of spectators, flashes of electricity were observed in the line running on the upper portion of the building. On being interviewed, Mr. Ahearn stated that the car by the force of electricity was equal to about ten horses, and the rate of running could be made up to, if necessary, thirty miles an hour. On the 24th inst. The first car will run, Bank street being the selected point to start on from near Albert street to near the Exhibition grounds. The cars are of the newest design and can be stopped with almost instantaneous operation and are easily worked.

Mr. A.K. Knott, of Chicago, who is stringing the trolley wires for the electric railway is engaged at present on the Bank and Albert street curve. He has got the machine upon a lorry as a wagon was too high and awkward for effectual work. The slack of the Bank street wire has all been pulled up but owing to the dirt and stones on Albert street the work is progressing slowly just now.

18/06/1891 *Ottawa Journal**Ottawa Electric*

The Electric Street Railway completed their second car yesterday afternoon. It was put in motion and quite an number of persons were driven to and fro on it in the car shed.

Messrs. Ahearn & Soper stated to the Journal that they expected to have the formal opening of the electric road the latter part of next week. The Bank st., Metcalfe, Wellington and Rideau would then be opened and the Albert st. line if the grading is finished. Invitations are being issued. The opening will take place at the car shed Albert st. after which the visitors will run over the line. Six cars will be put on then. The cars when regularly running will pass given points every seven minutes. Transfer tickets will be issued to all points off the main line and they must be used within 15 minutes of issue.

The work of stringing the electric railway overhead wire at the interconnection of streets is going ahead steadily. It draws crowds of onlookers and is being done in a workmanlike manner.

22/06/1891 *Ottawa Free Press**Ottawa Electric*

The firm which has the contract of excavating the track for the Electric railway company seem to be having a hard time with their navvies right now. A number of them on Saturday got a quantity of liquor from some retain store and in a few moments were helplessly drunk on Rideau street.

23/06/1891 *Ottawa Free Press**Ottawa Electric*

The rails for the electric street railway have been placed in position in the block roadway of Wellington street. The rails are laid on blocks at spaces of three feet apart and are bolted to these blocks by means of iron plates. Workmen are now engaged in connecting the Wellington street track with the Rideau street section.

24/06/1891 *Ottawa Free Press**Ottawa Electric*

Employees of the Electric Street railway were busy all last night stretching the wires on Albert street for the car dynamos.

24/06/1891 *Ottawa Journal**Ottawa Electric*

Messrs. Ahearn & Soper have now definitely fixed the date of the official opening of the electric street railway for Monday next at 2 p.m. when the run over the road and program already announced will duly take place.

25/06/1891 *Ottawa Free Press**Ottawa Electric*

Yesterday afternoon a short trial trip was made with an electric car on Albert street, and about 6 o'clock this morning four of the completed cars were turned out of the car station and, amid much excitement, a run was made down Bank street. More, account of routes etc.

25/06/1891 *Ottawa Journal**Ottawa Electric*

At the formal opening of the Electric Street Railway on Monday next at 2:30, the four cars will be started by J.W. McRae, president of the company, ex-Ald. McLean, Mayor Birkett and Ald. Henderson. After the run a collation will be served at the Exhibition grounds.

Four motors begin work on Bank Street.

At 6 o'clock this morning before the stir and bustle of the day had commenced, four cars left the electric station on Albert st., and following one another, at a distance of about 100 yards, ran quickly and easily along the south track on Albert street to Metcalfe and up the grade on Metcalfe street to the corner of Wellington, where they were reversed and ran back down over the same track to Bank st. out which they went as far as Ann. The streets were quiet when the cars went out, but not long so. The loud tones of the alarm bells were rung at the street crossings and awoke the sleepers and soon hundreds of citizens, the small boy element predominating, hurriedly dressed and were out on the streets and the scene became most lively.

When the cars got on Bank street, Mr. Ahearn threw them open to the public, and in a few seconds they were liberally jammed with shouting small boys, with a sprinkling of ladies and gentlemen, while the cars gongs started all the dogs of the vicinity barking, and for a while there was general excitement. The cars ran up and down bank st. for an hour or so, keeping the entire section in a delighted buzz. South of Nepean street speed was put on and all four cars glided along at a lively pace, but maintained at the same time a comfortable and novel smoothness of motion.

The grade on Metcalfe street was taken without the least apparent difficulty. Mr. Ahearn, who personally drove one of the cars, expressed himself highly pleased with the way things went. The other cars were driven by Mr. Knott, electrical expert, and Messrs. J.O. Mullin and J.E. Hutchison. Last night between 5 and 6 one car containing Messrs. Ahearn and Knott was run over the same route.

The speed of the cars is not affected in any way by the number of cars on the straight line at a time, but if, say one car is on the straight line and two others turn a curve, loss of power results to the car on the straight line, it taking more power to turn the curve.

Details of routes etc.

25/06/1891 *Ottawa Citizen**Ottawa Electric*

The opening of the electric street railway will take place on Monday afternoon next.

26/06/1891 *Ottawa Citizen**Ottawa Electric*

The trial trip of four cars on the new electric railway took place early yesterday morning and, as that on Wednesday evening, proved most satisfactory. The cars ran up and down Bank street and were crowded. Messrs. Ahearn & Soper, the contractors, each controlled one of the cars. The invitations to the formal opening were issued yesterday. There will be four cars put on the track and Mr. J.W. McRae, president of the company, Mayor Birkett, Ald. Henderson and ex-Ald MacLean have been invited to start one car each. Only that portion of the line known as the Bank street branch will be in readiness for Dominion Day. The company expect to have their hands full in transferring passengers to the Exhibition Grounds.

The routes traversed will be as follows:

Bank Street Branch - The cars on this branch, on leaving the Exhibition Grounds will proceed to Albert, thence to Metcalfe and Wellington, then across the other track and return on the same route.

New Edinburgh Branch - From New Edinburgh the cars will run via St. Patrick, Dalhousie, Rideau and Wellington streets to same point as the Bank street cars, and will return over the same route.

The Elgin Street Branch cars will run from Wellington street via Elgin and Catharine to Bank street and return, and the main line cars will run from the Union depot of the C.P.R. via Albert, Metcalfe, Wellington and Rideau streets to the Protestant Hospital.

By this arrangement the public will be able to pass from any one point in the city to the other with one transfer on the upper portion of Metcalfe street, transfer tickets being granted to that end.

In accordance with the terms of the contract cars will only stop at those crossings on the various streets which are situated nearest the terminus of the route so that passengers desiring to enter the cars on Bank street for the exhibition should do so on the southern crossing of any intersecting street; those coming from the exhibition will stop at all northern crossings. No passenger will be allowed to enter or alight by the forward door of the car as the gates are kept locked. At all points between the intersecting streets signs will be hung stating that "cars stop here." In order to rapid transit as few stoppages will be arranged as convenience to the public needs will allow and citizens are warned to see that their children do not endanger their lives by running in front or playing around the cars.

A GREAT DAY FOR OTTAWA

The Electric Street Railway Formally Opened

OVER BANK STREET TO LANSDOWNE PARK

Luncheon at the Park to Commemorate the Occasion - List of Guests for the Opening Trip and Subsequent Celebrations

The formal opening of the Ottawa electric street railway took place this afternoon at 2 o'clock, when guests to nearly the number of 120 gathered at the headquarters, offices, shops and car house on Albert street and proceeded via Albert and Bank streets to Lansdowne Park in four motor cars.

Following is the list of invited guests

List of invited guests.

The park gates on Bank street were reached after a quick run and the whole party disembarked.

Adjournment was made to the house where a sumptuous cold collation was served after which speeches were made and the health and prosperity of the new enterprise heartily drank.

The party returned to the car about 6 o'clock.

The cars containing the guests were started (or shared) by Mayor Birkett, Ald. Henderson, ex-Ald. MacLean and Mr. J.W. McRae, president of the company.

The motormen in charge of the cars after starting were J. Healy, A. Lafleur, Ed. Butler and Y. Bennett. The conductors were Mr. Goodwin, E. Groulx, H. Hanley, Frank Butler. The motormen and conductors were in neat dark blue uniforms with silver buttons and cap plates.

BILLINGS BRIDGE AND THE ELECTRIC RAILWAY

Arrangements have been made by the people of Billings' Bridge to run a free bus between Billings' Bridge and the terminus of the electric railway on bank street until the proposed conference can be held next week between the Electric Railway company and the committee appointed by the meeting at Billings' Bridge.

Full account also in the Ottawa Free Press.

30/06/1891 *Ottawa Citizen*

Ottawa Electric

The electric railway had a gang of about 100 men at work on Creighton street yesterday

30/06/1891 *Ottawa Free Press*

Ottawa Electric

Full account of the opening - speeches etc.

30/06/1891 *Ottawa Journal*

Ottawa Electric

Further description of the opening includes a three verse song "The Electric Train" by Oliver Wendell Holmes.

The starting of the first cars for the official opening of the electric railway yesterday briefly noticed in yesterday's Journal took place from the Albert street shops in the presence of a great crowd of citizens and strangers, comprising men, women and children of every age and every walk of life; and as the cars in quick succession glided smoothly along Albert and Bank streets now only were the house doors and windows crowded, but the streets were lined by crowds of spectators who frequently cheered and waved their hats and handkerchiefs as the cars passed.

More

Speeches

As soon as the cars had discharged the guests they began making regular trips and were crowded with passengers each trip and continued so until 11 p.m. last evening.

ELECTRIC STREET RAILWAY

The Formal Opening an Immense Success. P

HUNDREDS RIDE ON THE NEW CARS

Congratulatory Speeches at the Luncheon in Lansdowne Park - Messrs. Ahearn & Soper and President McRae Complimented by Everybody.

Ottawa went whirling by another milestone in the path of progress yesterday. The new electric street railway was formally opened, and soon the rumble of the electric car will become as familiar as if the people had been used to it all their lives, and the new service become so much a matter of necessity that even the most conservative citizens of the Capital will wonder how in the world they got along without an electric railway service as well as they did. The four new cars in which the company's guests made the trip to Lansdowne Park were as pretty as gilt and gala decorations could make them. Everything about the cars, from the trolley-arm, on which a gay little flag fluttered steadily in the breeze, caused by the rapid rush of the carriage, to the motorman and conductors in their natty blue and silver-buttoned uniforms- everything was as spic and span as possible. But although new and comparatively untried in actual service, everything worked as smooth as the oil on the axles during the trial trip.

A few minutes past 2 o'clock the four cars were filled with guests, and were formally started by Mayor Birkett, Ald. Henderson, ex-Ald. McLean and the president of the company, Mr. J. W. McRae. The motor-men then took charge of the machines. They were : J. Healey, A. Lafleur, E. Butler and Y. Bennett, but Mr. Soper drove the last car of the procession himself and Mr. Hutchison, the superintendent of the road, drove the one preceding it. There were about thirty-five persons in each car, making a total attendance of some 140 citizens. The outward trip was done in twelve minutes. It was a pleasant journey, and one which those who had the pleasure of making it will remember while they live. It was a time, too, for retrospection. Among the company were many who recall the opening of the first street railway in Ottawa and the talk then was of that noble event. The journey revived stories of "first things" in general, and some told of the first railway opened in Canada fifty years ago, and how when the locomotive arrived in Montreal, there was no one to run it for the engineer had died on the long stormy passage out, and so the track was graveled over and the cars were drawn by horses till a new driver came from England. But among the many to whom the trip was memorable were two gentlemen for whom it had a special significance - Mr. N. W. Bethune, District Superintendent of the Great Northwestern Telegraph company, and Mr. F. N. Gisborne, Superintendent of the Government Telegraph Service, men who have spent the best part of a lifetime in the study and application of electric science, and whose names are linked with the history of its development in the Dominion, the one as a pioneer in the establishment of the first telegraph service in Old Canada, the other as a promoter of the first Atlantic cable.

To such men as these, and Mr. Collingwood Schreiber, Mr. Marcus Smith, Mr. Keefer, Mr. Hibbard and the other eminent engineers who were there, the trip had a special interest, but everybody enjoyed it, and everybody felt proud of the two modest young electricians, Thomas Ahearn and Warren Y. Soper, who had launched the enterprise, carried it out, and so placed their native city in the very front rank of the go-head communities. It was a pleasant little trip from start to stop, out along the busy thoroughfare where but a few years ago the fields were green and forest trees grew; pass the old limit between town and country, where farmers paid their toll on market days, and whipped their tired teams, and thanked their stars that soon they'd be within the city; out over the solid earthwork where the old creek bridge stood till a little while ago with its solemn warning to drivers to spare its old wooden timbers and walk their nags across on pain of prosecution by the law; and yet farther still, past the Mutchmor racetrack, reminiscent of the good old days when Bytown sports went to back their colors at the spring and autumn meetings. For even here a good two miles from Center Town the travelers in the luxurious, smooth-running car are made aware by clusters of neat cottages and newly-built homes that the city, like a healthy boy, is still outgrowing the confines of its off extended garments, and will soon need further lengthening of its limits. Right up to the gates of Lansdowne Park, where the car stops and the people scramble out, the evidences of the city's growth and progress are apparent.

The Carriage building had been converted into a luncheon room, with a row of white covered tables down either side, and in a few minutes the entire party are refreshing themselves after that pleasant ride. Caterer Walker provided a very nice collection with ice cream and strawberries in plenty and an abundance of wholesome beverages of the temperance order, for the company had decided to begin upon the temperance plan, a decision to which no one would demure saying there was no scarcity of wholesome cooling beverages. President McRae was at the head of the table, and with very few exceptions the following invited guests were there to partake of the company's hospitality and wish them every success in their venture:

THE GUESTS

(details omitted)

TOASTS AND SPEECHES**MAYOR BIRKETT'S REPLY****ALD. HENDERSON.****LETTERS OF REGRET.****HON. E.H. BRONSON.****MR. MACKINTOSH.M.P.****THE RETURN**

The guests then boarded the cars once more, and a smooth, pleasant ride of twelve minutes brought the party to the corner of Metcalfe and Wellington streets, where an immense crowd of people awaited the arrival of the train. The grade of Metcalfe and the curves all along the line were taken without the least friction or bolting, and throughout the greatest grumbler in town would have failed to find a point to criticize. It was noticeable that contrary to expectations horses were not at all disposed to shy at the new cars, and in a few days they will be quite as oblivious to this latest means of locomotion as to the ordinary horse cars.

By half past four the cars had again been freighted with passengers, and regular business was begun.

Up to 11 o'clock last night the cars ran to and from the exhibition grounds, carrying hundreds of delighted passengers.

02/07/1891 *Ottawa Free Press**Ottawa Electric*

On Tuesday evening the trolley pole and the base of one of the electric cars was pulled off by the trolley wheel catching at the junction of two wires. A live wire struck a horse which fell in an instant from the force of the current. However, it recovered from the force of the shock in a few minutes.

02/07/1891 *Ottawa Free Press**Ottawa Electric*

A gang of men commenced this morning laying the track on Elgin street from Maria to its junction with the main track at the corner of Catharine and Bank streets.

03/07/1891 *Almonte Gazette**Ottawa Electric***Ottawa Electric Railway**

The Ottawa Electric Street Railway was formally opened on Monday. Four cars, propelled by electricity, glided from the car shops via Bank street to the exhibition grounds. Mayor Birkett started the first car. The invitations included the members of the cabinet and prominent citizens. The affair concluded with a banquet. When the road is completed it will comprise eighteen miles of track.

03/07/1891 *Ottawa Journal**Ottawa Electric*

The Electric Railway company have arranged to have five cars leave the corner of Sparks and Metcalfe sts. for the C.P.R. depot at 6.20 o'clock tomorrow morning to convey the excursionists to the Ogdensburg train.

03/07/1891 Ottawa Journal Ottawa Electric

One of the guy wires of the electric street railway on Metcalfe st. near Sparks, broke and fell to the ground Thursday afternoon. It fell on to a horse belonging to Mr. John Donovan and knocked the animal over. The wire was taken quickly off the horse and it jumped up again none the worse for the shock.

03/07/1891 Ottawa Free Press Ottawa Electric

The electric street railway was opened over the Albert street route to the Union station yesterday and has been in regular running order since. Arrangements are made by the company for their cars to make connections with all incoming and outgoing trains. This branch of the road will be known as the main line and will connect with all other branches of the electric railway at the Metcalfe street terminus.

04/07/1891 Ottawa Citizen Ottawa Electric

During the rain storm yesterday a portion of the temporary electric line work near Broad street, gave way in the wind and caused a long stretch of the overhead wire to fall to the ground, thus interrupting the circuit and stopping the electric cars for about an hour. The company, with commendable promptitude, repaired the wires and in the meantime refunded fares to the delayed passengers and in the case of a car near the Exhibition Grounds, brought the passengers in by cabs. The company is replacing a number of clamps which have proved defective by stronger ones. A large gang of men were at work until midnight on Albert street making permanent repairs, and at that hour everything was in perfect order. The electric road to the C.P.R. was opened on Thursday morning and was largely patronized on that day and yesterday. It is a great convenience to people travelling to the station.

06/07/1891 Ottawa Journal Ottawa Electric

Twenty-one passengers from Britannia took the electric road this morning at 8.15 and reached Metcalfe street in seven minutes.

The trolley [sic] for fixing the insulators was at work early today on the overhead wires of the electric street railway on Albert and Bank streets. Whenever the cars come along, the trolley is shunted so as to allow them to pass. The whole re-insulation of the line will be speedily completed.

06/07/1891 Ottawa Journal Ottawa Electric

On Saturday afternoon, owing to a breaking of a small insulator, the overhead wire on Metcalfe st. between Sparks and Wellington became slacked. The trolley arm on one of the cars also received too much pressure and was wrenched away from the roof. A man held it in position while the car returned to the sheds.

07/07/1891 Ottawa Free Press Ottawa Electric

An electric car ran off the track on Broad street at half past eleven yesterday, but was righted without much delay, and proceeded on its way to the Union station.

07/07/1891 Ottawa Journal Ottawa Electric

Riding at night on the Electric Street Railway to the Exhibition Grounds and back has become all the rage. Every night now the cars are crowded. The fresh air of the open district from the C.A.R. track outward and back is very invigorating. The speed put on the cars after the C.A.R. crossing is passed, gives a delightful sense of pleasure.

09/07/1891 Ottawa Free Press Ottawa Electric

Two more cars for the company arrived yesterday and will be made ready for the track at once.

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It is expected that the Elgin street and New Edinburgh branches will be opened for traffic by the latter part of next week.

The last rails of the Elgin street branch were laid yesterday on Catharine street. The track is now completed from Wellington street to bank street via Elgin and Catharine streets.

Parties who have ridden to or from the Union depot on the electric road express surprise and delight at the manner in which the cars swing around the very sharp curve at the corner of Broad street and the Richmond road. As the hill is steep and the curve quite sharp it was considered the worst point on the route, but the cars swing around as easily as on the most level part of the road.

Some of the residents along the different routes of the Electric Street railway complain of what they consider a n unnecessary amount of gong ringing by the conductors of the cars especially late at night. No doubt due precaution should be taken, but at the same time the annoyance might be lessened. There seems to be no reason why the gong should be sounded except at crossings.

10/07/1891 Ottawa Free Press Ottawa Electric

The Rideau street branch of the line will be opened tomorrow (Saturday) afternoon when the first car will be run over the route and regular traffic continued.

Owing to a fight between two large dogs which were allowed to travel on the platform of the cars, the company have decided that canines must take the roadway in future.

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There will be four open cars on the line shortly two of them running within ten days time.

13/07/1891 Ottawa Journal Ottawa Electric

Fearful state of city streets. Streets along the route of the Electric Railway are not completed. Danger to public life etc.

13/07/1891 Ottawa Journal Ottawa Electric

Electric Railway Free Ride

T.W. Currier, 188 Rideau st. will present each and every purchaser who patronized his great cheap sale of furniture with a double ticket for electric road.

P.S. Sale continued until 15th August. Every article reduced.

14/07/1891 Ottawa Free Press Ottawa Electric

The Electric Railway company expect to have the double tracking of Bank street to the Exhibition grounds completed by Thursday evening.

14/07/1891 Ottawa Free Press Ottawa Electric

Many complaints are made of the long and tiresome detention of passengers on the electric cars by the Bank street branch at the switches on that line. Owing to the want of more cars a stop was made last night at Cooper street fully fifteen minutes.

15/07/1891 Ottawa Citizen Ottawa Electric

Two letters from the company - city not maintaining the grades up to rail level, hole in track at Patterson Creek.

Letter to the mayor and corporation

We are instructed by the Ottawa Electric Street Railway Company to call your attention to the terms of the contract entered into between the city of Ottawa and their company under which it is the duty of the corporation to make the level of the streets to the level of the grade furnished to the company, and to keep and maintain the streets level with the rails. We are informed that all the men at work upon the line have been discharged, and that the engineer is at present without any instructions from the council for proceeding further with the work and that the council separated last evening without making any provision for having the same done. If the work is allowed to remain in the state in which it now is, a very serious loss will be inflicted upon the company for which the corporation will be directly responsible. Part of the line now in operation can only be worked at a serious disadvantage and damage to the company's cars from the streets not being graded up to rail level. This applies to Albert street for a great part of the distance lying west of Bank street to the line upon Wellington and Broad streets and to a great portion of the line on Rideau street. In addition the company now have several miles of track laid and ready for operation upon which they cannot run their cars until the grading is completed by the city. This applies to Dalhousie, St. Patrick and Creighton streets, and to the line upon Catherine and Elgin streets, upon each of these lines they sustain a daily loss of revenue from not being able to use their property. The company have in good faith performed their part of the contract and look to the city to do the same.

City liable for damages etc.--

Second letter to the city.

Bank street line was interrupted today by the sinking of the roadbed at Patterson's Creek. One of the cars was left standing idle at the south end of the line and the trip of the remaining cars was cut short at the north side of Patterson's Creek.

Mayor Birketts views.

I think the company are, to say the least, going a little too fast. They are expecting too much of the city. Their contract does not call for the completion of the New Edinburgh and Elgin street routes until August 1, I believe, and because they are ahead of time they talk of damages from the city. I think the city has done wonderfully well, and it is expecting too much to ask that we keep up with their track laying when we have to fill in from 1 to 3 feet in depth the entire road surface most of the way.

15/07/1891 *Ottawa Journal**Ottawa Electric**Patterson's Creek*

The embankment of the roadway over Patterson's Creek on Bank st. road gave way in several places before yesterdays torrents of rain, and the whole earth work is now in such a critical condition that another heavy downpour like that of yesterday would work destruction.

More about the condition but little reference to the railway

Gang of men put on by the electric road.

The street car service was stopped for some hours, the cars lying idle on the south side of the creek.

20/07/1891 *Ottawa Citizen**Ottawa Electric*

The Electric Railway Company had a new trailer car at work on the Bank street branch on Saturday afternoon, and it accommodated the large number who took advantage of the line.

22/07/1891 *Ottawa Citizen**Ottawa Electric*

Messrs. Ahearn & Soper will open the Elgin street branch of the Electric Street Railway, between Wellington street and the Canada Atlantic Railway tomorrow.

24/07/1891 *Ottawa Free Press**Ottawa Electric*

Two more cars and another trailer are en route by the C.P.R for the Electric street railway.

24/07/1891 *Ottawa Journal**Ottawa Electric*

Electric Road Notes

The Electric Street railway company put their first car on the Elgin Street route this morning. Sharp at 9 o'clock car No. 17 with Mr. Ahearn on board, motor man Lunny and conductor ? Bearing on its front the ?? "C.A.R and Wellington ?" ??? station and back. The time of the double journey was 19 minutes.

The track is in very good condition, Messrs. Ahearn & Soper having ballasted the line themselves. The grip was good, as it has indeed been on the whole line. Messrs. Ahearn & Soper have been most fortunate in the excellence of their construction, all their guages [sic] having been most accurate.

The raising of the grade for the electric road on Albert street west of O'Connor causes the sidewalk to be flooded every time there is heavy rain.

Residents near the Orange Hall say they are nearly drowned out on these occasions.

Frequent complaints were heard yesterday of long intervals between cars on the Bank street route. As soon as new cars arrive they will be put on and the full efficiency of the services maintained.

As soon as the electric street line between Rideau street and Creighton street can be opened the cars from the Exhibition ground will run straight through to New Edinburgh, while the cars from the C.P.R. will continue to ply to Sandy Hill.

A stray stone flung by some unknown hand smashed the fancy glass lights in the door of the Albert Street offices of the electric street railway last night.

A number of men engaged in the construction of the electric street railway track were discharged yesterday and the day before. The reason is given that the construction is practically completed.

25/07/1891 *Ottawa Citizen**Ottawa Electric*

The Elgin street branch of the Electric Street Railway, running between Wellington and the Canada Atlantic Railway was opened yesterday (?) morning. It was largely patronized during the day. As soon as the line between Rideau street and Creighton street can be opened the cars from the Exhibition Grounds will run straight through to New Edinburgh, whilst the cars from the C.P.R. will continue to ply to Sandy Hill.

25/07/1891 *Ottawa Free Press**Ottawa Electric*

Two new cars and a trailer for the Electric railway arrived in the city this morning.

28/07/1891 *Ottawa Journal**Ottawa Electric*

Another car for the electric road arrived in the city last evening and was taken to the car shed to be set on wheels and supplied with motor etc.

29/07/1891 *Ottawa Citizen**Ottawa Electric*

W. Robertson having written to the city council stating that the Electric Company were not running workmen's cars in the morning and the evening. City Clerk Lett yesterday wrote him at the request of the Chairman of the Railway Committee drawing his attention to the fact that the agreement between the company and the Corporation does not come into effect until Saturday.

01/08/1891 *Ottawa Citizen**Ottawa Electric*

It is understood that the two open cars belonging to the Ottawa Electric Street Railway Company are to be used on special occasions only. Many would like to see them out every day.

01/08/1891 Ottawa Free Press Ottawa Electric

--(Mr. Ahearn) also visited St. Catharines where he placed an order for four vestibule electric cars, which will be 24 feet in length, being 2 feet longer than the cars at present in use here. One new car was placed on the track this morning and another will be in use on Monday. The four new cars will arrive in time for the Central Fair traffic.

01/08/1891 Ottawa Journal Ottawa Electric

Hit by an Electric Car

A bad smash took place on Rideau street last evening about five minutes past eleven o'clock. A hackman named Dumais was just driving into his place on the stand opposite the end of Nicholas street when car no. 12, driven by Motorman Young, collided with it as it crossed the track. The horse was badly cut about the hind legs, the body of the rig hurled in one direction and the wheels in another, and Dumais himself pitched to the ground. The car was brought to a standstill immediately and in fact was slackening down speed when the accident happened. Mr. Dumais only received a slight shaking.

03/08/1891 Ottawa Journal Ottawa Electric

Mr. Ahearn of Ahearn & Soper returned from a business trip in the States in Saturday.

On his was he called at St. Catharines and ordered four new cars measuring 24 feet each and fitted with vestibule doors.

An extra car was put on the line on Saturday.

There are now running on the line 9 motor cars and 2 trailers.

04/08/1891 Ottawa Citizen Ottawa Electric

A car ran over the Lower Town Branch of the electric railway early yesterday morning. The branch will be opened for traffic this morning.

05/08/1891 Ottawa Citizen Ottawa Electric

Yesterday morning the electric cars were run through the entire line from New Edinburgh through St. Patrick, Dalhousie to Rideau street. Last evening the streets in Lower Town through which the splendid cars traversed were lined with admirers who watched their progress with eagerness. The company deserves praise for the enterprise and the careful direction given by the superintendent, as well as the prudence of the wide awake motor men. The car innovation in St. Anne is welcomed by the ratepayers who will derive great benefit there from.

05/08/1891 Ottawa Journal Ottawa Electric

Last evening the denizens of Lower town turned out in crowds to see the brilliantly lit electric cars rush over the line to New Edinburgh. The opening of this route is expected to confer great benefits on the district through which it passes.

12/08/1891 Ottawa Journal Ottawa Electric Chaudiere

The Electric Road Car Service Disabled.

The lightning also disabled the electric street railway plant at the dynamo station at the Chaudiere. About four o'clock when the storm was at its worst, the electric fluid struck one of the overhead wires, at what point is not known and flashing over the wires, passed into the two powerful dynamos and "burned-out," to ? the technical term the armatures, or power-generating - apparatus in each, causing the system to be shut down at once. The cars were left standing useless on the tracks in all directions.

To explain the nature of the damage it may be said that the armatures are the cylinders of rolled wire that revolve between the field magnets. These armatures are insulated, and when the insulation is removed from any cause they cannot be worked. Yesterday the electric fluid "burned" off the insulation about an inch square in each armature, and melted two copper wires in each as well, and this was sufficient to cause the stoppage of the system.

Immediately after the occurrence Mr. Ahearn was on hand and, with his staff of electricians, went to work to repair the damage. To get out the armatures from the dynamos to repair them, the top field magnets weighing about five tons had to be removed. This was a job that required a large gang of ?, "jacks", and tackle to carry out, and proved a low and arduous task. The men had to work all night. By 9 o'clock this morning one of the armatures had been repaired and the field magnets replaced. But when the water was turned on, a fresh "burn" occurred and once more the dynamo was unworkable.

Mr Ahearn will have the armature on the other dynamo repaired tonight and expects to have the cars running tomorrow morning.

About a hundred persons who were at the exhibition grounds at the time the cars were stopped had to walk home.

The company has ordered two reserve armatures, and if in future a similar accident should occur only about half an hour will be lost.

12/08/1891 Ottawa Journal Ottawa Electric

Power plant at Chaudiere hit by lightning and disabled.

14/08/1891 Ottawa Citizen Ottawa Electric

The electric cars resumed operation yesterday, the damage done to the armatures by the lightning on Thursday having been repaired.

17/08/1891 Ottawa Journal Ottawa Electric

The Electric Street Railway had trailers on the Elgin street route from midday today and took out hundreds of people to the circus grounds.

20/08/1891 Ottawa Citizen Ottawa Electric

The trail cars of the electric road not having been found to work very successfully, owing to their light weight causing them to leave the rails, they have been withdrawn from this service and are now being fitted with motors. It is expected they will be on the route again before long.

24/08/1891 Ottawa Journal Ottawa Electric

A cow was run over by an electric car at the corner of Murray and Dalhousie streets about four o'clock on Saturday afternoon. The car was derailed and the cow seriously injured. The animal was owned by Mr. Moise Cousineau of Clarence street, by whom the loss will be severely felt.

28/08/1891 Ottawa Journal Ottawa Electric

Agreement between the mayor and the railway. Will remove the rails laid between the C.A.R. station and Bank street and double track Bank all the way to the Exhibition grounds.

We shall not remove the rails on Catharine Street until we have made a connection between our present Elgin Street line and Wellington street.

01/09/1891 Ottawa Citizen Ottawa Electric

The work of excavating for the extension of the double track of the electric railway on Bank street was commenced yesterday. About thirty men are employed.

02/09/1891 Ottawa Journal Ottawa Electric

Civic Street Railway Committee met yesterday and accepted the offer of the Ottawa Electric Railway to double track Bank Street and take up the Catherine street track.

At present there is only a single track on Bank Street from Cooper to the swing bridge and a single track on Elgin st. to the C.A.R. station, the track on Catharine st., not being graded, is not being used at present. (City would use the money appropriated for Catharine st. for the work on Bank st. - a friendly way out of a difficulty, i.e. city lack of funds)

Elgin st. cannot be extended south of the C.A.R. because of the shunting.

Also in the Citizen.

04/09/1891 Ottawa Free Press Ottawa Electric

in connection with the delays which sometimes occur on Albert street near the ladies college at the end of the double track it is explained by the Electric Railway company that as originally arranged the double track was to be laid the entire length of Albert street, but owing to the construction of the sewer an arrangement was made with the Board of Works by which the Electric company agreed to lay only a single track at the side of the road in the meantime, and upon the completion of the sewer, to put down the other track. It is expected that this will be done in the spring.

07/09/1891 Ottawa Journal Ottawa Electric

The Electric Railway company were running the first open motor car Saturday and today.

The electric cars seemed quite unable to cope with the crowds of people going out to the games this afternoon and at almost every corner crowds were congregated waiting for a chance on the next car.

08/09/1891 Ottawa Journal Ottawa Electric

The Electric Street railway yesterday conveyed some twelve thousand persons over their lines without any accident being reported.

Two of the vestibule cars for the electric street railway were shipped from St. Catharine's yesterday, and two will be shipped next week.

The double tracking on Bank st. will reach the C.A.R. tomorrow evening. By the end of next week the double track will be laid right out to Lansdowne Park.

09/09/1891 Ottawa Journal Ottawa Electric

Ottawa Electric Railway intend to double track Rideau street. When asked why they didn't do it in the first place they said they didn't anticipate the amount of traffic.

The work of double tracking Bank st. is being rapidly proceeded with and the electric company are making an excellent work of it. The old single line is being retained and a single rail laid down on each side thereof at a car's breadth distance so that the double track will be half composed of the present single track. The ties for the new construction are laid between the old ties on each side. The down track is completed and a capital roadway is left for carriages to pass up and down. The work does not interfere with waggon or passenger traffic and residents outside of the city limits are able to drive in and out as usual. The horses are getting used to the cars, and carriage traffic on Bank street has resumed its old-time activity.

11/09/1891 Ottawa Citizen Ottawa Electric

Work on the Electric Railway Company's Creighton street extension is progressing favourably and the work will be completed in a few days. A platform has been erected on the street upon which the carts drive and dump the ballast into the trucks, which are run off where required on the line.

21/09/1891 Ottawa Free Press Ottawa Electric

Two more vestibule cars for the electric railway have arrived and will be put on the track at once. The Rideau street double track will be finished and a full service provided for the opening of the exhibition.

22/09/1891 Ottawa Journal Ottawa Electric

Two more vestibule cars have arrived from [sic] the Electric Street Railway Co., and are being fitted up by Mr. J.C. Mullin and his staff of assistants. They will likely be ready for the road tomorrow.

25/09/1891 Ottawa Free Press Ottawa Electric

The new double track on Rideau street to the Protestant hospital was used for the first time this morning. A switch at the corner of Cumberland street was all that had to be removed at noon in order to make the two tracks complete from Metcalfe street to the Rideau Hill.

01/10/1891 Ottawa Journal Ottawa Electric

The Electric Railway Co.'s shed on Albert street is being extended back to Queen street which will make it 66 feet longer than at present.

08/10/1891 Ottawa Free Press Ottawa Electric

The Creighton street track of the electric railway was opened for traffic yesterday. Two cars now run between the Langevin block and New Edinburgh by this route.

08/10/1891 Ottawa Journal Ottawa Electric

The electric cars were heated this morning for the first time. Early passengers fully appreciated the comfort of having warm cars in which to go to business.

Through cars are now running between the Exhibition grounds and New Edinburgh.

09/10/1891 Ottawa Citizen Ottawa Electric New Edinburgh

The electric cars are now running regularly to New Edinburgh and are being heavily patronized. The vestibule cars are now heated and the stoves are being placed in position in all cars. Passengers, yesterday, complimented the company on the warm and comfortable condition of the cars.

THE CAT OUT OF THE BAG

AHEARN & SOPER THE PURCHASERS OF T.C. KEEPER'S STOCK

But so far, the Electric Street Car Company not Interested- Talk on the Subject in Town.

"Yes," said Mr. W. Y. Soper when called upon once more at the office of Messrs. Ahearn & Soper this morning, "I am now at liberty to state that our firm has purchased Mr. Keefer's stock in the Ottawa City Passenger railway company.

"You asked me Friday if the Electric Railway company had made a purchase, and I of course answered in the negative, as the purchase was made through Mr A. J. Christie on account of the firm of Ahearn & Soper alone, and was not bought directly for the Electric Railway company. For reasons which I need not explain I could not give you this information before. I would like you, however to make one correction in the report of the interview with me of Friday. You probably unintentionally reported me as saying that possibly The Standard Electric Company was the purchaser. I made no such statement. Your reporter in conversation expressed an idea that perhaps the standard company were the purchasers, but I did not. "

Mr. Soper added that the transaction made with the full approval of Mr. C. McRae and Mr. Brophy, president and vice president of the electric railway, as well as the other directors of that company.

Asked the reason for the purchase, Mr. Ahearn who entered the office at this point, said:

"Our firm and our friends being largely interested in Chaudiere Electric Light and Ottawa Electric Railway companies stock made it very desirable that we should secure the controlling interest in the Ottawa City Passenger railway company, which we have secured with the full approval of our business associates. "

"Is it your intention to convert the old road into an electric railway?"

"No, not at present. As I said before, our principal object was to protect our existing interests and our programme for the future has not yet been considered."

THE ELECTRIC COMPANY'S CONNECTION

Mr. J. W. McRae, the president of the electric road, and Mr. G. P. Brophy the vice president were found in Messrs. Ahearn & Soper's office

"We were aware, " Mr McRae said "that Mr. Soper was to purchase Mr. Keefer's stock."

"And you approved of it?"

"Yes, we approved of it fully" replied Mr. Brophy.

"The fact that Messrs. Ahearn & Soper purchased the stock meant in reality, of course, that the Electric Road purchased it, said THE JOURNAL suggestively.

"Well, " replied Mr. McRae, with a smile, "it tended that way. "

"The electric company's real connections with the horse car road will begin at the annual meeting of that road in December, I suppose."

"practically, " was the reply.

"What about turning it into an electric road ?"

"Well, the board has not considered that point, but, " said Mr. McRae, "I think I am safe in saying it will be done as soon as the requirements of the city call for it. "

"Is it true you propose to continue the line to Hull?"

That was one of the objects of the purchase. We desire to enter Hull, and could not do so as long as we had no control of the horse car road. But we are unable to say anything further of our intentions at present. "

Mr. Bronson's View

Hon. E. H. Bronson, one of the principal holders of the remaining stock on the horse car road, said he was not prepared to say at present what he thought of the electric road getting control. But he thought that if the Electric company gave the stockholders as good dividends as they are now getting they would have no reason to complain. As far as he was concerned personally, he thought it would be in the interests of the city to have the whole street railway system under one management. The transfer system could be better worked.

THE ELECTRIC SWEEPER

IT WILL BE HERE IN A COUPLE OF WEEKS

And then There may be Music in the Civic air- Description and Operation of the Sweeper.

Mr. J. E. Hutchison, superintendent of the electric railway, has arrived home from New York after purchasing an electric sweeper for the road here. The sweeper will be manufactured by Messrs. Lewis & Fowler, of Brooklyn, and will be here about the first week in November.

A photograph of a sweeper, similar to the one ordered, was shown to THE JOURNAL and from its appearance it will certainly prove an ornament to the road whatever its operation may be. As to its success, that remains to be seen.

Mr. Hutchison says it has proved to be a genuine success in Utica, N. Y. But still he thought there was no place better suited than Ottawa to give it a fair test. If it worked successfully here it would likely work any place where there was snow.

The body and the truck of the sweeper are about the same size as those of an electric car. At each end is placed a rotary cane brush some three feet in diameter. These brushes revolve in an opposite direction to that of the wheels and are placed at an angle of 45 degrees to the track, so as to throw the snow up and to the right of the track. They are turned independently from the wheels as there is a separate motor for each. One advantage claimed in this is that the car may be standing, and the brushes revolving.

As to the snow, after it is swept to one side, Mr. Hutchison said the company would pack it and make it grade down to the track and in places where it would be too deep they would probably cart some of it away. The snow here was not so wet and heavy as in some places where these sweepers are in use and therefore would be easier to handle although the chief difficulty to encounter here was the quantity.

The snow sweeper for the electric will arrive in the city on Monday.

The brick work for the addition to the electric railway car shed is completed and the roof is now being put on.

One of the winter electric cars, with scraper attached, has been put on the road and is ready for business. Fetch on your beautiful snow.

The Mogul snow sweeper for the electric railway arrived at the C.P.R. yard from New York yesterday and attracted many visitors.

The regular cars are being fitted with vestibules at each end as rapidly as possible. One of them is now in service on the Bank street route. The vestibules are attached for winter use only, and are built in sections so that they may be removed in the spring. They are so arranged that the entrance door is always on the right hand side of the car in the direction in which it is going, that is nearest to the side walk.

Several hooks, called "transfer hooks" have been placed along the sides of the interior of the electric cars near the roof. Immediately upon the conductor collecting a transfer ticket, he is required to punch it and place it upon one of the hooks. All other tickets and cash fares are registered in the usual way.

The cutting down of the crossings between the electric railway tracks for the operation of the winter car scrapers is now going ahead on Elgin Street. The electric cars are being rapidly "vestibuled" for the winter's frosts. The vestibules re put on in sections and can be removed in the spring. The Mogul snow sweeper has arrived at the CPR station.

14/11/1891 *Ottawa Journal**Ottawa Electric**Chaudiere*

ALL RIGHT THIS TIME

A CLOSE CALL FOR PASSENGERS ON AN ELECTRIC MOTOR

A casualty was very narrowly avoided last evening at the Chaudiere. Electric car No.14 was descending the hill at Broad Street just as a C.A.R. lumber train was backing into the Chaudiere yard. Motor man Lunny did not see the danger signal which gateman Eastman had placed on the car track while he swung his "all right" signal to the approaching lumber train, until a short distance of the crossing. He put on the brake but the rails were slippery, and the car would not stop. Then he reversed the motor, which worked well, and just as the first car of the lumber train struck the front platform of the electric car started back up grade. There were five passengers on the car at the time of the accident, and all were thrown about the car.

Mr. A. Burrows, the drover was hurt in the hip but not enough to prevent his taking the train for his home in Smith's Falls. A lady passenger, Mrs. Higman, got a bruise on the head. The motor man was also thrown from the platform. The damage to the car will likely reach about \$20. It was a narrow escape from wreck by the passing lumber train.

14/11/1891 *Ottawa Citizen**Ottawa Electric*

A CLOSE CALL.

Collision Between an Electric Car and C. A. R. Freight Train

The first casualty of consequence which has befallen the electric street railway in the four months of its existence occurred at five minutes to eight o'clock last night at the Chaudiere. Car number 14, of the main line, was descending the hill at Broad street, approaching the C.P.R. station, just as Canada Atlantic lumber train was backing into the Chaudiere yards. Motorman Lunny did not see the red light signal which C.A.R. Gateman Eastman had placed on the middle street car track while he swung his "all right" signal to the approaching train, till within a very short distance of the crossing. He put the brakes on, but the rails were slippery and the car slid on the rails. Then he reversed the motor which, fortunately, took instantaneous effect, and just as the first car of the lumber train struck the front platform the electric car started back up grade.

The damage was, however, serious enough as it was. Five passengers were in the car and when the collision occurred all were thrown from their seats by the shock. Mr. Andy Burrows, the well-known drover, was injured about the left hip and leg, but managed to walk to the Canadian Pacific Railway depot, where station Officer Graves assisted him on board the train for Smith's Falls, which is Mr. Burrows' home now. A lady passenger, Mrs. Higman, was thrown against the opposite seat and bruised somewhat about the head. The motorman was thrown uninjured from the platform, which is badly twisted. The hood, too, was torn off. In half an hour Mr. Ahearn and Superintendent Hutchison had the wrecked car straightened out and back in the shed.

The damage to the car will not amount to more than \$20, but it was certainly a narrow escape for all five passengers, for had not the reversing gear worked instantaneously the car would have certainly been ground to pieces by the passing lumber train.

14/11/1891 *Ottawa Free Press**Ottawa Electric*

An alarming electric street railway accident occurred near the C.P.R station last night-- one of the open end cars running on Rideau street to the Union depot, had proceeded down Albert street to the junction of that street and Broad street, which is on the Richmond road. At this turning on to Broad street there is a steep grade down to the station. Midway between the beginning of the grade and the terminus of this section a side or bye line of the C.P.R crosses the street. This line is used solely for freight and it was here that the accident took place. The electric car had rounded the corner of Albert and Broad streets and had just entered on the down grade on the curve when the bell of the train was heard and at the same time the string of freight cars was seen crossing the street very slowly. The motor man at once applied the brake. No use! The wheels spun around without the aid of electricity and the momentum of the electric car caused it to run full tilt

INTO THE TRAIN

whilst the passengers screamed. More.

16/11/1891 *Ottawa Free Press**Ottawa Electric*

The electric railway conductors honored the arrival of the first snow by appearing this morning with button-hole bouquets of the wild strawberry, a plant that ripens just before the first snow fall. The berry is a brilliant red and looks very pretty upon the dark blue uniforms.

17/11/1891 *Ottawa Free Press**Ottawa Electric*

The electric car shed has been extended through to Queen street, the whole of the new tracks being elevated over a huge pit wherein the men can work at every car from beneath. The cross tracks are to be abolished and in place thereof one track will be used to run the car to the rear of the shed, when a travelling track will carry it to any position that it may be desired to occupy.

20/11/1891 *Ottawa Free Press**Ottawa Electric*

Electric car No. 19 has been supplied with a powerful headlight and all the other ones will be similarly equipped.

Six new open cars have been ordered by the Electric Street Railway Co., three of them for the main line, two for the exhibition route and one for New Edinburgh route.

20/11/1891 *Renfrew Mercury**Ottawa Electric**Chaudiere*

A serious collision between an electric car and a lumber train on the C.A.R. at Ottawa was very narrowly averted one evening last week. The lumber train was being backed into the Chaudiere yard, as the electric car was descending the hill at Broad street. The motor man put on the brakes but the rails were slippery and the car did not stop. The motor was then reversed, and backed the electric car up grade, just as the front platform was struck by the lumber train. There were five people in the electric car, and all were thrown about: but none were very seriously hurt.

26/11/1891 *Ottawa Citizen**Ottawa Electric**Ottawa, Broad Street*

Counsel for the Ottawa Electric Street Railway and the C.A.R. [sic] appeared before the Railway Committee of the Privy Council yesterday and announced that they would leave it to Mr. Schreiber to decide what system of protection should be adopted at the Broad street crossing where a street car collision occurred recently.

26/11/1891 *Ottawa Citizen**Ottawa Electric*

Broad Street Crossing;. Counsel for the Ottawa Electric Street Railway and the C. A. R. appeared before the Railway Committee of the Privy Council yesterday and announced that they would leave it to Mr. Schrieber. Chief Engineer of Government Railways, to decide what system of protection should be adopted at the Broad street crossing, where the street car collision occurred recently.

01/12/1891 *Ottawa Free Press**Ottawa Electric*

The electric snow sweeper is ready for operation whenever a fall of the "beautiful" takes place. The cab has been placed in position but there are some minor matters to be finished, and the whole has to be painted. The two large steel scrapers are also in readiness for a sudden demand on their services.

07/12/1891 Ottawa Free Press Ottawa Electric

The new electric sweeper was sent out for the first time this morning. It ran over the tracks in a short time, and worked very satisfactory, although there was not enough snow to make the test conclusive.

08/12/1891 Ottawa Citizen Ottawa Electric

The Electric Railway Company easily contended with the snow on their tracks yesterday, their snow plow doing the necessary, by a trip over the line, commencing about 3 a.m.

10/12/1891 Ottawa Free Press Ottawa Electric Ottawa Electric

At a few minutes to one o'clock today a collision occurred at the corner of Sparks and Metcalfe between an electric and a horse car. Both were so badly smashed that they had to be immediately taken to the car shops for repairs. The horse car, with one lady passenger, was going west along Sparks street, when it stopped at the crossing between Gravis' and Shillington's corners. Almost simultaneously with the arrival of the horse car, electric car No. 16 came along. It was moving slowly and had reached the nearest crossing on Metcalfe street before the driver of the horse car moved. The latter, seeing the danger, whipped up his horses, but was then too late, and both cars came together with a crash. The horse car was lifted clear off the rails, the axle of the hind wheels being bent, and the wood work on both cars smashed to pieces. The passengers were greatly frightened, but fortunately nobody was injured.

December 12 - Mrs. Alphonse Dafor of 281 Sussex street, who was sitting in the horse car on Sparks street when the collision between it and the electric car occurred on Thursday, is under medical treatment. She is suffering from injuries to the head, lung and knee, and this morning was expectorating blood.

10/12/1891 Ottawa Journal Ottawa Electric

STREET CAR COLLISION

AN ELECTRIC CAR SMASHES INTO A HORSE CAR.

Nye and Another Lady Passenger in the Horse Car Severely Shaken - The Damage to the Cars.

A collision occurred about 12:30 this afternoon at the intersection of Sparks and Metcalfe st, when electric street car 16 struck horse car No.10. THE COLLISION

The electric car was passing from Albert towards Wellington st., and the horse car traversing Sparks st. going west. The driver of the latter thought, as he afterwards stated, that the motorman had stopped the electric car. Such, however, was not the case. The electric car came on striking the other full in the center of the side with a terrible crash, the lighter vehicle having its side shell stove in and being lifted half off the metals, whilst the vestibule of the electric car was demoralized.

BADLY SHAKEN UP

Fortunately there were only two ladies in the horse car, but both were severely shaken, one, Mrs Nye, wife of Mr. Nye of the Russell House cigar store, receiving a serious shock to her nervous system. They were speedily released and Mrs Nye conveyed to her home, on Sparks street. The passengers in the electric car received very little shaking. The cars were returned to their respective shops for badly needed repairs.

WHAT MR. SOPER SAYS

Mr. Soper of the Electric Co. said the accident was being investigated by superintendent Hutcheson. [sic] The instructions to the motorman with reference to crossings were very strict. The damage was light and would not exceed \$20 or \$25. The fact that the damage was so slight showed that the cars could not have been going very fast.

The motorman's name was Lafleur.

Later inquiries made at the residence is of Mrs. Nye elicited the information, that although badly shaken and having a lump on the back of her head she is not otherwise injured.

11/12/1891 Ottawa Citizen Ottawa Electric

Shortly before one o'clock yesterday a collision took place between an electric and a horse car at the corner of Sparks and Metcalfe streets. The horse car was going west and the electric car moving up Metcalfe street. Both cars were considerably damaged, the horse car being lifted off the rails and nearly overturned. Two ladies were in the horse car at the time, and although they received a severe shaking up, were not seriously hurt. Mrs. Nye, wife of L. N Nye, tobacconist, was one.

12/12/1891 Ottawa Free Press Ottawa Electric

Accident involving car No. 21.

12/12/1891 Ottawa Journal Ottawa Electric

The electric car company has given an order for six open cars and one vestibule car to Mr. W.W. Wylie carriage maker of this city. They will be done during the winter.

12/12/1891 Ottawa Citizen Ottawa Electric Ottawa Car

Mr. W.W. Wylie, manufacturer, whose works are situated at the corner of Slater and Kent streets, has contracted to construct six open cars and one vestibule car for the Electric Railway Company, which will give him all their work in future if the cars prove satisfactory.

Mr. Wylie is getting new machinery and will start work as soon as it can be got in running order. It will be operated by Electricity, supplied by the Chaudiere Electric Light Company. The new industry will give work to almost 30 men.

Mr. Wylie has considerable experience as a car builder, having been employed for many years by the Liverpool Tramway Car Company, who gave him a good recommendation.

The cars being constructed for the Electric Company, it is said, will be even superior to those now used.

14/12/1891 Ottawa Citizen Ottawa Electric

Another Street Car Collision.

A collision resultinc in the killing of one horse and the serious injury of another happened on Saturday afternoon on Albert street. The Metcalfe stage was driving along by the electric line when the driver pulled across the track to reach the stables. Before the motorman could put on his brakes the car struck the horses, which were hurled some distance from the rig. One had a leg broken and had to be killed, and the other was badly cut. Seated in the coach were the two children of the proprietor, Mr. Hornidge. Fortunately they were not hurt. Mr. Honidge's driver, a steady and reliable man, also escaped. He says he can prove by witnesses that the car was going at an excessive rate of speed, and maintains the gong was not rung to warn him. On the other hand, the motorman avers that he rang repeated warnings.

16/12/1891 Ottawa Journal Ottawa Electric

The men on board the electric sweeper say that yesterday they were hailed by a gentleman who took the machine for a passenger car and shouted to them to take him on. They told him the car stopped for nothing, the storm not excepted.

17/12/1891 Ottawa Journal Ottawa Electric

Conductor Armstrong of car No. 11, while helping a partly intoxicated man off the car in New Edinburgh last night, got a pair of black eyes for his courtesy. He is off duty for repairs.

Crushed by a streetcar

Mr. Ira Morgan is fatally injured

How the accident occurred

He dies in hospital at 3.15 this morning

Mr. Ira Morgan, of Metcalfe, one of the most widely known residents of Russell County, was carried in the ambulance to the Protestant Hospital at half past ten o'clock last night, with several ribs fractured and his spine broken. The doctors did not expect he would survive his injuries.

At twenty minutes to ten o'clock he was seen to board the fore end of an electric car near the corner of Sparks and Metcalfe streets. He missed his hold, swung round in front of the car and fell to the ground. The car went slowly on for about five feet further. Then the motorman stopped it quickly, and reversed. But the low steps of the car had passed over his body, and Mr. Morgan was pulled out by two gentlemen, badly broken in body, but still conscious. He even assured his rescuers that he was not by any means fatally hurt. They carried him to the drug store on the corner and the proprietor, Dr. Shillington, at once commenced an examination of his injuries. The streets were thronged with people at the time, and in a very few minutes a dense crowd gathered about the door, eager to learn the extent of the injured man's hurts, for Mr. Morgan was known to nearly everybody in the city.

The Doctor's Report

Ten minutes after the accident occurred Drs. Wright and Powell arrived: and very soon Sir James Grant was also in attendance. The patient was still conscious, and while the doctors were examining his back he frequently requested them to replace the covering as he felt very cold. Among those who stood around anxious to hear the doctors' reports were County Councillors Cowan and Craig, County Solicitor Powell, County treasurer Cowan, Mr. A.S. Woodburn, Mr. C.W. Mitchell and Mr. W.Y. Soper of the Electric Street Railway Company. Dr. Powell said: "From the cursory examination I have been able to make, I believe several ribs are broken, and a portion of one of them must have pierced the lung as the air is puffing up beneath the skin. The spine is also broken but the spinal cord is intact."

"Will he survive?"

"There is a chance that he may live, but his case is extremely critical." That was all Dr. Powell could say. Sir James Grant and Dr. Wright concurred in this opinion. By the time the ambulance came Mr. Morgan had been bandaged up, and such temporary measures taken to relieve him as could be resorted to. Dr. Shillington accompanied the patient to the hospital.

How it Happened

Mr. Alexander McCullough was an eye-witness to the accident. He said: The car was coming down Metcalfe street slowly, just before it reached the crossing from the telegraph office, I saw Mr. Morgan walk towards it. He took hold of the hand rail on the forward end of the car, swung round and fell on his face right in front of it. The steps went over his back. Mr. Robert Brown and I ran to help him, and before we got there the car was stopped. It didn't go more than five feet after Mr. Morgan fell; if it had he would have been crushed under the wheels for sure. Just as the motorman reversed, I called out: "For God's sake go easy; there's a man under the car." The steps, of course passed over him again, and the conductor helped Mr. Brown and me to drag him out. I did not think he was badly hurt, for he said to us, "Oh; I am not killed yet; I am alright." Then we carried him into Dr. Shillington's drug store."

Mr. H.V. Goolah, barber, told substantially the same story. "I watched Mr. Morgan," he said, "go across from Graves Bros. corner, up Metcalfe, as if to meet the car which was crossing very slowly down from the switch. I watched him closely, as he seemed to be walking carelessly. Going right up to the front vestibule, in the left side, where there is no door, he made a grab for the handrail. I don't know whether he caught it or not, but down he went in front of the car on his face, with his head over the nearest rail. I thought he was gone, but they stopped the car in a second, just in time to prevent the wheels going over him."

From these statements as well as other evidence observable both before and after the accident, and only too conclusive as to contributory causes, it seems clear that the electric railway employees were in no way to blame for the casualty.

Taken to the Hospital

Dead

19/12/1891 *Ottawa Journal**Ottawa Electric*

The second electric sweeper ordered by the electric railway company will enable the company to place one sweeper in the Upper town division and one in the Lower town division. With this power at their command the company expects to make the snow fly in great style when the next fall comes. By the bye, a propos the snow sweepers, owners of valuable and spirited horses are advised to take special precaution in showing the animals the machines to accustom them to the sight of the rotary brushes. the best thing to do is to let them see the sweepers at a distance at first and turn down the side streets until they get used to the sight. The sweepers are not likely to be on the track long at any time.

28/12/1891 *Ottawa Free Press**Ottawa Electric*

While en route to the fire at Thackray's mill this morning the rig of Chief Young overtook an electric car on Albert street and, though the car was going at full speed, the horse overlapped it.

04/01/1892 *Ottawa Free Press**Ottawa Electric*

Shortly after midnight yesterday the electric snow sweeper was run over the tracks of the electric railroad and, although the snow was deep and soft, packing very closely, the revolving brushes made good work and left the line in first class order for the cars this morning.

09/01/1892 *Ottawa Free Press**Ottawa Electric*

The Electric Railroad company now have the trolley arms for the cars made in St. Catharines instead of bringing them from the States.

14/01/1892 *Ottawa Citizen**Ottawa Electric*

Electrically Heated car

Electric car No.23 will be heated by electricity, commencing to-day. The electric heaters are placed out of sight under the seats.

INSTEAD OF THE STOVE

CAR NO. 23 O.E.R. FITTED WITH AN ELECTRIC HEATER

The First in all British America to Substitute Electricity for Coal - How it is Done - The Temperature Regulated.

The Ottawa Electric Railway company put car No. 23 on the Rideau Street and C.P.R. route this afternoon fully equipped with electric heaters - the first adoption of electricity for heating purposes in Canada.

An inspection of the car shows that the heaters are made of corrugated cast-iron, something like gridirons in appearance, and are placed out of sight beneath the seats of the car.

HOW IT IS DONE

The wooden panels underneath the seats are removed and fine wire netting inserted in the openings through which the heat is evenly distributed.

Between the upper and lower parts of the heaters wire of a high electrical resistance is embedded in cement, and the heat is produced by the passage of the electric current through the wires, which in turn impart the heat to the cast iron. The same current is used that operates the motor of the cars. A "switch" is placed conveniently in the car by which the conductor turns on and off the current as may be required.

NEEDN'T BE DONE TO DEATH.

The switch admits of regulation of temperature to any degree consistent with comfort. An impression prevails amongst some people not acquainted with the system that the dresses of ladies riding in the car are liable to be burned from the heaters. This impression is erroneous for the reason that the heaters are too far back and are protected by a fine wire netting, which prevents outside material touching the heaters at all. The heaters are called the Burton heaters, and are only in use in St. Lewis.

The fitting up of car 23 was under the immediate supervision of electrical superintendent J.C. Mullen. It is likely that other cars will shortly be fitted up in the same way as No. 23. The same power that drives the car and lights it also heats it.

21/01/1892 *Ottawa Free Press**Ottawa Electric*

The second electric snow sweeper will be completed and in readiness for operation in a few days.

21/01/1892 *Ottawa Free Press**Ottawa Electric*

Yesterday a lady gave the conductor of car No. 23 a fifty dollar bill from which to collect two fares saying it was the smallest change she had in her possession. Fortunately the conductor managed to prepare the change without any trouble at the electric railway office on Albert street.

29/01/1892 *Ottawa Free Press**Ottawa Electric*

The second electric snow sweeper is now complete and will be used during the next snow storm. It is a facsimile of the first with the exception of the rail cleaner, which in the new machine is a stiff broom in place of a steel plough.

09/02/1892 *Ottawa Citizen**Ottawa Electric*

The employees in the electric car station were photographed today by Mr. Topley. They took their positions on the electric sweepers.

11/02/1892 *Ottawa Journal**Ottawa Electric*

Collision With Car No.19.

Fred sEvenson, one of Mrs. S.S. Slinn's bread drivers, has met with a serious accident. He says he was driving up O'Connor street to Allan's grocery store, corner of O'Connor and Albert, when car 19 of the electric road, which he did not see till it was close upon him, and the bell of which did not ring till it was right up to the crossing, and which was rushing past at a very high rate of speed, came up. On his left was the swiftly coming car and on the road on his right were a lady and some children. To turn to the right would be certain death to someone and there was no room to turn to the left. He did his best to get out of the way and was just clearing the track when the motor reached him. Seeing a collision was inevitable, he jumped just as the motor caught the sleigh and knocked it and the horse over and the rail of the sleigh caught him in the groin and abdomen. Mr. Alan ran out and with assistance caught the horse and assisted Mr. Stevenson to get into the sleigh and drive off. The car did not stop but disappeared with great rapidity. Mr. Stevenson has since been laid up. The neighbours say it frequently happens that cars dash past without ringing till close to the crossing.

12/02/1892 *Ottawa Journal**Ottawa Electric*

The Electric Street Railway company has purchased from the Sparks estate a lot and a half of land on Queen Street, east side of the car shops. It will be used for yard room.

15/02/1892 *Ottawa Citizen**Ottawa Electric*

The electric sweeper of the Electric Railway Company was kept busy clearing the tracks last night after yesterday's storm which was the severest that has visited Ottawa this winter.

16/02/1892 *Ottawa Citizen**Ottawa Electric*

That the Electric Railway Company will carry out their promise to run their cars by electricity all winter is now no longer doubted by the most pessimistic persons in the city. For the company have proved themselves capable to combat with success any snow storm that is likely to visit the city. The storm on Sunday was one of the severest that has ever come to the capital and the company easily removed the snow and had the cars running yesterday to the delight of its patrons. Many took advantage of the cheap and rapid transit afforded rather than tramp in the snow to their places of business.

THE STOVES TO GO.

ALL THE CARS TO HAVE ELECTRIC HEATERS THIS WINTER.

Good Prospects of the Extension of the System to Private Houses, Stores and Offices - How Icy Water is Creating Heat.

Despite reports to the contrary, electric heaters are to be placed on all the electric cars and the apparatus is now being prepared under the direction of Mr. T. Ahearn at the car sheds on Albert st. The new mode of heating will, it is expected, be fully introduced before the end of the present winter. Car No. 23, it will be remembered, was recently equipped with an electric heating outfit but it was only worked for a few days as it did not turn out successful, the heat radiating power not proving up to the mark. But Mr. Ahearn has made several changes in the apparatus and with larger resistance wire used it is said the electric heaters will have greater heating capacity than coal stoves, with the additional advantage that it can be raised or lowered at will. The improvements in the system are the invention of Mr. Ahearn himself, who has made electric heating a study for the last ten years.

Mr. Soper, seen on the subject, said he believes the defects in the heating apparatus in car 23 had been successfully gotten over, and that in future there would be no difficulty in heating all cars by electricity.

HEAT FOR THE HOUSE, OFFICE AND STORE

Will the improved apparatus solve the problem of electric heating for private houses, stores and so forth?

"No, not yet, because, while it may be successfully used on the cars there would be still mechanical difficulties to be overcome in its applications to house heating, just as there were obstacles to be encountered and conquered when electric lighting was first introduced, making it too expensive and too troublesome for general purposes until specially adapted to other forms.

"But, said Mr. Soper, "the time is coming, and it is not far away when the remaining problems will be fully solved and electric heating general, and Ottawa the first city to use it."

"Is it not the extra amount of power, and consequent cost that makes the heating expensive now?"

"No as a matter of fact the extra amount of power consumed by an electric stove as compared with the lighting, is not very material, (though of course, an item), as it is not from the wire that the heating actually comes but from the radiating qualities of the material used around the wires, and into which the heat is infused the same as from the iron of a stove is heated by the fire inside.

"One of the objects of electricians in this connection," he continued, "will be to secure a substance that will consume the least power and give out the most heat."

"Will electricity be applicable for other household purposes than mere heating?"

"Yes, all kinds of cooking will be done by it, and without the dust and smoke of a coal stove, and the smell of a coal oil stove, as satisfactorily as gas, and in course of time cheaper than them all."

THE MODUS OPERANDI.

Tell us something about the modus operandi of electric heating.

"Well," said Mr. Soper, "the renowned Tyndall, you know, called heat 'a mode of motion' and proceeded to show in his interesting scientific manner how molecular disturbance, or in other words the imperceptible moving about and rubbing against each other of the minute particles of matter in the universe produce heat, and that in no other way can it be produced; even the rays of the sun itself being without heat until they come in contact with and produce disturbance or motion in the atmosphere surrounding the earth's surface."

Give us a practical illustration in this case of the electric heating. How it [sic] the heat produced? How is it transmitted? and why, if it really is heat, does it not heat the wires upon which it is conveyed?

THE WONDER OF IT

"These," replied Mr Soper, "are questions that almost everyone accustomed to the well-known modern methods of heating would naturally ask, and in these days of hard common sense the questioner will require a common sense answer. To simplify point you to the roaring rush of water as it leaps from the dark ledge of the picturesque Chaudiere Falls to be dashed into spray many feet below, and say 'that fall of water is your answer' would not satisfy you; and yet, in an undeveloped manner, it would be a correct reply. Electric heating, then, as far as Ottawa is concerned, is the falling water of the Ottawa river converted into another form.

As is well known, the electric lighting and the electric railway stations at the Chaudiere are operated by the water powers there located, and as electric heating, as adapted in electric car No. 23, is produced from the same dynamos that operate the motors in the cars, it will simplify the description to begin at the water in the river, and follow it in its various forms from its cold wintery bed under thick sheets of ice until by the magic of electricity it is disseminated in waves of cheerful heat throughout the car.

HOW COLD WATER PRODUCES HEAT

"First then, the weight or fall of the water causes the water wheels to revolve, they in turn are connected with the immense generating dynamos, the armatures of which revolving in front of the pole pieces produce currents of electricity to be transmitted along the copper wires throughout the city, down the trolley poles to the motors underneath the cars, thence to the rails and back again to the dynamos. So far the effect has been magnetic and electric, that is the pole pieces of the motors have become magnetized in unison with those of the dynamos at the powerhouse, and have by the power of magnetic attraction caused the armatures of the motors to revolve. But no heat has been produced. Why? Because the heavy copper wires carrying the electric current from the powerhouse to the cars have been good conductors. In other words the wires have offered an easy path for the electric current to traverse; there has been little or no disturbance in the molecular composition and therefore there has been no heat produced.

AND NOW 'TIS DONE

"From the same wires, however, or from the same 'electric circuit' as they are called, two other wires are looped off after the circuit enters the car via the trolley pole, and are connected with the electric heater which is nothing more nor less than a coil of wire having a poorer conductivity than the heavy copper wires. The coil of wire composing the heater is a special and peculiar alloy and is one of the poorest conductors among the metals. The electric current endeavors to force its way through this wire, and in doing so creates a disturbance of its molecules, imperceptible, of course, but nevertheless a rubbing and pushing against each other, a motion - result, heat. More rapidly than can be described, the icy water of the Chaudierer has been actually transformed into heat, and at a distance of miles.

OTTAWA'S PROUD PRE-EMINENCE

"What are the possibilities of electric heating?" you may well ask. That, like electric lighting and electric power, it is destined to make a large and ever widening field for itself there can be little doubt. Its convenience, cleanliness and adaptability as compared with any other known means of heating, apparent at a glance, and with the almost unlimited water power of the Chaudiere at its door Ottawa will know no doubt lead the van in practical everyday heating of houses by electricity as it has in every other branch of electrical progress.

Workmen are engaged at the electric car shops painting the cars. It is the intention to renovate the whole of them, a job which will take some time as only two cars can be finished each two weeks. The main panels are finished in carmine, similar to the vestibule cars. The work is in the hands of Mr. W. Wiley. (s.b. Wylie).

The lights of the main line of the electric railway (Rideau Street and the C.P.R.) have been changed from red glass to plain stained white glass.

The green and blue on the Bank street and New Edinburgh lines will be red owing to confusion of colors.

After May 1st. the cars will run right through from New Edinburgh to the exhibition grounds. On this line there will be seven cars which will run at intervals of ten minutes each.

25/03/1892 Ottawa Journal Ottawa Electric

Car No. 21 was sent out from the electric car shed today repainted in carmine and heated by electricity. This makes the third car repainted and furnished with electric heaters. By degrees all the cars on the road will be so touched up and equipped. There will be no more yellow cars. In the paragraph about the change of the red lights on the main line to stained white glass, it should have read that the change is being made, instead of having been made.

02/04/1892 Ottawa Free Press Ottawa Electric Ottawa Car

A new electric car is being finished up at the shop, which was made by Brill & Co., of Philadelphia. It is a trifle larger than the regular car, is finished very neatly in the interior with cherry, the exterior being painted in dark maroon and olive green. Another car is expected shortly.

06/04/1892 Ottawa Journal Ottawa Electric

A new car has arrived from Philadelphia for the Electric Railway Co. It cost \$1,500 and is claimed to be the finest that ever entered Canada. It will take the road Thursday or Friday. The interior is finished in natural cherry and beautifully upholstered. It will be an open platform car and one of the largest size.

07/04/1892 Ottawa Free Press Ottawa Electric

Incident with car No. 22.

08/04/1892 Ottawa Journal Ottawa Electric

Car no. 24, the new palace car of the electric road was put on the rails yesterday and was generally admired. It is a beauty. This car, which was referred to in the Journal a few days ago, was made in Philadelphia. It is handsomely finished both inside and out. The ventilators are of stained and decorative glass and the edges of the front and rear windows are also decorative. The side windows are provided with patent roller shades. The fare register is of a new design, the fares of each trip and the total fares of the day or week being registered and marked with sliding numbers. The register bell is of a very musical tone. The car is fitted with the Ahearn electric heater.

11/04/1892 Ottawa Free Press Ottawa Electric

Car No. 11 strikes a locomotive at the St. Patrick street bridge. Full account.

12/04/1892 Ottawa Citizen Ottawa Electric

Shortly before nine o'clock yesterday morning car No. 11 of the Electric Railway Company collided with a C.P.R. engine in the old St. Lawrence and Ottawa track on the other side of Patrick street bridge. Motorman Brunette had not time to stop his car before the collision as the engine made its appearance suddenly between Parson's & Smith's oil shed. The electric car struck one of the large wheels of the engine and was thrown off the track. Fortunately the only damage done was the tearing of the vestibule from the car. The motorman took refuge in the body of the car after succeeding in bringing it nearly to a standstill. He escaped with a few cuts that he sustained from broken glass. The damage will be repaired for about \$100.

14/04/1892 Ottawa Journal Ottawa Electric

The electric street railway company have given Messrs. Wylie & Co. of Ottawa an order to build a sample car after the pattern of the new No. 24 car from Philadelphia. Mr. Ahearn says the company believes in encouraging home industry.

19/04/1892 Ottawa Journal Ottawa Electric

The electric railway company expect to have the Rideau street double track completed and running Wednesday evening. The first of the open cars ordered by the Electric Railway from Messrs. Wylie of Ottawa has been handed over and is now being equipped with motors and is being painted, all the work being done in Ottawa.

19/04/1892 Ottawa Free Press Ottawa Electric

The Electric Railway company has acquired the vacant lots belonging to Mr. Geo. Smith, adjoining their sheds on Albert street, and will enlarge the latter during the summer.

20/04/1892 Ottawa Citizen Ottawa Electric Ottawa Car

The first electric car made in Ottawa was completed yesterday by Mr. J. Wylie who has the contract for manufacturing the cars required in the future by the Ottawa Electric Railway Company. The car is an open one and is now being painted and equipped with motors at the car shed on Albert street.

20/04/1892 Ottawa Citizen Ottawa Electric

The Electric Railway Company will complete the laying of the double track on Rideau street this week. A large staff of men are at present engaged at the work, which the company are rushing through as quickly as possible.

21/04/1892 Ottawa Journal Ottawa Electric

Car No. 19 ran off the track last night at the Ann street crossing.

The double tracking of the end of Rideau Street is progressing. One side is laid through and the other side is at Coburg street today. Some 30 men are employed.

22/04/1892 Ottawa Citizen Ottawa Electric

A large gang of men are busily engaged taking the saw mill machinery out of the Pierce mill, preparatory to its being fitted up as a Power House for the Ottawa Electric Street Railway.

02/05/1892 Ottawa Citizen Ottawa Electric

Motorman Brunet, of the Electric railway, who was suspended recently, has been reinstated.

03/05/1892 Ottawa Free Press Ottawa Electric

The first open electric car for summer use was run on the main line of the electric railway today. All the cars will be in use this week. The traffic to Rockcliffe is increasing, many visitors returning loaded with May flowers.

04/05/1892 Ottawa Journal Ottawa Electric

Car No. 1 (open) ran into horses.

05/05/1892 Ottawa Journal Ottawa Electric

The Electric Railway company is constructing a siding on Creighton street near St. Patrick's street bridge, and when this is completed, which will be in about ten days, "through cars" will run all the way from New Edinburgh direct to the exhibition grounds without change.

TA-RA-RA BOOM DE-ELECTRIC RAILWAY

THE COMPANY IS AS FAST AS ARE THE CARS

A Fire-proof Iron Shed Contemplated - Improvements all Along the Line - Home Industry Encouraged

The Electric Railway Company have purchased the property on Albert street east of the car shed, and is considering the erection of a large iron, fire proof car house. It is the intention of the company to use the new building for storing the cars, and the present car shed for workshops.

When all the new rolling stock are finished there will be an equipment of 30 cars which will tax the capacity of a good sized building. The new car house will extend from Albert street on the front to Queen in the rear. The property in the rear, it will be remembered, was purchased from the Sparks estate some time ago. The new building will be ornamental and a decided Improvement to the locality.

ENCOURAGING HOME INDUSTRIES

With a view to encouraging home industry the company has given an order to Mr. Wylie, car builder, Kent Street, for 7 cars, 4 open and three vestibuled. One of the vestibule cars will be used as a "special occasion" car and may be leased by persons desiring trips over the line for several hours at a time. Mr. Wylie has just finished the last of an order for four open cars and the company is highly pleased with his work. Mr. Ahearn says that the cars will do credit to the [sic] city. To further encourage home industry an order was given yesterday to Mr. P. Latour, blacksmith, for seven trucks for the new cars. The running gear which is not in Mr. Latour's line will be made by Mr. A. Fleck, jr. It is the intention of the company that in future all equipments will be made in Ottawa.

IMPROVED SERVICE

When the new cars are ready there will, as stated, be 30 cars available for service. During the exhibition the arrangements are intended to be such that the largest crowds can be satisfactorily handled. Four new open cars will be ready for use by the Queen's birthday.

A five minute service is shortly to be instituted on the main line with a car always in waiting at the Union depot. A ten minute service will be given on the Bank street and New Edinburgh line.

A test is to be made in one of the new cars, of heating by hot water from the Ahearn electric heater. Should the test prove satisfactory, all the cars will be heated by hot water coils next winter. The water will be kept in tanks in the end of the cars.

Mr. F. I. Daniels, who, on his wedding tour in the States saw the electric cars in all the leading cities, says he never was on any that equal the Ottawa cars in any respect.

11/05/1892 *Ottawa Citizen**Ottawa Electric*

Mr. T.A. Ahearn treated a party of young folks to a drive over the electric railroad yesterday afternoon in a private car. The occasion was the birthday of his little son Frankie.

14/05/1892 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

The first railway car built in Ottawa appeared on the tracks of the Electric Railway yesterday afternoon, and is as creditable to the manufacturer, Mr. W.W. Wylie, as it is to the enterprise of the Electric Railway.

The new car, car No. 6, is an open one with a double roof, and was built throughout at the Ottawa Car Works, Kent street. Its design is much superior to that of the open cars hitherto in use, while the finish of natural wood, highly polished, with veneered roof of birdseye maple, and the polished brass trimmings, give it a most elegant and luxurious appearance. Instead of the ordinary flapping curtains generally in use on open cars, the curtains of car No. 6 roll up and down, a decided improvement. Altogether the first Ottawa made car is a complete success.

Speaking to the Citizen, Superintendent Hutchison said "We are satisfied with the result of our endeavor to have cars built in Ottawa, and have ordered six additional ones to encourage Ottawa manufacture, and wherever possible, we shall do so." Mr. Hutchison added that special arrangements are being made to accommodate the Queen's Birthday traffic on the 24th inst., by which time a number of new cars would be ready.

20/05/1892 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

The second open car manufactured by the Wylie Car Company for the electric railway will be put on the road today.

20/05/1892 *Ottawa Citizen**Ottawa Electric*

Men are at work laying the turnout for the electric railway on Crichton street, preparatory to the through service from New Edinburgh to the Exhibition Grounds, which will commence next week. The run will be done in ten minutes.

25/05/1892 *Ottawa Free Press**Ottawa Electric*

The through line of electric cars between New Edinburgh and the Exhibition grounds began running this morning. There are six cars on the line and the time allowed each for the round trip of eight miles is one hour. Everything worked very satisfactorily for the first attempt and the through cars will continue running hereafter.

01/06/1892 *Ottawa Journal**Ottawa Electric*

A new open car is now being rigged up at the electric car shed. It will be No. 10.

06/06/1892 *Ottawa Free Press**Ottawa Electric*

Arrangements were made today by the Electric Railway company to provide a car for Mrs. McLeod Stewart around the city. Mrs. Stewart has been an invalid for many years and has never left her home since her illness.

08/06/1892 *Ottawa Journal**Ottawa Electric*

Ground was broken this morning for the new car shed on Albert Street. The work will be pushed through.

Electric car No. 10 (open) was turned out of the car shops yesterday. The first load it carried was the vice regal party on their return from Electric Park. They went out in close car No. 24, the Philadelphia car.

The electric cars were in waiting at the electric park last evening. Lit up in a row they made a pretty sight. The vice regal party occupied the first car.

This includes photograph of the works "W.W. Wylie, Carriage & Sleigh Manufacturer".

There is no more popular carriage and car factory in Eastern Ontario than that owned and conducted by Mr. W.W. Wylie at the corner of Kent and Slater streets, which is a three story building with a commanding appearance added to which is ample yard space.

The leading specialty of this eminent firm is the electric street railway cars and the evidence of their excellent work in that department can be seen daily on the streets of Ottawa. The firm has at present orders for other seven cars, four open and, three close, one of the latter being intended as a superb official car. Having these contracts on hand enables Mr. Wylie to give sufficiently large orders to Buffalo firms for the best qualities of lumber and lumber is the first essential of carriage building.

Not alone in car building does this firm excel as a visit to their factory will denote. The large staff of hands being continually engaged in building all kinds of rigs and carriages of the usual kind as well as handsome private equipages.

THE MOTIVE POWER

of the factory is a powerful electric motor and it may be mentioned that the firm does all its own work for the blacksmith's shop with electric fans for the fires to the upholstering work on the second floor. Above this is the handsome show rooms which are only temporary, as the firm intend to build a spacious addition to the premises. The paint shop is also on the second floor as well as other departments of the business. Machinery in a workshop like this is a vital part and it may be added that Mr. Wylie has shown his enterprise by having the latest, most improved and most expensive machines and mechanisms of different kinds possible to be had for his trade. The firm is full of go.

04/07/1892 *Ottawa Free Press**Ottawa Electric*

Incident to car No. 2.

07/07/1892 *Ottawa Journal**Ottawa Electric*

An electric car for the Winnipeg Street Railway is being built by Mr. W.W. Wylie the Ottawa car builder. When completed it will run for a while to be tested on the electric road here.

14/07/1892 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

The Ottawa Electric Railway Company will forward an electric car this week to Winnipeg, where an electric system is being adopted. The people of Winnipeg desire cars similar to the ones in Ottawa, and this one will be sent as a sample. It will be completely equipped and ready for operation as soon as it arrives there.

14/07/1892 *Ottawa Free Press**Ottawa Electric**Ann street*

Work on the Ann street electric railway track has virtually commenced work, men being engaged in distributing ties and rails along the proposed route today.

16/07/1892 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

The first electric car trucks ever made in Canada are now being constructed by Mr. P. Latour the well known blacksmith of this city. He is making them for the Local Electric Car Company.

18/07/1892 *Ottawa Journal**Ottawa Electric*

Mr. Wylie of Kent street, who is now becoming famous for his cars, is having an addition built to his factory.

18/07/1892 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

Mr. Wylie, who has gone into the car manufacturing business recently on Kent street, is having an addition erected to his establishment.

19/07/1892 *Ottawa Journal**Ottawa Electric*

The sample electric car made by Mr. Wylie of Ottawa for the Winnipeg st. Railway Co. was on the electric tracks for a test run last evening. It went well. The car was to be shipped today.

19/07/1892 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The frame work of the second electric car truck made in Ottawa was put together yesterday. Mr. Latour will deliver his trucks to the Electric Street Railway company this week.

20/07/1892 *Ottawa Citizen**Ottawa Electric**Albert street barns*

Work on the new car shed on Albert Street is progressing favorably. The board of the Electric company will have offices in the new building.

20/07/1892 *Ottawa Free Press**Ottawa Electric*

Rapid progress is being made by Mr. Frank Leamy with a gang of thirty-two men in the construction of the electric street railway on Ann street between Bank and Bell streets. This is a distance of 3,720 feet or nearly three quarters of a mile.

Early this morning the rails were laid from Bank to Lyon streets, a distance of two blocks and the metals had been spiked between Bank and Kent, while spiking was in progress between Kent and Lyon.

The ground is very uneven and in order to obtain anything like a workable grade a great deal of extra work will have to be done. The road bed from Bank street sinks for some 250 feet and for this distance the track will have to be lifted about eighteen inches. Then for seven or eight hundred feet the street and track grade run level, after that comes a stretch of lifting, till the greatest hollow is reached between Lyon and Bay streets. This extends for some 200 feet and immediately after comes a slight incline. At Division street comes a curve which the electric railway line will have to follow. After Lyon street on the south side is skirted by very pretty bush.

IN addition to the men engaged in laying lifting and spiking, five men are engaged in drawing poles, four men in peeling them, and three or four in digging the holed for planting them. The curve from Bank street will not be put in until the construction is otherwise completed. Three thousand fine tamarack ties, warranted sound, have been laid along the route of the new extension. These were supplied by the Rathbun company. The construction of this piece of work will be completed in about a fortnight's time.

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In addition to this work the Electric Railway company intend double tracking the line from the single track on Albert street to the C.A.R. track crossing on Broad street at the Chaudiere end of the line.

The line will also be double tracked on Bank street, from Catharine street to Isabella street, putting in heavy new doubled diamonds at the crossing of the C.A.R. track. This will be done this season.

20/07/1892 *Ottawa Journal**Ottawa Electric*

The new car shed on Albert street will shortly be completed. The board of the electric company will have offices there.

20/07/1892 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

Messrs. Ahearn & Soper yesterday shipped an electric car, fully equipped to Winnipeg. It will be used on the electric railway there. Mr. J. Mullin will go the Capital of the Prairie Province to look after the car.

26/07/1892 *Ottawa Citizen**Ottawa Electric*

Electric car No. 24 was photographed yesterday by Mr. Pittaway. This car is the prettiest on the road and will be used on all special occasions when excursions arrive in the city. When photographed, the union jack was flying on one end and on the other, floated the stars and stripes, out of compliment to the Westinghouse Company of Pittsburgh, the most prominent and largest manufacturers of electric railway apparatus in the world.

26/07/1892 Ottawa Journal Ottawa Electric

The electric track on Ann street is expected to be completed by Saturday.

26/07/1892 Ottawa Citizen Ottawa Electric

Mr. Leamy, contractor for the laying of the electric railway track on Ann st., expects to have the work completed by Saturday. Thirty-five men are now on the work.

27/07/1892 Ottawa Journal Ottawa Electric

Mr. A.G. Pittaway yesterday photographed electric car No. 24, the prettiest car on the line. It is to be used for special occasions.

29/07/1892 Ottawa Free Press Ottawa Electric Ottawa Car

Messrs. Ahearn & Soper have just placed an order for two more electric snow sweepers similar to those in use last winter. Mr. Wylie will do the woodwork, Mr. A.J. Fleck, jr., supplying the ironwork, the whole being done in the city.

30/07/1892 Ottawa Free Press Ottawa Electric

It is expected that the Ann street branch of the Electric Railway will be completed in time for regular services on Saturday next. Until the new curves for the Bank street are made, a car will be transferred to the new line and will run regularly making connection with the main line. It is intended to give a twenty minute service along the line, two cars running from the Langevin block and thus increasing the service on Bank street.

01/08/1892 Ottawa Journal Ottawa Electric

Mr. A.G. Pittaway this morning photographed car No. 11 of the electric railway. This car has just been completed by Mr. Wylie of Ottawa.

02/08/1892 Ottawa Citizen Ottawa Electric Ottawa Car

The Winnipeg Free Press and Sun of August 27th[sic] says: "The Winnipeg Street Railway Company are very much pleased with the new Westinghouse electric car which arrived lately. Mr. Mullin, the electrician of the Ottawa street railway came up to start it on its first trip, when the speed made was at the rate of 27 miles per hour. Last night it hauled two trailers as a train with 227 passengers on board. Ottawa and Hamilton roads have both adopted this system.

06/08/1892 Ottawa Free Press Ottawa Electric Ann street

This morning an electric car was transferred to the Ann street track and everything being in readiness traffic was at once commenced much to the satisfaction of residents of the western part of the city. Until the Bank street curve is put in, one car will run on the Ann street line and a transfer will be made at that point, but it is proposed to supply a through service later on. The line is working satisfactorily.

06/08/1892 Ottawa Journal Ottawa Electric

TO BELL STREET BY ELECTRICITY.

OPENING OF THE ANN ST. RAILWAY EXTENSION TO-DAY

From Bank St. to Mt. Sherwood in 3½ Minutes - A Through Service to the Langevin Block in a Week or so - A Midnight Tussle with an Eight ton Car

At 3:30 this morning, while the man in the moon was smiling his ideas to Mars and trying to make out some of Schiaparelli's double canals, and Old Sol was yawning in the east preparatory to his daily rise, the residents of Ann street were awakened by a dinging of bells and sundry noises suspiciously like the rushing of an electric car.

It was an electric car sure enough - and the trial run was being made on the extension to Bell street in Mount Sherwood.

At 7:35 this morning the first regular trip was run from Bank st. westward. On the second return run no less than 15 passengers were registered. All day long the car was well patronized. Trips were made every few minutes. From one end of the street to the other no little excitement prevailed among the inhabitants. Small boys and small girls crowded round begging rides - and stood on the tracks to the imminent risk of their small bodies. It was a kind of gala-day in the neighborhood.

To get car 34 from Bank Street to the new line and do sundry work connected therewith, took from 12 o'clock last night to 3 o'clock this morning. An electric car weighs about eight tons and is not to be run about like a horse car. A temporary track of ties and rails had to be built from the Bank street track to the end of the Ann street line, a distance of 30 feet or so, the curve not having yet arrived.

The curve is being manufactured at Johnstown, Pa., and will be here in a week or so. When it is in, two cars will be put on and will run with a 20-minute service from the Langevin block up, thus giving an additional service on Bank street. In the meantime only one will run from the corner of Bank and Ann streets, transfers being given from Bankstreet.

The trip from Bank street to Bell occupies from 3½ to 4 minutes. The cars, when THE JOURNAL took in the trip this morning, ran quite smoothly. The road is ballasted from Bank to Bay streets, and the balance westward is being rapidly filled in. Mr. Ahearn was over the branch several times to-day, and it suited his fancy to a dot.

On this line a new wrinkle in trolley wiring is being tried. The wire is steel instead of copper like the others, and the trolley wheel is set instead of revolving. The idea of the steel wire is to provide something more durable than copper which wears down too fast under the constant friction. To give proper conductivity, the crosswise will be copper. At present they are steel. The situation is simply being reversed. The steel trolley wire worked well today and with less "flashings" than a copper wire.

Ann street is a pretty little thoroughfare. With the presence of the cars the neighborhood should grow like a green bay tree.

The extension strikes Mount Sherwood at a point that is as the center of a horseshoe as regards the requirements of the people. It is within easy reach of the whole locality.

10/08/1892 Ottawa Citizen Ottawa Electric

Accident to car No. 22.

12/08/1892 Ottawa Free Press Ottawa Electric Ottawa Car

Messrs. Ahearn & Soper yesterday ordered three new open cars of Mr. Wylie. The order for the truck works has gone to P. Latour.

15/08/1892 Ottawa Free Press Ottawa Electric

Messrs. Ahearn & Soper have increased their order with Mr. P. Latour from 3 to 12 trucks. The castings are being done at Smiths Falls and the springs, the first made in Canada, will be made in Montreal.

16/08/1892 Ottawa Citizen Ottawa Electric

The pretty surroundings of the new electric railway station at the Chaudiere are being greatly admired. They give quite an imposing appearance to Victoria island where the picturesque has heretofore been altogether swallowed by the practical.

18/08/1892 Brockville Recorder Ottawa Electric Ottawa Car

For \$50,000 Ahearn & Soper of Ottawa will supply 20 electric motors for the Montreal street cars.

23/08/1892 Ottawa Journal Ottawa Electric

Electric car No. 9 went off the track this morning at the corner of Broad and Albert sts., where the new double track is being laid. It was coming up from Union station. A stone in the groove was the cause of the mishap. No injury, Through traffic was delayed for a little while.

24/08/1892 Ottawa Free Press Ottawa Electric Ottawa Car

The Electric Street Railway company have received three more new cars from Mr. Wylie.

24/08/1892 Ottawa Journal Ottawa Electric

The Electric Railway company had a man employed today pouring water on the curves on Albert and Metcalfe and Metcalfe and Wellington, to see if a stop could be put to the scraping sound complained of. Supt. Hutchinson [sic] says it worked well. The process will likely be continued.

26/08/1892 Ottawa Journal Ottawa Electric

The Electric Railway company are busy double tracking their line on Broad street. Today they are busy putting in the double track at the curve across the Richmond Road, but traffic was in no way inconvenienced or delayed.

29/08/1892 Ottawa Journal Ottawa Electric

The Electric car company have the curves on their line watered every morning and during the day as a preventative to the horrible noise that emanates from the rails as the cars round the curves. The cold water application makes the shriek less piercing.

02/09/1892 Ottawa Free Press Ottawa Electric Ottawa Car

Mr. Wylie has an order to make six more vestibule and six open cars for the electric line.

03/09/1892 Ottawa Free Press Ottawa Electric

A serious accident which was happily unattended by injury to anyone, happened this morning on the Bank street electric car line. About 7.45 car 30 left the exhibition grounds for the inward run, and when attempting to cross the C.A.R., where the double line is being laid, it left the tracks and swung around in a most alarming manner, and remained stationary broadside across the rails completely blocking traffic. A telephone message brought out a gang of men with jacks and other appliances, and after an hour's hard work the car was placed in its normal position little the worse for the accident. It was afterwards discovered that the accident was due to an open switch at the Catharine street junction.

03/09/1892 Ottawa Journal Ottawa Electric

Electric car No. 30 ran off the track at the C.A.R. crossing about 7.30 this morning and delayed the traffic for over half an hour. The accident was caused by an open switch and the car had to be put on the track again with jacks.

08/09/1892 Ottawa Free Press Ottawa Electric Ottawa Car

Mr. T. Ahearn has just completed arrangements with the president of the Railway Equipment company of Chicago by which the latter will have the sole right to manufacture and sell all the Ahearn electrical heating apparatus in the United States. The company has hitherto been the only one to handle electric heaters for cars thus far in the States.

09/09/1892 Ottawa Citizen Ottawa Electric

The work of joining the double tracks of the electric railway on Bank street on either side of the C.A.R. crossing is about completed.

15/09/1892 Ottawa Free Press Ottawa Electric

The Electric railroad company had twenty-five men at work during the night at the corner of Bank and Ann streets. A new curve was placed at the junction of both thoroughfares.

16/09/1892 Ottawa Free Press Ottawa Electric

Incident with car No. 25.

19/09/1892 Ottawa Free Press Ottawa Electric

Electric car No. 34 has run for six weeks and two days, 120 miles per day, without repairs.

19/09/1892 Ottawa Free Press Ottawa Electric

Workmen are engaged laying a switch from the Electric Street railway line into the new shed on Albert street.

21/09/1892 Ottawa Journal Ottawa Electric

The new electric car shed is nearing completion. All that is wanted is the roof. A track was laid into the shed yesterday and the first car ran into the shed this morning. For some time past the old shed has proved too small to accommodate the rapidly increasing rolling stock and on a couple of occasions a couple of cars have had to stand on the street all night.

21/09/1892 Ottawa Free Press Ottawa Electric

Electric car No. 28, the first car to go into the new shed on Albert street, got derailed last night and caused a blockade. Passengers from cars arriving at the sheds were transferred past the blockade and sent on.

01/10/1892 Ottawa Free Press Ottawa Electric

Yesterday afternoon the Electric Railway company put three trailers in rear of cat No. 11 and used them on the exhibition route. They unitedly carried 561 persons on one trip and looked like a regular excursion train.

03/10/1892 Ottawa Journal Ottawa Electric

Box 231 on the electric car shops was pulled for the first time this afternoon and gave the reels a run. Lightning struck the fuse box on Wylie's factory. No damage.

06/10/1892 Ottawa Free Press Ottawa Electric

Incident with car No. 21.

06/10/1892 Ottawa Journal Ottawa Electric

The electric cars are now running through from Sparks to Bell st. Two cars will run specially on this service.

06/10/1892 Ottawa Free Press Ottawa Electric

Motorman Hugh Lunny was the driver of the four trailer cars on the electric railway line last week, and the conductors were Brown, Parsons, Dunn and Anderson, all of whose photos appear in the group picture of the train.

07/10/1892 Ottawa Journal Ottawa Electric

The iron roof of the electric car shed arrived yesterday. It came from Hamburg, and the ship was quarantined for nearly a month at Grosse Isle. In the meantime the shed has been standing roofless. Contractor Stuart says he examined the iron this morning but did not discover any cholera microbes.

08/10/1892 Ottawa Journal Ottawa Electric

The electric railway company proposed putting on two more sweepers this winter. The wood work of the new sweepers will be done at the car shops on Albert street and the iron work will be done at the Vulcan Iron Works.

12/10/1892 Ottawa Journal Ottawa Electric

Car No. 32 of the electric line broke an axle on Creighton st. at three o'clock yesterday afternoon. The broken car was not removed until a late hour last night and passengers had to transfer to another car which was fortunately on the terminus side of the broken car at the time of the accident.

18/10/1892 Ottawa Citizen Ottawa Electric Ottawa Car

Two handsome vestibule cars for the electric railway are almost completed at Wylie's establishment on Kent street. It is said that these cars even surpass the present vestibule cars in appearance.

20/10/1892 Ottawa Journal Ottawa Electric

In the car building line things are lively in Ottawa. The Electric car company has given an order to W.W. Wylie. car builder, for six new vestibule cars and one "sweeper" and Ahearn and Soper have given the same manufacturer an order to build 12 vestibule cars and 5 sweepers. Value is about \$60,000 -- The first lot, two of which are nearly ready, will be used on the Ottawa road - second lot will go to various parts of Canada. Six vestibule cars will be similar to the pattern of car No. 24. Wilton carpet. Brass castings - Mr. Thos. Lawson, painting and decorating by Mr. Wilcox. The painting on the exterior will be maroon and light green with gold lettering after the style of car No. 24. Same day - report of an accident with car No. 9 on Bank Street.

22/10/1892 Ottawa Citizen Ottawa Electric

The Electric Street Railway Company is making preparations for winter. Yesterday several cars had their vestibules attached.

22/10/1892 Ottawa Free Press Ottawa Electric

The employees of the Electric Street railway at the car shops are being kept busy just now preparing the cars for winter and completing new ones.

25/10/1892 Ottawa Journal Ottawa Electric

The electric cars are now being vestibule and the electric heaters being put in. Four vestibule cars were put on yesterday.

08/11/1892 Ottawa Free Press Ottawa Electric Ottawa Car

A new electric car, No. 36, was turned out from Wylie's shops this morning and put on the line for regular traffic. It is finished in the most approved style.

09/11/1892 Ottawa Journal Ottawa Electric

Two of the new electric vestibuled cars manufactured by Mr. W.W. Wylie of this city, have been placed on the tracks. The cars are models of comfort and beautifully finished. If anything they are superior to the Philadelphia car.

15/11/1892 Ottawa Citizen Ottawa Electric

Messrs. Ahearn & Soper will have the two electric railway sweepers for Montreal completed this week. The sweepers are entirely of home make, with the exception of the motors, and are the same as the ones used in this city.

18/11/1892 Ottawa Free Press Ottawa Electric Ottawa Car

Two of the electric sweepers ordered by the Montreal Street car company, have been completed and will be sent forward today.

19/11/1892 Ottawa Free Press Ottawa Electric Frost and Wood

Mr. T. Ahearn was in Smiths Falls on Thursday in consultation with the firm of Frost & Wood as to the possibilities of constructing an electric railway from the shops of the company to the line of the C.P.R. in order to save the long haul by waggon.

24/11/1892 Ottawa Citizen Ottawa Electric

The two electric sweepers made by Messrs. Ahearn & Soper for Montreal have been shipped to that city and will be put together and started there under the supervision of John McRae.

02/12/1892 Ottawa Free Press Ottawa Electric Ottawa Car

One of the new electric sweepers for Toronto has just been completed and will be sent forward tomorrow. The others will be ready towards the last of next week.

05/12/1892 Ottawa Citizen Ottawa Electric

The electric sweepers were taken out Saturday evening for the first time this evening, and although the snow fell very heavily for a time they seemed to have an easy task in keeping the tracks clear.

A couple of new electric sweepers were shipped by Messrs. Ahearn and Soper on Saturday to Toronto for the electric railway in that city.

06/12/1892 Ottawa Free Press Ottawa Electric Ottawa Car

So great is the demand for cars that the old yankee "Philadelphia" is being fitted up with a vestibule. Two new vestibuled cars will be turned out of the factory on Monday.

08/12/1892 Ottawa Free Press Ottawa Electric Ottawa Car

Two more new cars are being constructed by Mr. W.W. Wylie for the Ottawa Electric Street railway and will be completed and placed on the line in a few days.

15/12/1892 Ottawa Journal Ottawa Electric

Palace car No. 24 was placed on the Elgin street line this morning and the patrons hope it will be left to do duty in the future.

15/12/1892 Ottawa Free Press Ottawa Electric Ottawa Car

The last electric sweeper for the Toronto street railway company was sent forward this morning.

Of the old contract the last two cars for the Electric street railway went into the paint shop today, and work was commenced on the next twelve, which are to be finished by the first of May. It will take some hustling, but it is expected they will be ready on time.

22/12/1892 Ottawa Journal Ottawa Electric

Car 39 made its appearance on the electric railway from Wylie's shops. A peculiarity is that the headlight is on the front board of the car just above the buffer. It is the intention of the company to place all the light lower down so as to throw better light on the track.

23/12/1892 Ottawa Free Press Ottawa Electric Ottawa Car

Another handsome car, No. 39, was placed on the main line of the electric railway yesterday.

07/01/1893 Ottawa Free Press Ottawa Electric

Electric car No. 35 came to a stand still with a broken axle on Rideau street--

09/01/1893 Ottawa Citizen Ottawa Electric Ottawa Car

Another electric sweeper is in course of construction at the car shops on Albert street. This sweeper will be used in this city, and together with the present two with their excellent equipment, the company expect to have little trouble in keeping the tracks clear of snow this winter.

09/01/1893 Ottawa Journal Ottawa Electric

Car No. 38 has been put on the tracks and another handsome one will be sent out from Wylie's shops in a few days. The new ones are models of comfort and beauty.

10/01/1893 Ottawa Citizen Ottawa Electric

The electric sweeper was at work all over the street railway line yesterday. It is still about as much an object of dread to horses as of interest to people.

23/01/1893 Ottawa Citizen Ottawa Electric

Passengers by the electric cars will find it convenient to remember that at night the cars may be distinguished as follows: Bank street and New Edinburgh route, red lights, Rideau street and Union depot route, white lights. The above are shown in the end windows of the ventilating roofs.

30/01/1893 Ottawa Citizen Ottawa Electric

Several electric cars were run over the road yesterday morning to prevent ice from accumulating on the tracks..

03/02/1893 Ottawa Free Press Ottawa Electric

The new electric sweeper was at work during the storm this morning and the way it handles the snow is enough to make a mammoth steam shovel take a back seat.

The Electric Street Railway company were using one thousand horse power at ten o'clock this morning to keep the full complement of cars and three sweepers in operation. Thirty teams are at work removing the snow.

27/02/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Some twenty seven hands in all are now being constantly employed by Mr. W.W. Wylie at the electrical railway car shops on Kent street, and have often had to work overtime. The capacity is one car a week turned out. Two cars were shipped to outside points last week, and two more will be forwarded this week. Two additional new cars must be ready to turn out by the first of May next, and some fine new machinery has been put in, to keep pace with the demand for these handsome cars.

07/03/1893 Ottawa Free Press Ottawa Electric

Electric car No. 38 caused a blockage on Rideau street opposite Sussex at nine o'clock this morning by breaking an axle while crossing the diamond. This is the second car within two months which has broken down at that place.

14/03/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Two closed cars, intended for outside cities, were turned out last week by Mr. W. Wylie, from the Electric railway car shops.

24/03/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Another of the twelve electric street cars which are to be turned out before the first of May, for some outside city, came from Wylie's factory this morning. It is understood they will be fully equipped in this city before leaving. The new industry promises to be a good investment, the Ottawa cars not being rivaled by those of any other city.

The open cars are all being renovated in view of the approaching warm weather. One sweeper was sufficient to handle the storm of yesterday.

08/04/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Two new electric railway cars, destined for outside parts, will be turned out of the Ottawa shops by the latter end of next month.

14/04/1893 Ottawa Free Press Ottawa Electric Ottawa Car

The manufacture of electric street cars in Ottawa for other cities promises to be a growing industry. Yesterday an order was closed for six summer cars for Windsor, Ont., and negotiations are now in progress for a like number of winter w=cars for the same place.

25/04/1893 Ottawa Free Press Ottawa Electric

Incident with car No. 23.

27/04/1893 Ottawa Journal Ottawa Electric Hull

It is learned that the railway committee of the Hull council will ask the Ottawa Electric Street Railway company to make a belt line around the city by way of Main and Lake streets, instead of placing a double line of track on Main street which, it is thought will greatly impede traffic on this narrow thoroughfare.

29/04/1893 Ottawa Citizen Ottawa Electric

Messrs. Soper and Brophy, of the Electric Street Railway, went to Hull yesterday afternoon and had a conference with the civic authorities upon the question of an electric car service in that city. The had a meeting with the Mayor, Ald. C.M. and J. Wright, Sabourin and Heimer. After some discussion upon the various lines suggested they decided upon a route from the city hall to Brewery Creek, near the C.P.R. crossing by way of Main and Brewery streets.

29/04/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Mr. P. Latour is engaged in building the trucks for four new electric railway cars for the Ottawa Electric Street railway.

01/05/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Another new electric car was turned out from the factory today.

02/05/1893 Ottawa Journal Ottawa Electric Hull

ALL HULL MAY RIDE

THE COUNCIL ACCEPTS THE ELECTRIC EXTENSION PROPOSALS.

They Put in a Liuttle Clause, However, Requiring th Tracks to be Laid to Gilmour's Millsin Three Years.

The 35-year franchise will be signed providing the electric railway company agree to extend their line to Gilmour's mills within three years.

This was the decision arrived at by the Hull city council last evening when they again considered the question of electric railway extension into that city.

The aldermen present were: Walters, Boulton, Helmer, Renaud, C. M. Wright and Josh Wright. In the absence of Mayor Aubry, Ald. Sabourin was moved to the chair.

After routine business the street railway committee presented their report.

WHAT THE CITY WANTED

The Committee reported that they had proposed to the company the building of a double track from Brewery Creek bridge along Brewery street to Main, down Main to the corner of Lake, then one track down Lake to Victoria, along Victoria to the city hall square around the square and up Albert and Main streets to the double track at the corner of Lake street. The company thought it impossible to adopt this route but promised that in the near future if they saw it would be any benefit to them they would run there. They, however, agreed that as it was impossible to double track the whole of Main street at present to lay only a single track from the Brewery bridge to the city hall square with a switch on Maria Street between Chaudiere and Bridge streets and give two cars that would pass each other at this switch, and make connections with the cars to and from Ottawa. The company also agreed to extend their lines to Gilmour's mill and other portions of the city as soon as they saw that there was any business for them.

After the report had been read the matter was thoroughly discussed by the council and finally on motion of Ald. C. M. Wright the proposal of the company was accepted on the conditions that a close be inserted in the contract to the effect that the line should be extended to Gilmour's mill within three years and that the company issue working-men's tickets at a reduction providing they be used between such hours both morning and evening as should be convenient for the working classes; and further that in the event of the company agreeing to these terms the contract be signed at once.

05/05/1893 Ottawa Citizen Ottawa Electric

A question the Civic Street Railway Committee will shortly have to consider is what bridge and street the city is going to allow the amalgamated street railways to run their lines over. The rumor that the company would prefer the Sappers Bridge and Sparks street has raised anew the opposition of certain property owners.

11/05/1893 Ottawa Citizen Ottawa Electric

An order was yesterday given for 100 tons of rail to be used when the present horse car railway is replaced by electricity.

11/05/1893 Ottawa Free Press Ottawa Electric

The Free Press had an interview this morning with some of the officials of the Electric Railway company and learned from them the following particulars of the line.

The company yesterday gave an order for 750 tons of rails for the new line running from New Edinburgh to the Suspension Bridge and expect to commence operations on the work of changing the line from horse cars to electric power by the 10th of June. As soon as everything is in readiness operations will be rushed through and it is expected that the whole line will be completed by the middle of August so as to be in readiness for the opening of the Central fair. The electric line will run exactly upon the same route as that hitherto used by the horse car line, the changes to be made simply in connection with the present electric railway track which will be removed from the Dufferin bridge and Wellington st., the whole traffic coming

ACROSS SAPPERS BRIDGE

--the cars, some twelve in number, are already built.

--Rockcliffe line to be changed to electricity.

--nothing decided about extension to Hull

-- It is expected that a number of the largest horse cars will be overhauled and used as trailers for special occasions.

13/05/1893 Ottawa Citizen Ottawa Electric

Ald. C. Wright yesterday handed in at the office of the Electric Street Railway the contract with the city of Hull duly signed by the civic authorities. Owing to Mr. Soper's absence in New York, however, the agreement will not likely be signed by the company until next week.

17/05/1893 Ottawa Journal Ottawa Electric Hull

WORK WILL BEGIN IN TEN DAYS

The Hull Electric Extension and where it Will Run

Now that's the contract between the city of Hull and the Ottawa Electric St. Railway company is complete with the exception that it requires a signature of Mr. Soper to it, the main topic of conversation in Hull, is regarding the construction of the road; where it will run and when it's construction will begin.

It is learned that the intention of the railway company, after crossing the Suspension bridge is to turn to the right and continue their line along that side of the government road, bridging across the gully at Hurdman's mill, over the pond at Eddy's and running between the match factory and the road to the commons in front of Eddy's paper mill No. 2. Here will be a junction at which point the two branches of the line will connect and what will be known as the principal branch line will run along Main Street to Albert, along Albert to Alma, up Alma to Victoria along Victoria to Inkerman, from Inkerman back to Albert again and along Albert to Main, making a belt line around the principal blocks in ward No. 4. The Brewery street branch will run out Brewery street to the bridge over the creek, within a few blocks of the railway station.

In consequence of there being only a single track, switches will be built. It is not yet known where these switches will be laid, but the city have a clause in the charter which gives them the power to state where the switches shall be placed.

It is estimated that the bridging from the Chaudiere to Main Street will cost between twenty and twenty-five thousand dollars, and the construction of this part of the road will in itself take a greater length of time than the building of the road through the city.

A member of the street Railway company stated yesterday that the construction work would be begun in ten days, if not prevented by something at present unforeseen.

20/05/1893 Ottawa Citizen Ottawa Electric

The electric railway Company will commence the work of extending their tracks on Bank Str to north of the Swing Bridge, on Monday

20/05/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Work has commenced on another order for electric street cars. This time it is Montreal. The cars will be completely equipped in Ottawa and turned out ready to go on the tracks.

20/05/1893 Ottawa Citizen Ottawa Electric

The Electric Railway Company will commence the work of extending their tracks on Bank street to north of the Swing Bridge on Monday.

23/05/1893 Ottawa Free Press Ottawa Electric

Agreement with the city for change from horse to electric power.

23/05/1893 Ottawa Citizen Ottawa Electric

Rockcliffe Park was well patronized yesterday, the only drawback being the want of a good electric service. This will be remedied before the first of July, and the merry twirl of the trolley will resound through the woods.

The electric street car conductors and motor men wore their summer uniforms for the first time yesterday. Much favourable comment was expressed of their neat appearance. Roses from Scrims added to the effect.

26/05/1893 Ottawa Citizen Ottawa Electric

The work of converting the present horse car railway into an electric system will likely be commenced on the main line on Monday as the rails to be used are expected to arrive in the city today.

29/05/1893 Ottawa Journal Ottawa Electric Rockcliffe

Work on the Rockcliffe extension of the electric street railway is being rapidly pushed. A force of eighty men is now employed and on about half of the line the rails have been laid.

30/05/1893 Ottawa Free Press Ottawa Electric

Accident with car No. 38.

01/06/1893 Ottawa Journal Ottawa Electric

The Electric Street Railway Company now have 32 car loads of ties for the new track. They are at the Union depot and are being culled, counted and checked by Ald. Perkin who is in charge of this work.

02/06/1893 Ottawa Citizen Ottawa Electric

The reconstruction of the Rockcliffe extension of the passenger railway company's line is now complete from the Rockcliffe end as far as the old lime kilns, and is expected to reach New Edinburgh village by Saturday night. The new line will be nearly all double track, and will be much more direct than the old route, a number of the curves having been taken out.

03/06/1893 Ottawa Citizen Ottawa Electric Ottawa Car

Two open electric cars, manufactured by Mr. Wylie, were shipped yesterday afternoon to Windsor, Ont., for the electric railway of that city.

05/06/1893 Ottawa Free Press Ottawa Electric

Accident to car No. 91.

08/06/1893 Ottawa Free Press Ottawa Electric

The new iron posts to be used in the electric railway for supporting the trolley wires in the central portion of the city arrived yesterday and arrangements are being made for their erection. They will be placed along the edge of the sidewalk about 100 feet apart, and embedded in a cement foundation.

10/06/1893 Ottawa Free Press Ottawa Electric

Work on the Rockcliffe line is being rushed. The track from Sussex street to the end of the line is being substantially built, some great rock cutting being necessary in order to allow of double track. The poles are all being erected today and will be painted. In order to make the bridge across the ravine at Rideau Hall safe, new beams and supports have been put in by the company, the curves to connect with the Creighton street line will be put in position at once. At Rockcliffe a most substantial pavillion has been erected and a comfortable dwelling for the keeper is in course of erection. The view from the promenade is one of the finest in the Ottawa valley. A large number of conveniences for picnic parties are being provided and the resort will be greatly improved thereby.

13/06/1893 Ottawa Journal Ottawa Electric

It is expected that work on laying the electric track between New Edinburgh and Rockcliffe will be completed tonight or tomorrow night. Over one hundred men are at work.

The iron poles for the Ottawa electric railway trolley cross wires are being placed on Sparks street.

The Electric Railway company have one hundred men now engaged on extending their line from Creighton street to Sussex street in New Edinburgh, where a junction is formed with the City Passenger line.

All the trolley wires are expected to be up on the Rockcliffe branch of the electric railway by tomorrow and with the exception of a short transfer at New Edinburgh a passenger can ride by electric car from any point in the city to Rockcliffe.

15/06/1893 Ottawa Journal Ottawa Electric Rockcliffe extension

The Rockcliffe extension of the Electric Railway Co. will be in running order in a few days. The Creighton street tracks and those of the extension will be joined in a day or so. Some delay is caused by the non-arrival of the trolley wire. Everything is in readiness to string it.

16/06/1893 Ottawa Journal Ottawa Electric Rockcliffe extension

Electric cars to Rockcliffe tomorrow, Saturday, afternoon from one o'clock. Transfers issued from both horse and electric cars. Orchestra in the pavilion.

The electric railway extension to Rockcliffe will be completed today. Two cars will run on the route and it promises to be largely patronized.

The weight of an electric car is seven tons. This is the information given to the street railway committee last night.

17/06/1893 Ottawa Journal Ottawa Electric Rockcliffe extension

The opening of the Rockcliffe extension of the electric railway, which was to have taken place this afternoon, has been postponed as the company were unable to have the trolley wire stretched in time. Barratt's orchestra had been engaged for the occasion.

17/06/1893 Ottawa Journal Ottawa Electric

Accident to electric car No. 8 on Rideau street.

17/06/1893 Ottawa Journal Ottawa Electric

THE STREET RAILWAY AGREEMENT IS READY

The Finishing Touches were put on in Committee Yesterday

Not transcribed.

19/06/1893 Ottawa Journal Ottawa Electric Rockcliffe extension

The Electric car Company ran busses from New Edinburgh to Rockcliffe on Saturday. A large number of passengers were conveyed, hundreds going down under the impression that they could run right through.

21/06/1893 Ottawa Journal Ottawa Electric

The people of Sussex Street don't want the electric cars on that street to run faster than six miles an hour and have petitioned city council to see that such shall be the rate of speed when the new line goes into operation.

23/06/1893 Ottawa Journal Ottawa Electric Rockcliffe extension

The electric street car service being finished to Rockcliffe park, no doubt tomorrow afternoon a large crowd will be in attendance. An orchestra will furnish music.

23/06/1893 Ottawa Citizen Ottawa Electric Rockcliffe extension

Time, three o'clock in the morning! Place, the New Edinburgh terminal of the electric and horse railways.

"Let her go," said the Superintendent Hutcheson, and leaving the sleeping city with its glittering electric lights behind, the first electric car upon the Rockcliffe extension sprang forward into the silence and darkness of the woodland. As the trolley bell pented forth its warning hundreds of feathered songsters awoke and thus to natures accompaniment was the long anticipated opening of the line to Rockcliffe Park inaugurated. With Superintendent Hutcheson on the first car was Mr. Ahearn, to whose untiring efforts the early opening of the line is due, and a representative of the Citizen abroad for an airing after his night's work. The run from New Edinburgh to the pavilion at the eastern terminus was made in three and a half minutes and was successful in every respect.

The track is of the most solid standard steam railway construction, with extra heavy guard rails upon all curves. The whole road is one succession of curves through what is probably the most picturesque scenery in Canada and terminating at the pavilion from which is obtained a series of views up and down the Ottawa and Gatineau rivers. and across the Laurentian range of mountains indescribably charming.

Near the pavilion a neat cottage has been erected for the caretaker and family. Light refreshments will be kept and ice and hot water supplied to visitors and picnic parties. Conveniences for both ladies and men have been erected in suitable locations. The pavilion, which is 30 by 60 is lighted by electricity. Round tables are being built around a number of the larger trees in the park for the convenience of picnickers.

Connection is made at New Edinburgh with both the horse and electric cars from the city.

SHORTLY before 3 o'clock yesterday afternoon car 22 running on the Elgin street line broke down. While approaching the con. of Slater street a team of horses was driven directly across the track. The motorman had to stop the car suddenly to avoid an accident that the box around the gearing of one wheel was smashed. It took about half an hour to get the car running again.

Track laying on the street railway line is now in progress on Sussex street between Rideau Hall gate and Dalhousie street. The "dip" between the New Edinburgh bridges is being filled in preparatory to laying down the rails.

From today the horse car company will accept transfers from the electric railway to the Rockcliffe line and electric car tickets will be accepted on the return trip from Rockcliffe.

After August 13, when the electric railway begin to pay mileage under the new charter, transfers will be given to and from both companies, on all parts of the lines.

Rockcliffe Park is now being fixed up by the companies. The rough edges cut down and things given a cultivated appearance.

TWO MILLION FARES

The Year's Business of the Electric Railway

A DIVIDEND OF EIGHT PER CENT DECLARED.

The Gross Receipts of the Year Just Ended Amount to \$105,000, or About \$25,000 in Exces of the Previous Year - An Excellent Business Showing.

Two million and ninety-five thousand fares collected on the electric cars the past year.

Such was one fact in the report presented by the directors at the annual meeting of the Ottawa Electric Railway company yesterday afternoon.

THE GROSS RECEIPTS

The gross receipts, it was stated, amounted to \$105,000. The year previous the gross receipts totalled about \$80,000, an increase in the traffic on the cars for last year of about \$25,000.

8% DIVIDEND

The dividend declared yesterday was 8 per cent. The previous year the dividend was 7 per cent.. Besides declaring a dividend of 8 per cent. yesterday the directors were able to report they had placed another sum to the "rest" account. This amount, it is understood, is \$5,000. The previous year a similar amount was placed to the rest fund. This rest fund is intended to meet emergencies, such as the burning of a car shed, loss over insurance or other unforeseen trouble. Should there be no rest fund such emergencies would have to be met out of the current year's receipts, thus probably wiping out all the dividends for that year. After a stated amount is accumulated in the rest fund, there will not be any further calls for that purpose.

EVERYBODY PLEASED.

At the meeting yesterday the shareholders all appeared pleased, and the board of directors were re-elected without a vote. They are J. W. McRae, G.P. Brophy, Wm. Scott, T. Workman, P. Whelan, R. Quain and D. C. Dewar. Afterwards the directors re-elected J. W. McRae president and G. P. Brophy vice- president. The attendance at the meeting was not large, the shareholders as one of them said to THRE JOURNAL this morning apparently having confidence that the directors were able to run things all right without them.

AS TO SUNDAY CARS.

Mr. Wm. Smith, deputy minister of marine, brought up the question of Sunday cars. He wanted to know the practicability of the matter. Personally he was in favor of them.

After some discussion, in which shareholders spoke for and against, the majority of the directors were of opinion that no move should be made in the direction of Sunday cars till the public made some overtures for them. There the matter dropped.

THE ELECTRIC CONVERSION

President J. W. McRae incidentally mentioned that the conversion of the horse car road into electricity is now well advanced up Sussex Street and the whole line would likely be in running order early in August.

TO BUILD CARS.

After the meeting the directors took steps to form from among the shareholders a company to buy out and run the Wylie car works on Kent st. The capital stock was placed at \$50,000. It is understood several of the leading directors of the road have in the past been interested in the Wylie works.

SOME COMPARISONS

The horse car company held its adjourned annual meeting this afternoon. It is understood the company's receipts for the past year were about \$14,000, a sum much below other years before the electric road was built.

The horse road is three and a half miles long, which at \$14,000 receipts figures \$4,000 per mile. The electric road is eight and a half miles long, at \$105,000 receipts figures about \$12,350 per mile receipts. When the horse road is converted into electricity the receipts are thought to be likely to double. This would give an average on the two roads when combined in one company of about \$11,000 per mile, but it is thought that there will be considerable yet in the rate of receipts of the present electric route.

Mr. W.Y. Soper says of the car incident Saturday, the affair was very slight and none of the ladies even knew the car was off the track. There was no steep incline at the spot and the car was only off the track for 50 minutes.

Two electric cars built by W.W. Wylie for Messrs. Ahearn & Soper were shipped on Saturday to Winnipeg under the supervision of Ald. Perkins.

Messrs. Ahearn and Soper have shipped two new cars, No. 26 and 28 to Winnipeg. They were manufactured by W. Wylie & Co. and placed entire on two flat cars at the C.P.R. depot under the direction of Ald. Peterkin.

The electric car authorities have of late been trying the effect of running a rope on one side of an open car to prevent people getting on and off on the wrong side, as sometimes there is a danger from cars passing each other. But it does not seem to work very well, as the young people dodge out and in under the rope regardless of all precautions. The only way to make the rope of any use would appear to be to make the rope line a double one and apply it to all open cars otherwise it will prove to be an inconvenience without being of any value.

The double track of the electric railway on Sussex street has been laid from McLaren's bridge to near the Queen's wharf. A gang of 100 men are employed.

City engineer Surtees says that the New Edinburgh bridges cannot support a double track.

The electric railway company have new tickets issued, which are known as "Limited Tickets". They are to be used instead of the workmen's tickets, but nevertheless, afford the same advantages both in regard to price and the hours in which they are good.

Mayor explains to workers why they had to stop work on Sussex Street. Injunction obtained to cease work until 14th.

Car No. 31 broke its trolley coming from New Edinburgh today.

08/07/1893 *Ottawa Free Press*

Ottawa Electric

Ottawa Car

The W.W. Wylie car building business was formally handed over on July 1st to the Ottawa Car Manufacturing Company. Letters Patent have been applied for, the provisional directors being Messrs. W.W. Wylie, T. Ahearn, J.W. McRae, W.Y. Soper and W. Scott.

10/07/1893 *Ottawa Journal*

Ottawa Electric

The Electric Railway company have not yet put down the promised sidewalk between Creighton and Alexander streets. The line crosses the sidewalks on Creighton and Charles streets, where the cars meet to change passengers. This makes a most dangerous crossing.

12/07/1893 *Ottawa Journal*

Ottawa Electric

Today the Ottawa Electric Railway started an early car service to Rockcliffe. The first car leaves Rockcliffe at 6.30 a.m. The campers are thankful.

13/07/1893 *Ottawa Journal*

Ottawa Electric

The electric tracks on Sappers bridge will only occupy one foot more than the horse car tracks.

The City Passenger railway company have wires strung along the poles from New Edinburgh to the Queen's Wharf.

15/07/1893 *Ottawa Journal*

Ottawa Electric

The industrial exemption committee held a short pow wow last evening to consider an application from W.W. Wylie of the car shops Kent street, for exemption from taxation. A little discussion revealed that the car works would soon be under the management of the Ottawa Car Company, a joint stock affair, consisting of shareholders of the Electric Railway company, letters patent for the incorporation already having been asked for. Ald. Fraser who happened to be present, said as secretary-treasurer of the Electric Railway company he knew that \$25,000 stock had been subscribed and that application for incorporation to the government had already been made.

The committee agreed that they had nothing before them, as the letter from Mr. Wylie was simply for himself and not for the new company which was about to take charge of the shops, and an adjournment was made until the company could come regularly before the committee and state what they would do if granted exemption.

19/07/1893 *Ottawa Free Press*

Ottawa Electric

The curve of the electric car track from Bank to Albert streets was completed last night. Work commenced yesterday at the junction of Sparks and Bank Streets.

20/07/1893 *Ottawa Journal*

Ottawa Electric

The City Passenger Railway company have started to make the connection between their line and the Ottawa electric line by way of Bank connecting at Albert for all points south and west.

Car No. 33 ran off the track at the corner of Bank and Albert streets yesterday.

21/07/1893 *Ottawa Citizen*

Ottawa Electric

The work of connecting the electric railway track from Albert and Bank streets to the one on Sparks street is now going on.

22/07/1893 *Ottawa Journal*

Ottawa Electric

The City Passenger Railway company put down some wooden poles on Wellington street west of Lyon street yesterday and some of the Wellington street people growled as they understood that nothing but iron poles would go down. It is understood that the wooden poles are but temporary and will be replaced by iron poles shortly.

24/07/1893 *Ottawa Free Press*

Ottawa Electric

Ottawa Car

The Ottawa Car company turned out a very fine electric car from the shops this afternoon for the Montreal Street railway.

24/07/1893 *Ottawa Journal*

Ottawa Electric

A force of men were engaged stringing a trolley wire on Bank street near Albert after 12 o'clock Saturday night.

25/07/1893 *Ottawa Journal*

Ottawa Electric

It is expected that the electric cars will be running on Sussex, Sparks and Bank street line this day week. The main line as well as the St. Patrick st. line will continue as at present on Wellington, Metcalfe and Albert, but the cars coming by way of New Edinburgh will go by way of Sparks.

26/07/1893 *Ottawa Journal*

Ottawa Electric

Work on the electric railway on Sparks street is expected to be completed by Saturday night.

Motors on Sparks Street. First electric cars started last night.

Electric cars are running on Sparks street. A year ago it was thought such a thing could not be. Today it is an established fact.

THE FIRST CAR

About ten o'clock last night the work of stretching the wires and filling in the roadbed of the south track on Sparks from Metcalfe west to bank and south on Bank to Albert was completed and shortly after eleven o'clock the first car to run over the new line, No. 22, left the company's car sheds on Albert street with superintendent Hutchison and Mr. F.A. Leamy, track foreman, on board, the former at the motor and the latter at the rear end of the car watching closely the trolley. Those who happened to be at the intersection at the time jumped on board the car that they may be able to boast in years to come of being the first passengers over the new portion of road. The car proceeded at the usual rate along Bank to Sparks and east along Sparks to Metcalfe, beyond which point the line was not, at that early hour in final shape. The trolley was reversed and the car returned over the new line at a high rate of speed and the line was found to be in a satisfactory condition.

REGULAR SERVICE BEGAN

This morning the regular Sparks street service began as far east as the post office. All day, three cars, No's. 6, 38 and 52 have given a five minute service between the post office and the Exhibition grounds on Bank streets. These cars were until today on the route between the corner of Metcalfe and Wellington streets and the Exhibition grounds.

LAST DAYS OF THE HORSE CARS.

The horse cars were still jogging along Sparks street today, but it is expected that after tomorrow they will be a thing of the past on that thoroughfare. After tomorrow the horse car line will only exist from the corner of Bank and Sparks street, along Wellington to the end of track at the Chaudiere.

AN ANIMATED SIGHT

The novelty of electric and horse cars running simultaneously on one street attracted a good deal of attention on Sparks street today. "The old pedestrian line" as the horse system was generally called, kept one track going while alongside the dandy motor sailed gracefully along. The street had a very animated appearance with both style of cars running and workmen putting on the finishing touches to the road construction.

The extra stuff being dug from the streets is being carted away to New Edinburgh to fill in the "dip" between the two bridges.

About as noisy as any is the corporation street roller which is rolling in the loosened roadway and making it solid once more.

THE SUSSEX STREET SECTION

With regard to the eastern portion of the line from the post office to New Edinburgh via Sussex street, the old horse car route, superintendent Hutchison stated this morning that it was hoped the horse cars would also be discarded there after tomorrow night and the line ready for the electric cars as far as the bridge across the Rideau at McLaren's mill by Saturday morning. It will be impossible to extend the electric line into New Edinburgh until the bridge across the Rideau is completed and service will have to stop at that point until the new bridge is ready.

THE CHAUDIERE BRANCH

Superintendent Hutchison stated this morning that the company expected to have electric cars running along Wellington street and to the Chaudiere within two weeks.

THE RIDEAU BRIDGE

Work has commenced on New Edinburgh bridge. The electric company have given out the contract for the extension of the piers on the north side and the stringers and girders will be added afterwards. All the cost will be borne by the street railway company and will foot up about \$8,000.

THE INJUNCTION SUIT

Mr. R. Code, solicitor for the applicants in the injunction and against the street railway, Mr. D.B. McTavish city solicitor and F.H. Chrysler for the company, leave for Toronto this evening. Argument in the case takes place tomorrow.

29/07/1893 *Ottawa Journal**Ottawa Electric*

The W.W. Wylie Street Car company are putting the finishing touches to two elegant cars for the Montreal company. The difference between these new cars and the ones in use in Ottawa is that the Montreal cars have two feet more platform at each end.

29/07/1893 *Ottawa Journal**Ottawa Electric*

MAILS BY MOTORS

PROPOSED DELIVERY OF THE BAGS BY ELECTRIC ROAD.

Plans for a Spur into the Post office from the Sparks St. Line and Three Special cars for the Service.

Proposals have been made to deliver the mails to and from the post office and railway stations in future by the electric railway.

There will probably be three special postal cars built, and possibly a siding from the Sparks street line into the rear post office yard. One car will likely take the mails to the Canada Atlantic Railway station, one to the C.P.R. or Union station, and the other be for general use. Apparently at present the only intention is to deliver the mails to the railway stations, but doubtless the plan will be extended so as to facilitate the work of the letter carriers, and the collection of the mails from the boxes through the city.

As yet both the post office people and the electric road are very reticent about the matter.

None of the officers of the Electric road could be found this afternoon, except Secretary Fraser. Mr. Fraser said he was not in a position to give any information.

"Do you deny that such a project is on foot." Ald. Fraser was asked.

"I cannot give any information," said Mr. Fraser.

"But you cannot say it is not true!"

"I cannot say anything."

P.O. Inspector Hawken being asked as to the truth of the report said: "A representative of the company did call upon me and made some suggestions in this direction but no contract has yet been signed."

Mr. Hawken [sic] further stated that it was not improbable something might be done in this direction. It had first to be thoroughly considered and such an agreement would not be entered into for some time.

The street railway company expect to have Wellington street re-laid and in running order as far as Pooley's bridge in about two weeks.

01/08/1893 *Ottawa Citizen**Ottawa Electric*

Post Office inspector Hawken yesterday notified Mr. McKenna the contractor for the conveyance of the mails between the city post office and the railway stations, that his contract would be cancelled at the end of three months. The contract proper had about a year to run, but advantage was taken of the provision which enables either the department or the contractor to cancel the agreement by giving three months' notice. It is expected that by that time the Electric Street Railway Company will have their mail vans in readiness to commence the conveyance of the mails. The Post Office Department will bind the Street Railway Company to provide against stoppage of the service during thunderstorms or from other causes, by retaining a team or two of horses or having a storage battery for use in such emergencies.

BUZZ OF MANY MOTORS

SPARKS ST. WILL BE AN ELECTRIC CENTRE TO-MORROW

All the Cars of the Company's System Will Pass Over the Front Street - Wellington st. Abandoned - A Car a Minute - Horse cars off the Route.

A procession of street cars

Tomorrow, barring accidents, Sparks street will be electrified both literally and metaphorically.

Tomorrow, all the electric cars that run the streets of Ottawa are expected to centre on Sparks street on their way to Bank Street, the Union depot and other points.

Each minute, a few fractions one way or the other, a car will pass a given point.

Tomorrow Sparks street will have become the main line of the electric system

Cars for the Union depot, cars for the show grounds, cars for the hospital, cars for New Edinburgh, all will pass along Sparks street. If you want a car for any point north, east, south or west, Sparks street will be the place to find it.

Today one hundred men with pick, shovel and hammers were busy preparing to put in a switch, corner of Sussex and Rideau streets, to switch the main line and New Edinburgh cars from Wellington street to Sparks street. Tonight the men will work all night by electric light, put in the switch and by the early hours of dawn, barring accidents, Wellington street, from Dufferin bridge to Sparks street, will have been cut off.

Tomorrow, when the change is made, all the electric cars will run on Sparks street, from the bridge to Bank street, along Bank st. to the Exhibition grounds, and along Bank and Albert to the Union depot and vice versa.

This state of affairs will continue until a switch can be put in on cor, Metcalfe and Sparks streets. Then the main line cars will run via Sparks, Metcalfe and Albert and the New Edinburgh cars via Sparks and Bank streets.

AS TO HORSE CARS

The horse cars will no longer run on Sparks street. The idea is to start them from corner Bank and Sparks streets for the Chaudiere, transferring passengers to them from the electric cars. When the horse car route is wholly converted to electricity the cars will also run on Sparks street. It will be three weeks more before this happy consummation.

When things are running in the new order the New Edinburgh people for the Union depot and the depot people for New Edinburgh will transfer corner of Bank and Sparks sts. Depot people for Bank st. and vice versa corner Bank and Albert sts. Sandy Hill people for the show grounds will transfer at Sparks st.

03/08/1893 *Ottawa Citizen**Ottawa Electric*

Probably Ottawa has never witnessed more active scenes than those of last night at the corner of Rideau and Sussex streets to Sappers bridge.

Under the glitter of electric lights, hundreds of men were employed in laying the switch at the junction of the thoroughfares mentioned and arranging the tracks so that, commencing today all the cars running over the several termini of the electric system will pass over Sparks street from Sappers Bridge to Bank street via Sparks.

By this change the line over Dufferin bridge on Wellington street down Metcalfe along Albert St. as far as Bank will be abandoned. The cars from the Protestant hospital and New Edinburgh to the Union depot and the Exhibition Grounds will all run on the same time as usual only they will go via Sparks to Bank street. The only material change will be a service of three electric cars from New Edinburgh via Sussex street, which will connect with the horse cars at Bank street for Hull.

03/08/1893 *Ottawa Journal**Ottawa Electric*

SWITCHED ON.

SPARKS STREET TO-DAY BECAME THE CHANNEL OF ALL CARS

Two Hundred and Fifty Men Rush the Switch Making to Completion - Lively Scenes on Rideau Street - Sussex Street Cabbies Must Move.

To-day, as anticipated in yesterday's JOURNAL, the buzz of many motors was heard on Sparks street.

A large gang of men worked all night by electric light at the switches, cor. Rideau and Sussex streets. Early in the morning, the New Edinburgh cars were thrown onto Sparks st. on their way to Bank, and later in the day, the switch from Sussex st. was completed, and cars ran from McLaren's bridge via Sparks st. to Bank. The Union depot or main line cars continued to run on Albert on Metcalfe st. to Sparks, where they gave and took transfers, and they will continue to run thus till a switch can be put in at the corner of Metcalf and Sparks.

There were no formalities connected with the running and things went smoothly.

A BUSY SCENE

It was a busy bustling scene at the corner of Rideau and Sussex street last night and to-day for no cars could run from Spark [sic] on either Sussex or Rideau till the "diamond" was put in. All classes of labor skilled and unskilled toiled by electric light during the night and this morning their places were filled by fresh workmen and the work of connecting the various lines was pushed forward with all the energy that brains and muscle could command. In all, some 250 men were employed. Big mounds of earth were piled on each side of Rideau street caused by excavating for laying the rails, but when these were got into position and army of shovelers filling under the ties soon reduce the mounds.

A BLOCKADE

A blockade was formed at the east end of Sappers bridge this morning by a team and wagon being left in the roadway and other teams coming from opposite directions. The police were notified of the blockade and two policemen were detailed to keep the rigs moving. The work of filling in the "diamond" will be completed to-night and for the future there will be an uninterrupted service between all points north, south, east and west.

CABBIES IN THE ROAD.

The cabmen who have been accustomed to stand at the corner of Rideau and Sussex streets on the west side of Sussex, will have to move to another stand for when the cars get going the cabs standing in the old place, would completely block up the vehicular traffic on the west side of Sussex.

Some of the Sussex street merchants are taking steps to have the cabmen moved to other quarters so that vehicles can come down Rideau street and turn on Sussex street on the west side without interruption.

The new stringers and flooring were being placed in the McLaren Bridge to-day.

04/08/1893 *Ottawa Free Press**Ottawa Electric*

At half past nine o'clock this morning electric car No. 38 was run out of the car sheds and, with Superintendent Hutcheson at the motor, proceeded along Sparks street to the junction of Rideau and Sussex street for a trial run down the new tracks on the latter thoroughfare. On board the car were Messrs. J.W. McRae, W.Y. Soper, T.P. Brophy, T. Workman, Mayor Durocher, G. McNab, R. Quain, Ald. Baldwin, ex-Ald. Laverdure, Mr.

Bradley, Superintendent MacDonald, W.A. Clarke, Robt. Ingram, J. McRae junr., S.M. Rogers and a Free Press representative. There was a slight hitch in turning the new curves which were not quite ready for traffic but on the whole going no other trouble ensued. The residents of the streets seemed well pleased with the new mode of transfer. On the return trip the Hon. T. Lambert, who had been doing business at the mills boarded the car as did Ald. Hawken. The track is very level and the trip is likely to prove a good one being well situated for getting cooling breezes off the river. This afternoon the regular traffic began, the cars running from the New Edinburgh bridges to the corner of Sparks and Bank, where connection will be made with the horse cars on the Hull line until the whole track is ready for electric cars. This line will be known at night by green lights on the front on the cars, the Union depot line being white and the Bank street cars being red.

Extra cars will run to

Rockcliffe tomorrow and a band will be playing in the pavillion.

The Elgin street cars now stop on the south side of Sparks street in place of crossing the tracks and running to Wellington street.

05/08/1893 Ottawa Free Press

Ottawa Electric

Ottawa Car

Two new cars for the Montreal Electric street railway were turned out of the car factory today. They will be completely equipped with trucks and motors before being sent to their destination.

08/08/1893 Ottawa Journal

Ottawa Electric

The street railway laborers are rushing the putting down of the electric railway tracks on Wellington street as a great rate. One of the tracks is nearly finished as far as Pooley's bridge.

08/08/1893 Ottawa Journal

Ottawa Electric

Car No, 50 ran over a large dog.

10/08/1893 Ottawa Citizen

Ottawa Electric

Then the electric line has been completed to the Chaudiere it will be the scenic street railway of Canada skirting, as it does, the Ottawa river from Rockcliffe to the Chaudiere Falls.

12/08/1893 Ottawa Journal

Ottawa Electric

Wm. McEvels, conductor of car No. 26 Elgin street route, requests the Journal to state that his car runs on time on all occasions and any persons talking to the contrary talks without knowledge of the facts.

14/08/1893 Ottawa Citizen

Ottawa Electric

Commencing today the tickets for the two street railway companies will be accepted on all of the electric and horse cars. Hitherto they have only been good upon the cars of the company by which they were issued.

15/08/1893 Ottawa Journal

Ottawa Electric

The open electric cars are now equipped with a chain on one side so as to prevent passengers from getting off on the track side. This will prevent a good many accidents.

16/08/1893 Ottawa Free Press

Ottawa Electric

Ottawa Car

Four new electric cars for the Montreal Street railway were tested on the tracks yesterday and many favorable comments were made by our citizens on the neat appearance and excellent work being done under Mr. Wylie's inspection.

16/08/1893 Ottawa Free Press

Ottawa Electric

The railway company expects to have electric cars running on one track along Wellington street by Saturday morning, and also along the roadway on Sussex street as far as the New Edinburgh bridge by the same date. This will give access to new Edinburgh by the Sussex street route.

All iron poles erected by the company are receiving a coat of black paint which greatly adds to their appearance.

A cab driver from Hull was awfully indignant when , at the corner of Metcalfe and Sparks street this morning an electric car overtook his hack in the track and pushed it along until he got out of the way. The only damage was to the cabby's temper.

18/08/1893 Ottawa Journal

Ottawa Electric

The Ottawa Car Company has now under construction eighteen cars for Montreal. There are several orders from Winnipeg and Hamilton to fill too. One of the cars manufactured by the Ottawa Car company for Montreal Street Railway company was run through the streets yesterday.

18/08/1893 Ottawa Citizen

Ottawa Electric

Ottawa Car

The Ottawa Car Company will have a busy time of it for some weeks to come. In addition to the construction of eighteen cars for Montreal, they have orders for several from Hamilton and Winnipeg.

18/08/1893 Ottawa Free Press

Ottawa Electric

Ottawa, Broad Street

The Electric Railway company are now laying ties along the rear of the baggage room at the Union depot. Formerly the cars ran down the middle of the road but the new siding will enable them to run alongside the platform. The track will be complete in the early part of next week.

19/08/1893 Ottawa Citizen

Ottawa Electric

Union Depot

The Electric Street Railway company are constructing a short track from their main line on Broad street running immediately alongside the platform of the C.P.R. station. The branch is for the convenience of passengers and unloading of mails when the company's mail contract commences. The ground where the track is being laid has always been utilized by hack men and not a little indignation is being expressed by them at being crowded back to a more distant point from where the passengers alight from the incoming trains.

Men were engaged today moving the track from the centre of the street into position close to the depot platform. The improvement will allow passengers to step to and from the electric cars without going into the roadway at all.

19/08/1893 Ottawa Free Press

Ottawa Electric

The electric cars made their first trip across the New Edinburgh bridges last Thursday night. The tracks extend to the slope across the second bridge. The declivity between the two bridges has been filled up with stone gravel and the very best of materials. A stone wall prevents McLaren's stables from being crushed in with the weight of material pressing against them.

22/08/1893 Ottawa Journal

Ottawa Electric

First Electric Mail cars are being built at the Ottawa Car Shops.

In the sheds of the Ottawa Car Co. are being built the first electric mail cars that have ever been constructed.

They are to be used for the carrying of mails from the city post office to the railway depots and the steamboat landings.

The three cars which until recently were in use on the street passenger line are being rebuilt for this purpose. The cars will be vestibuled at each end. In the centre of the car on each side will be a double door where the mail bags will be thrown in. There will be no windows on the car whatever, but the interior will be lighted at all times by electricity.

Inside there will be shelves for the holding of the bags and everything possible will be arranged for the comfort of the mail clerk who will be the only person allowed within the car. The doors will be made to lock from inside of the car, and so mail clerk can lock himself in to prevent anyone taking the mail, should this be necessary.

CANNOT BE HELD UP

Besides this there will be no side foot platforms on the car and it would be impossible for anyone to board it while it is in motion.

A motorman will alone be necessary to run the car while the mail clerk watches the mails. The cars will run between the depots and the post office without stopping. Street crossings will be unheeded. A larger gong and one having a louder tone than those on the electric cars will warn people of the approach of the car, when it is at least two or three blocks away from any of the street crossings.

The mail cars will be much lighter in construction than the ordinary electric car and will run at a more rapid speed. each car will bear the lettering "V.R." "Royal Mail".

It is understood that one car will run to the Union depot and another to the C.A.R. depot and a third to the Empress landing at the Queen's wharf and to points nearest to such places as Cummings bridge and other suburban post offices.

The change to the mail service takes place on the first of November.

22/08/1893 Ottawa Free Press Ottawa Electric

Work on the Electric Railway company's new bridge across the Rideau at New Edinburgh is being pushed ahead rapidly. A small track on trestle work runs out to the site of the middle pier. The stone and material for the pier is conveyed over this roadway more quickly than if it were all lowered from the bridge above. The eastern pier is now complete. The new structure will be on the same level as the original structure.

25/08/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Montreal Star. There are now 52 equipped electric cars running on the lines of the street railway company. Three very handsome cars running on St. Catherine street were received from the works of Ahearn and Soper, Ottawa.

29/08/1893 Ottawa Journal Ottawa Electric

Car No. 16 ran off the track at the corner of Elgin and Sparks. It was hauled on again by car No 32.

30/08/1893 Ottawa Journal Ottawa Electric

Heretofore the New Edinburgh street cars have stopped at Charles street and there transferred passengers for Rockcliffe. This morning they commenced running as far as Sussex street.

31/08/1893 Ottawa Free Press Ottawa Electric

Today the Sussex street cars commenced to run as far as the junction of Alexander street and Sussex in New Edinburgh, and the St. Patrick street cars run to the same spot. Transfer for Rockcliffe now take place at that point, thus shortening the run of the Rockcliffe cars and making it convenient for all passengers in returning to travel by either line.

03/09/1893 Ottawa Free Press Ottawa Electric

Workmen are engaged today ripping up the floor of the bridge to Victoria Island for the purpose of laying the electric car tracks. The work is being pushed ahead rapidly as it is very inconvenient for the large number of teams at that point to be limited to one half of the bridge.

06/09/1893 Ottawa Citizen Ottawa Electric Queen street

While working on the diamond at the Queen street crossing of the Electric Railway Mr. X. Patenaude met with a serious accident --

14/09/1893 Ottawa Citizen Ottawa Electric

The Electric Railway Company have all their tickets numbered. Should a conductor lose any, as was the case recently, the lost tickets are cancelled. A conductor named Schenzel lost \$6 worth weeks ago. The other day one of the tickets was presented to him. He knew it by its number. The party who found them said they were so muddy he had burned most of them but a policeman sent to him by Superintendent J. Electric [sic] Hutcheson, soon got him to produce them whereat the conductor rejoiced.

15/09/1893 Ottawa Journal Ottawa Electric

Electric car No. 45 jumped the switch at Sussex street.

18/09/1893 Ottawa Citizen Ottawa Electric

Between thirty and forty men were employed Saturday night in placing curve railing for the electric cars at the corner of Sparks and Elgin street. The work will be completed today.

19/09/1893 Ottawa Journal Ottawa Electric

At twelve o'clock night work was started on a switch on the electric railway connecting the Elgin street line with the Sparks street line.

19/09/1893 Ottawa Citizen Ottawa Electric

An electric car collided with a horse and rig last evening on Sparks street opposite the Brunswick. --

20/09/1893 Ottawa Journal Ottawa Electric

It is expected the street railway tracks will be laid to the Hull bridge by the end of this week.

20/09/1893 Ottawa Citizen Ottawa Electric

The electric car tracks are now laid as far as Mackay's establishment at the Chaudiere. It is expected they will be laid to the Union Bridge this week.

21/09/1893 Ottawa Journal Ottawa Electric

Letters patent have been issued incorporating the Ottawa Car Co. A meeting for the completion of organization and election of officers was held on Friday.

23/09/1893 Ottawa Citizen Ottawa Electric

The electric car track is now completed to Duke street, as far as the tracks leading from the mill platform of J.R. Booths Mills. In the course of another week the track will be laid to the terminus for the present, which is to be about a hundred yards on the Hull side of the Union bridge.

02/10/1893 Ottawa Free Press Ottawa Electric

The electric railway tracks now extend across the Suspension bridge.

03/10/1893 Ottawa Free Press Ottawa Electric

Details about changes to the routes, colored disc signs, etc.

04/10/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Two more electric cars for the Montreal Street Railway company are to be forwarded from the factory here tomorrow.

09/10/1893 Ottawa Citizen Ottawa Electric Ottawa Car

Last Saturday 10.30 p.m., two new passenger cars, built by the Ottawa Car Co. (Ld.) were shipped to Montreal by the C.P.R. to be used on the electric street service there.

Mr. J. Ahearn of the Electric Street Car Works, Albert Street, went by the C.P.R. Sunday night to London city where he has despatched a new electric car truck from the Ottawa Car Co. (Ld.) to be used in the street service there. Mr. Ahearn will fit the truck in running order.

10/10/1893 Ottawa Citizen Ottawa Electric

Today the electric cars will run as far as the present terminus of the road at the Chaudiere, it being a short distance on the other side of the Union Bridge. From the bridge to the terminus a pavement of porphyry blocks from Belgium is being laid. These blocks are claimed to be ever harder and more durable than the ones used on the roadway at this side of the bridge. There is yet another track to be laid across the bridge before the work will be completed.

10/10/1893 Ottawa Journal Ottawa Electric

The electric cars on the Chaudiere line began running as far as Hurdman's mill yesterday. A pavement of poryphry blocks is laid from the Suspension bridge to the mill and that part of the roadway will be of harder material than that on the Ottawa side of the river. The double track to that point will also soon be laid.

10/10/1893 Ottawa Free Press Ottawa Electric

The ironwork of the new bridge across the Rideau river at New Edinburgh is now complete. The planking is nearly all down and in a few days the rails will be laid. The approaches on either side of the bridge are ready.

12/10/1893 Ottawa Journal Ottawa Electric

The electric railway are fitting up some of the old horse cars by putting vestibules and placing the cars on motors. One, No. 7 is now running on the New Edinburgh route. The company have returned to their old time of running the New Edinburgh cars down St. Patrick street.

14/10/1893 Ottawa Journal Ottawa Electric

Electric car No. 45 ran off the track at the corner of Sussex and Rideau about 1.30 this afternoon. In a short time a procession of 13 cars had collected.

14/10/1893 Ottawa Free Press Ottawa Electric

No. 7 of the old horse car line has been repaired and fitted up with vestibules and placed on motors. It now runs on the Rockcliffe line where it will probably remain until the close of the season.

A large gang of men are at work completing the double track on the lower end of Sussex street and also building up the approaches on either side of the new bridge. The tracks will likely be laid across the bridge on Monday or Tuesday next, when the cars will at once begin to run across.

18/10/1893 Ottawa Journal Ottawa Electric

ABOUT ten o'clock last night electric car No. 40 smashed into a covered carriage directly opposite Rideau st. convent. The rig was completely destroyed but the occupants, two young men, escaped injury.

Car No. 240 built for the Montreal street railway by the Ottawa Car Co. had a trial run this morning.

19/10/1893 Ottawa Citizen Ottawa Electric Ottawa Car

Late last night two new cars built by the Ottawa Car Co. were shipped by the C.P.R. to Montreal.

20/10/1893 Ottawa Citizen Ottawa Electric Ottawa Car

Mr. John Ahearn, electrician of the street railway, has arrived home from London, where he has been superintending the work of opening a new track. He said the electric cars would be running on the 30th inst.

21/10/1893 Ottawa Free Press Ottawa Electric

The Electric Street Railway company are laying their tracks in the rear of the city post office to obtain closer connection therewith for the purpose of the electric mail service, which is shortly to be instituted. It is intended as soon as the present contracts for carrying the mails to the different railway stations and to Hull, have expired, to place the carrying system in the hands of the electric railway. A number of old cars, formerly in use on the old street railway are being fitted up for the service. The establishing of an electric postal delivery system, similar to that in vogue in New York, is also under contemplation, it is said, but the present needs of the city hardly warrant such a step.

21/10/1893 Ottawa Journal Ottawa Electric

Electric car No. 40 ran off the track on the Hull side this morning.

24/10/1893 Ottawa Free Press Ottawa Electric

Royal mail cars Nos. 1 and 2 are about ready to be placed on the motor trucks. Those of the old horse cars have been fitted up for the service, but in their new finish, blazing with gilt lettering and insignia, they present a very attractive appearance. They are provided with windows at both ends, entrance to the platforms from one side only and folding doors in the middle at each side of the cars to admit the mail bags. The internal arrangement is not materially altered.

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The rails have been laid across the Electric railway bridge at New Edinburgh but as the approaches on either side have not been graded the cars cannot cross until the approaches are complete.

24/10/1893 Ottawa Citizen Ottawa Electric

The work of laying the double track for the electric railway to the present terminus on the Hull side of the Union bridge was completed yesterday afternoon.

26/10/1893 Ottawa Journal Ottawa Electric

The electric railway track is to be extended to the C.A.R. depot platforms to enable the passengers to step from the platform to the cars.

26/10/1893 Ottawa Citizen Ottawa Electric

The track of the electric railway is to be extended from the corner of Elgin and Catherine streets to the C.A.R. station platform so that travellers can step from the platform on to the car. The change will no doubt be appreciated.

28/10/1893 Ottawa Journal Ottawa Electric

The old street car stables at New Edinburgh have had all the horses removed and this building will be used as a painting and repair shop for the electric railway.

31/10/1893 Ottawa Free Press Ottawa Electric

The electric railway company's contract for the transfer of the mails to and from the railway depots actually commences tomorrow, but as the cars are not quite ready the change in the method of transfer will not take place for several days yet.--

It is the intention of the company to put in a switch on the Elgin street track near the Grace church, and two cars will be run thereon in place of one as formerly.--

01/11/1893 Ottawa Journal Ottawa Electric

The laying of the spur line for the electric mail car service at the Canada Atlantic depot is now completed. The line runs directly along the east side of the platform.

The electric mail car service did not begin this morning as has been expected because the Electric Street Car Company have not succeeded in having the special cars for this service completed in time. A delay of about a week will be occasioned. In the meantime Mr. Graves continues to convey the mails to and from the railway depots.

The laying of the granite paving by the Electric Railway company will be completed beyond the Chaudiere bridge in a couple of days.

03/11/1893 Ottawa Citizen Ottawa Electric

The Electric Railway Co. began the removal of the old rails from Wellington street across the eastern end of Dufferin Bridge to Metcalfe street yesterday afternoon. The trolley wires and poles were taken down some time ago.

03/11/1893 Ottawa Free Press Ottawa Electric

The electric car rails from Dufferin bridge to Metcalfe street on Wellington are being taken up, the route having been abandoned.

09/11/1893 *Ottawa Journal* *Ottawa Electric*

The old time lumbering mail wagons are now a thing of the past in Ottawa. The electric mail cars this morning commenced the work of conveying the mail to and from the railway depots and henceforth the capital will send and receive its letters in no other way. Its letters will now be "electric" letters.

09/11/1893 *Ottawa Free Press* *Ottawa Electric*

While the new electric mail cars were frisking around the corner of Sparks and Elgin streets early this morning, half a dozen of the old royal mail stages passed in funeral like procession up Queen street.

13/11/1893 *Ottawa Citizen* *Ottawa Electric*

The open cars of the Electric Railway Company were trailed down to the old car shed in New Edinburgh yesterday afternoon, where they will remain for the winter. The cars formed quite a train and attracted considerable attention along the streets.

17/11/1893 *Ottawa Citizen* *Ottawa Electric* *Rockcliffe*

In the course of a few more days a double street car track will be completed to Rockcliffe. Fully one hundred men have been employed at the work during the past couple of weeks. The undertaking required considerable filling as well as cutting, but the result has been most satisfactory, as the double track will undoubtedly prove of great advantage.

Under the superintendence of Mr. F. Leamy a curve was laid last night from the electric railway tracks on Sparks street to the rear of the Post Office. The work was expeditiously performed and traffic was not impeded to the slightest degree.

20/11/1893 *Ottawa Free Press* *Ottawa Electric*

Accident to car No. 43.

27/11/1893 *Ottawa Free Press* *Ottawa Electric*

A wooden trough has been build over the trolley wires at the Suspension bridge to protect them from the constant spray which is carried from the Chaudiere Falls. The wires will also be oiled so that the moisture may not cling to them.

Accident to car No. 52.

27/11/1893 *Ottawa Journal* *Ottawa Electric*

TWO LEGS MANGLED BY A CAR.

A BOY'S TERRIBLE MISHAP ON RIDEAU STREET TO-DAY

Chas Mascotte Probably Fatally Injured

Two Boys were Playing on the Road When Mascotte Fell on the Rail - Supt. Hutcheson's Statement - The Brother's Story.

Charles Mascotte of 82 George st. aged 12, was run over by an electric car shortly after one o'clock this afternoon.

His legs were so badly smashed that this afternoon at the Catholic Hospital they had to be amputated.

The car that ran over him was No.52.

How the accident occurred is told best in the words of Policeman Walter Dicks who was on relief duty between Musgrove and Nicholas street. He said : "I saw two boys scuffling as I was coming up the street. I was going west at the time and was halfway between Nicholas and Musgrove sts., on the north side of Rideau Street. One of the boys was larger than the other and seemed to be using the smaller boy somewhat roughly. A little girl, a sister of the smaller boy, evidently intended to make the larger boy desist picked up a stone from the street. When the larger boy saw this he let go the little fellow and as soon as the little chap got away he made a race across the street.

HOW IT OCCURRED

Just then I saw the car coming down from the direction of Sapper's bridge. The boy evidently did not see the car. The front part of the steps of the car struck the lad and turned him in under the wheels. I ran at once and picked up the lad, who was bleeding profusely from his wounds. I carried him into Mr. George May's store."

The left leg was smashed between the knee and the foot and the right foot was also smashed into a pulp across the instep. The ambulance was summoned and the boy conveyed to the Catholic Hospital. "

Joseph Gales of Janeville was a passenger on the car and got off at Mosgrove street. He did not feel any jar, when the car struck the boy nor did he see how it happened. He assisted in carrying the lad into May's store. He did not remember hearing any bell ring.

FELL ON THE TRACK

Natt Beauvin of 180 Isabella street, who s working at Mr. Robart's new building, was standing near the door and saw the boy start to run across the street. The boy was evidently looking to the east and did not see the approaching car. His toe caught in the rail and he fell down on the track. He did not hear a bell ring, although one might have been rung, but owing to the confusion he was not sure. The car was running at its usual speed.

Mr. William Whillans was looking out of the window of Workman's store and saw the boy run across the street. The lad tripped on the rail and fell down when the car passed over him. The car was going at its usual speed and the accident seemed purely accidental.

TO [sic] NEAR TO STOP

The motorman of Car 52 which ran over the boy was Alexander McDonald one of the old hands. Supt. Hutcheson says the boy was too near the car for it to be stopped. The motorman tried to do so but as the boy was only about sic feet away it was impossible. Robert Brown was the conductor in charge.

Mr. Hutcheson says the accident could not have been avoided.

THE BROTHER'S STORY

Wm. Mascotte 11 year old brother of the injured boy told THE JOURNAL that he and his brother were coming down Rideau from the post office where they had mailed a letter. They met Harry Corcoran of Sussex Street who immediately started to run after them. Sunday he had met Harry Corcoran smoking and had told him the police would arrest him. When Harry Corcoran met them he said, "Now I'll catch you." he (Mascotte) ran down the sidewalk but his brother ran across the street. His toe caught in the track and the car ran over him. Before Harry Corcoran had met them, they were playing on the walk with Katie Kearns, 7 years old, a neighbor's child. William Mascotte says he yelled at his brother to stop but it was apparently too late.

28/11/1893 *Ottawa Free Press* *Ottawa Electric*

Incident with car No. 28.

29/11/1893 *Ottawa Citizen* *Ottawa Electric*

City Fire and Light Committee

A communication was received from Mr. Hutcheson of the Ottawa Electric Railway Company, regarding a length of hose broken by a motor-car at the Booth mill fire on Monday night. It was decided by vote of the chairman, to ask the company to pay damages, Ald Masson and Wallace voting yes, Ald. Perkins and Gareau votong nay, and Ald, Fraser declining to vote at all.

01/12/1893 Ottawa Free Press Ottawa Electric

The following explanation is given of the streetcar and fire hose accident on Bridge street last Monday night as related by an eye witness. The car, which was on its way down the slope towards the Suspension bridge was billed to stop at J.R. Booth's mill as several of the passengers were making the fire their destination. Those waiting to get off were standing on the steps and platform whilst the car moved along. The big hose in front of them was distinctly visible as were also the actions of the policemen and sergeants-major as the car rolled on towards the hose. The motorman did not seem to notice the hose until the car struck it, his attention being attracted by the blaze.

01/12/1893 Ottawa Journal Ottawa Electric

Motorman Proulx Summoned to tell About the Hose Cutting

Motorman Proulx, whose car ran over the hose at the fire at Booth's Mill on Monday evening, has been summoned to appear before the police court on Wednesday next for an infraction of the by-law which provides against cars running over hose or in any way interfering with the apparatus of the fire brigade.

There will be quite a number of witnesses summoned for the prosecution to show that it was impossible for Proulx not to have seen the hose over which his car ran and damaged.

01/12/1893 Ottawa Journal Ottawa Electric

ELECTRIC car 32.broke its trolley at corner Sparks and Bank, shortly before one o'clock and delayed traffic for a short time

01/12/1893 Ottawa Citizen Ottawa Electric Ottawa Car

An electric sweeper was shipped to Hamilton yesterday afternoon by Messrs. Ahearn & Soper.

05/12/1893 Ottawa Free Press Ottawa Electric

Yesterday afternoon one of the old winter conveyances formerly plying between New Edinburgh and Hull, was taken to the end of the electric line at the Chaudiere Falls and, being fitted up with electric lights and heaters, left there as a waiting room for passengers. The idea is a good one, and Hull passengers feel grateful to the company for its kind act.

06/12/1893 Ottawa Journal Ottawa Electric

THE MOTORMAN AND THE BOOTH FIRE

Proulx Discharged as it was not Proved He saw the Hose

Motorman Napoleon Proulx, charged before Magistrate O'Gara this morning with wantonly injuring a hose at the fire at Booths Mill on November 27th was discharged, there being no positive evidence to show that Proulx knew there was a hose across the street at the time his car passed.

Proulx was put in the box by his lawyer, Mr. F.R. Latchford, and told his story. He said that he went on duty at six o'clock that evening and did not know that there was a fire at the mill until after the car had run over the hose. He heard no shouting or got no alarm from anybody. Two other witnesses George Dick, jr. and S.J. Smith, examined said they were on the front of the car and heard no shouting to stop the car and the motorman did not know the car had struck the hose until they told him. Policeman Gilhooly said that he shouted to the motorman to stop when the car was some five yards away and the car was moving slowly at the time.

The magistrate in summing up said in such cases it was necessary to prove that the motorman saw the hose. This was not shown and he dismissed the case. However, he thought that at fires there should be a red light and a red flag or some such indication so that the motormen and others might know there was a fire and a danger of injuring hose.

Among the interested spectators in the courtroom were Messrs J.R. Booth, J.W. McRae, W.Y. Soper, Chief Young and JE. Hutchison [sic], superintendent of the Street Railway company.

08/12/1893 Ottawa Citizen Ottawa Electric Ottawa Car

The Ottawa Car Company shipped a sweeper to Peterborough yesterday.

09/12/1893 Ottawa Free Press Ottawa Electric Ottawa Car

A fine snow sweeper was despatched to the Peterboro Electric railway by the Ottawa Car Works yesterday. Mr. John Ahearn has gone to that town to see it in running order.

11/12/1893 Ottawa Citizen Ottawa Electric

Not elaborate but quite comfortable is the "waiting room" of the Electric Railway Company at the Chaudiere. It is one of the sleighs formerly used by the Horse Car Company, but it is well heated and lighted.

19/12/1893 Ottawa Citizen Ottawa Electric Ottawa Car

A magnificent new car for the town of Peterborough's Electric Railway, is approaching completion in the Ottawa car company's workshops. It will be one of the finest the company has ever turned out.

19/12/1893 Ottawa Free Press Ottawa Electric Ottawa Car

The Ottawa Electric Car company are completing a beautiful car for the Peterboro Electric railway. It is said to be the best yet made by the company.

20/12/1893 Ottawa Journal Ottawa Electric

The electric street railway have extended their New Edinburgh line to the lodge gate at Government House.

20/12/1893 Ottawa Free Press Ottawa Electric

Accident to car No. 29.

20/12/1893 Ottawa Citizen Ottawa Electric

The electric cars will henceforth run through to the lodge gate at Government House. The short piece of track between the present terminus and the gate will be cleared of snow this evening, and Lord Aberdeen will go over the electric lines this afternoon. [sic]

02/01/1894 Ottawa Citizen Ottawa Electric

Sunday afternoon, Mr. Cardinal's handsome half bred Spokane ran away on Rideau Street. Turning down Sussex Street he continued his wild ride till the New Edinburgh bridges were reached, where in his blindness he took the Electric Railway bridge by mistake. The poor animal got safely over about half the bridge before his legs went through the spaces between the ties. It was nearly an hour before he was rescued, badly damaged and cut up. This bridge is a regular trap for runaways, or for even persons not knowing the locality. This is the second accident within a week.

05/01/1894 Ottawa Journal Ottawa Electric

An iron pulley in the new steam power house of the Ottawa Electric Railway broke yesterday, but fortunately no one was near enough to be injured.

MADE A HOT FIRE

A blaze in a storehouse at the electric car headquarters.

Between the hours of nine and eleven o'clock Saturday night a storehouse used by the Electric Railway company adjoining the company's sheds on Albert Street, was destroyed by fire together with a couple of sheds at the rear owned by Martin McDonald. The origin of the fire is unknown. Within a few minutes after it started the storehouse was in a mass of flames, and the fire having been given an impetus by a couple of barrels of grease that was stored away in the building.

The fireman worked hard and kept the fire from making its way into the car sheds. At one time the car sheds were thought to be in danger, and the cars in them at the time were run out onto Albert street. The damage is estimated at \$500 or \$600, being covered by insurance. This estimate will be doubled if it is proved that several armatures that were stored in the building are destroyed..

08/01/1894 *Ottawa Journal**Ottawa Electric**Ottawa Car*

Ahearn and Soper have been awarded the contract for the construction of 11 electric cars for the Hamilton, Grimsby and Beamsville electric railway.

11/01/1894 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

A novelty on the electric car tracks today was a magnificent vestibuled car. Lettered Peterborough & Ashburnham St. Ry. Co. It was very much admired. It will be shipped to Peterborough today.

11/01/1894 *Ottawa Journal**Ottawa Electric**Ottawa Car*

A fine new car bearing the name Peterborough & Ashburnham Street Ry. Co. excited the admiration of citizens today as it passed through the streets today. It was on its way to Peterborough.

12/01/1894 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

The H.G. & B. Railway Company, says the Hamilton Herald, has purchased eleven cars from Ahearn & Soper, Ottawa, the cars to be ready for business when they arrive in this city June next. There will be seven long cars and three fruit cars. All the cars will be vestibuled and the long cars will have bow windows to protect the motormen from the storms. The cars will be attractive looking and built on the latest and most approved plans. (N.B. I have checked this carefully - the numbers don't tally).

13/01/1894 *Ottawa Citizen**Ottawa Electric*

The loss by the fire at the Electric Railway Company's car sheds last Saturday was \$2,500. The company had \$1,000 insurance at the Atlas Insurance Company which it received on Thursday.

30/01/1894 *Ottawa Journal**Ottawa Electric*

OER issues rules for electric rides.

31/01/1894 *Ottawa Journal**Ottawa Electric*

Description of effects of heavy fall of snow. This includes a line drawing showing a street with an electric car behind a snow bank.

03/02/1894 *Ottawa Journal**Ottawa Electric*

Drawing of Tuesdays storm. Shows electric sweeper pushed by car 44 on Sparks street near Elgin.

05/02/1894 *Ottawa Journal**Ottawa Electric*

The street railway company have decided to issue school tickets in half dollar sizes instead of the dollar size as at present. It is believed they will be found more convenient, especially to parents who have a large number of children attending school.

15/02/1894 *Ottawa Free Press**Ottawa Electric*

Car No. 33 hits a locomotive at the Bank street crossing.

15/02/1894 *Ottawa Journal**Ottawa Electric**Bank Street*

Electric car No. 33 came in for a rough experience and [sic] the Bank Street route yesterday afternoon.

The car was going south with two passengers a lady and a gentleman. As the car approached the C.A.R. crossing the gates were let down to allow a locomotive to pass. The motorman at once tried to apply the brake but the "controller" or handle came off and before he could get it on again the car crashed into the gate and smashed it and passed on. At the same time the locomotive reached the crossing moving slowly and striking the end of the electric car turned the car round. There was nothing injured but the gate.

Mr. J.F. St. Louis, who was the gentleman passenger on the car at the time of the accident, says the car as it approached the crossing was slowed down and only when a few feet away were the gates dropped. When the motorman applied the brake to stop the "controller" of the brake came off, and as the current was on the car struck and broke the gates and went through.

The accident, Mr. St. Louis says, was almost unavoidable. Nobody was hurt. He remained on the car all the time even when the locomotive brushed up against the rear end of the car and turned it round.

19/02/1894 *Ottawa Free Press**Ottawa Electric*

When electric car No. 7, which was bringing a train of summer cars on Albert street to New Edinburgh repairing shops on Saturday afternoon, was rounding the curve on Sussex and Rideau streets, the brakes suddenly gave out, causing it to plunge into a Sussex street car on the same track. Considerable damage was occasioned to the vestibules of both cars and No. 7 made its way to the sheds for repairs.

01/03/1894 *Ottawa Journal**Ottawa Electric*

Last night a barrel of lubricating oil got spilled on Elgin Street near the Canada Atlantic Railway station and afterwards somebody set it on fire, making a great blaze. The electric cars having to pass through the oil got some of it on the wheels which made them smell like steam locomotives.

02/03/1894 *Ottawa Journal**Ottawa Electric*

Electric car 39 broke down on Sparks street.

05/03/1894 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

Ten new open cars for the summer are being built by the Electric car company.

09/03/1894 *Almonte Gazette**Ottawa Electric*

The monthly pay roll of the Ottawa City electric railway company is \$1,400.

12/03/1894 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

Galt. Ahearn & Soper were the successful tenderers today for the electrical construction, equipment and rolling stock of the Galt and Preston Electric Railway. The road will connect Galt and Preston and will eventually extend to Berlin.

20/03/1894 *Ottawa Journal**Ottawa Electric*

Car 30 of the Bank and Ann streets line collided with car 21 of the Rideau street line at the corner of Elgin and Sparks streets today with the result that the front of the Bank street car was badly broken.

26/03/1894 Ottawa Free Press Ottawa Electric

Men are engaged clearing the road bed of the street railway track on Albert street east of bank, preparing it for use during the Kirmess (at the Grand Opera House).

27/03/1894 Ottawa Free Press Ottawa Electric

The Electric Railway company has opened up the double track along Bridge street from Oregon to the suspension bridge. The single track was used all through the winter months.

28/03/1894 Ottawa Free Press Ottawa Electric Ottawa Car

The Electric Car Manufacturing Co. have completed five vestibuled and three open cars for Hamilton, Ont., twenty cars for Montreal, and eight open cars for the Ottawa road for the present summer. The handsome pillars for these cars were turned out under the skillful work of Mr. Charles Sabourin.

31/03/1894 Ottawa Journal Ottawa Electric

Car 23 collided with car 34.

02/04/1894 Ottawa Citizen Ottawa Electric Ottawa Car

Cars are already being manufactured at the new three story building of the Ottawa Car Company on Slater street. The upper portion of the building is hardly yet complete but owing to a pressure of business the company was compelled to use the lower part as soon as possible. They have now orders for thirty-six cars from outside cities and have an extra staff working at night.

04/04/1894 Ottawa Free Press Ottawa Electric Ottawa Car

The new electric car building shop on Albert street has advanced to the point of putting on the sheet iron covering.

06/04/1894 Ottawa Journal Ottawa Electric Ottawa Car

In one month from the time the work commenced the Ottawa Car Company will have their new car sheds completed. The work has been rushed forward with the usual expedition displayed by the company in their undertakings.

It is a three story building 40 feet frontage by 99 feet deep on Slater street, immediately in rear of the company's present premises. The building is of wood, set on solid cedar posts, which are let down to the solid rock, and it is sheeted outside with Canada plate. Although only started only three weeks ago, it is so far completed that frames for the Hamilton cars are being worked on in it.

In the near future a solid masonry foundation will be put in. The floors are not divided up. On the first floor the finishing and painting will be done, and the second floor will be devoted to the trimming shop and the manufacture of carriages. The main portion of the machinery remains in the present premises and will be run there.

The roof is flat, inclined downward to the centre, where the water drains off. The flooring is double, the top laying being put down diagonally to give extra strength. Underneath the building is a space to be used for the storing of lumber.

Outside the building a drum elevator is being constructed which will take up a car from the ground to the first floor after it has been put together. The total cost of the building will be about \$5,000 and the strongest and best of work has been put into it.

CARS FOR OUTSIDE ROADS

The company now have an extra amount of work on. They are supplying all of the rolling stock for the Galt street railway, and they will be constructed similar to the Ottawa cars and put out as fast as possible. The eleven cars being built for Hamilton are 37 feet long and run on two trucks. In Hamilton there are no sharp curves and the length of a car is immaterial. They will be finished in a somewhat superior style to the Ottawa cars and will be built like a railway car with an aisle in the centre and rows of seats on each side.

The ten Montreal cars will be some closed and some open. The amount of work now in has made a boom and will keep a full staff steadily at work for the summer.

11/04/1894 Ottawa Journal Ottawa Electric

Fatal accident with car No. 40. Also reported in the Ottawa Free Press same date.

14/04/1894 Ottawa Citizen Ottawa Electric

The Ottawa Electric Street Railway Company have issued neatly gotten up books containing the rules and regulations for the general guidance of conductors and motormen. Under the head of deportment it says: Conductors must be polite, civil and attentive to all passengers under all circumstances, giving special attention to ladies, children and elderly persons while getting in and out of the cars and must answer proper enquiries whilst avoiding unnecessary conversations with passengers.

18/04/1894 Ottawa Journal Ottawa Electric

Electric car No. 222, new and open, was put on the Rideau street line this morning. It has a glass front and back instead of curtains.

18/04/1894 Ottawa Citizen Ottawa Electric

The promoters of the electric railway have had a group photograph taken. Those in the group are Messrs. T. Ahearn, W.Y. Soper, J.W. McRae, R. Quain, P. Whelan, G.P. Brophy, Thos. Workman, W. Hutcheson, C. Dewar, J.D. Fraser and W. Scott.

19/04/1894 Ottawa Journal Ottawa Electric Rockcliffe

ROCKCLIFFE PARK NOTES.

Arrangements that Will Make the Resort very Popular this Season,

The Rockcliffe car will begin running today, making connection with both routes at New Edinburgh. The regular through series without change will be commenced in a few days.

Park Policeman Burke will be on duty again this year. He will be assisted by another policeman who will remain on all night end Sundays.

The double track now runs all the way to Rockcliffe.

A number of men are busy cleaning up and burning the underbrush, the poles for the electric lights are being put in position, and things got in readiness generally.

An officer of the company said yesterday "We are sparing no pains to make Rockcliffe the pleasantest resort in Canada, a place where ladies and children may go at any time day or night in perfect safety and with the assurance of meeting the best people"

The merry-go-round has arrived from Tonawanda, N.Y., and will be erected in a few days. It weighs over thirty tons and seats seventy persons. It and the organ in connection with it will be operated by electricity.

The Canoe club's boat house will be finished early in May, and will be equal in appearance to the best American. "Architecturally picturesque" is the word.

Caterer Burns is arranging for a big season. He is importing a new soda water fountain specially for Rockcliffe.

The May flowers are out in April this year and are being gathered in large numbers.

23/04/1894 Ottawa Journal Ottawa Electric

MAIL car No. 3 ran off the track at the post office about 1:30 and caused a delay in the service for almost fifteen minutes.

25/04/1894 Ottawa Free Press Ottawa Electric

The distribution of ties for the electric street railway commenced this morning. About 170 tons of rails are on the road and expected here on Monday or Tuesday. As soon as they arrive the men will commence work.

27/04/1894 Ottawa Journal Ottawa Electric

The Ottawa Electric Street Railway company have entered a protest to the Hull city council against that body granting a charter to any other company to build and operate an electric street railway line in that city after having proposed and almost concluded terms with the Ottawa Electric Street Railway Co. towards the extension of their line into Hull.

30/04/1894 Ottawa Journal Ottawa Electric Rockcliffe

Arbor day, May 3rd, is the opening day of the through service to Rockcliffe Park. Cars from the Exhibition grounds will go through the park all day and cars from Hull in the afternoons.

23/05/1894 Ottawa Free Press Ottawa Electric

Accident with car No. 51.

01/06/1894 Ottawa Citizen Ottawa Electric Ottawa Car

A couple of long truck cars are being shipped by Messrs. Ahearn & Soper to Galt.

04/06/1894 Ottawa Citizen Ottawa Electric Ottawa Car

The Street Railway Company had placed some new open cars on the streets. There are fifteen similar ones, it is said, being made by the Ottawa Car Company. The making of the cars outside the city is tantamount to the annulment of the company's contract. Workingmen are asking if there are any of their representatives in the city council beyond the glamour of the company in the present distressing conditions of the labor market to object to this company overriding its by law by getting cars outside the city? There are plenty of skilled mechanics in Montreal, workmen say, to build as many cars as the street railway needs. They also call the aldermen's attention to the fact that under the company's charter it is obliged to have the cars made here. Witness.

11/06/1894 Ottawa Citizen Ottawa Electric

A magnificent group photograph of the conductors, motormen and officials of the Electric Railway Company is to be seen in one of Ahearn & Soper's windows.

16/06/1894 Ottawa Journal Ottawa Electric

THE STREET RAILWAY AMALGAMATION

The electric street Railway amalgamation bill has passed the Dominion senate, and the legal preliminaries to the union of the electric company and the former horse car road are complete, lacking only the usual formal vice-regal assent to the act of parliament. This renders timely a review of the history and position of the company such as appears on another page.

The joint company is giving probably the best service, all things considered, known in any city of the proportions of Ottawa. If the company, as THE JOURNAL maintained, secured a much more advantageous franchise than the representatives of the city should have conceded, it at least is making all the return to the public that a first class service can make. This is certainly a powerful factor in wiping out the memory of the franchise contest, especially in view of the liberality of the company in matters in which the interest of Ottawa is concerned, as for instance the recent visit of the American mechanical engineers. And in a general way, the convenience, attraction and success of the present service must be proving a strong factor in advertising the city and promoting its growth.

THE ELECTRIC RAILWAY

History and Shareholders

BILL FINALLY PASSED

A review of the History of the Amalgamated Roads

WHO THE CITIZENS ARE WHO HOLD THE STOCK OF THE COMPANIES.

Two Million, Seven Hundred Thousand Passengers Carried During the Year Just Ended - The Steadily Growing Popularity of the Service - The Cars and Employees of the Road.

If there is one thing more than another, that Ottawa people take a pride in the successful operation of, it is the electric street railway.

They point it out to visitors as one of the best equipped and best run roads in America, and an evidence of local enterprise and business ability, all the promoters being Ottawa men, and the money invested, Ottawa money.

As the bill before the Dominion Parliament, amalgamating the Ottawa city passenger railway, and the electric street railway, passed its final reading in the Dominion Parliament (the Senate) yesterday, and the annual meeting of the amalgamated company will be held in a few days, some facts about the roads will be of interest.

It was way back in '66 that the first was heard in Ottawa of streetcars. At that time the town was beginning to assume some importance, and as is the case in all growing communities, there came a demand for car service. In August of that year some of the leading businessmen got together and decided to organize a horse car company. The same year a charter was obtained from the old Parliaments of Ontario and Quebec. The charter then obtained gave the company perpetual running rights over the streets used. This perpetual charter was held till last year, when it was given up, the city in return allowing the company to convert the road into an electric road, and giving them a thirty year electric charter.

FIRST DIRECTORS OF THE ORIGINAL HORSE CAR COMPANY

Jos. Aumond, J. M. Currier, Wm. McNaughton, W.G. Pearly, E. McGillivray, G.B.L. Fellowes, Robt. Blackburn.

Of these seven Mr. Robt. Blackburn is the only one now alive; Mr.W.G. Pearly, M.P. was the last to pass away. From '66 to '68 the company did nothing more than to select the route, and to get the necessary capital raised. The authorized capital was \$100,000, but when the road got into running order, two years later, only \$41,000 had been subscribed and paid in.

TO RUN RAILWAY CARS

It was in 1868 that the scheme took practical shape. In that year Mr. Thos. Reynolds, managing director of the St. Lawrence and Ottawa railway entered the horse car company, securing a controlling interest in the stock. After his entrance the street railway company's charter was amended so as to give them power to run their cars over the line, Mr. Reynolds idea being to use the street railway tracks for hauling lumber by the St. L. and O. cars direct from the lumber yards at the Chaudiere, thus saving time and expense in trans-shipping from the lumber waggons to the cars. It was the intention to do the work at night. But when the road was built the idea was found impracticable owing to the sharp curves existing.

Whether it was because of the uselessness of the horse car road to the St. L. and O. railway, or for other reasons, Mr. Reynolds about the end of 1871 retired from the horse car company, selling out his controlling interest to Mr. T. Keefer.

THE HORSE CAR SERVICE BEGINS

In July, 1870, the road was completed. At first the service consisted of six cars, which ran between New Edinburgh and the old suspension bridge at periods of from 15 to 20 minutes.

For some time after the road started the cars did not run in the fall or spring owing to the bad roads. From the start there was a winter service by sleighs. As it is not so long ago the sleighs were done away with, most people will remember the cold, uncomfortable driving there was in them, compared to the pleasant warmth and comfort of the present electric cars. Who will forget the days of straw wad and frosted windows?

From 1870 to 1874 the venture, for venture it was in those early days, got on pretty well, making both ends about meet, but in 1874 the hard times accompanying the Mackenzie regime struck the town, and people drew a line at riding on the cars. To give an idea of how hard the young road was hit, it is only necessary to say that the receipts in 1879 were only half what they were in 1874. In those days ('74 to '79) the gross receipts ran from \$10,000 to \$20,000 per year.

NO DIVIDENDS FOR TWELVE YEARS

That things went hard with the promoters at first is shown by the fact that up till 1882, 12 years, no dividend had been declared, except in paid up stock, after this there were rapidly increasing and eventually large profits.

AHEARN & SOPER ACQUIRE CONTROL

In 1881 the horse car road saw a change that proved the beginning of more eventful days.

One hot day in August it became known, and the JOURNAL was the first to give the news that Messrs. T. Ahearn and W. Y. Soper had bought out Mr. T. C. Keefer's controlling interest in the road, and it had passed into the hands of the electric railway. Mr. Keefer's interest was about \$50,000. Mr. T.C. Keefer had been the moving spirit in the old horse car road and to a large extent whatever success the road achieved was due to his push and enterprise. Mr. Keefer was one of those to whom the origin of the road is due.

It may be said here that for several years Mr. Robert Surtees, now city engineer was Secretary of the horse car road.

From that day, the public, who had already had experience of the enterprise of the electric railway management, looked for better things in the horse car route. They came.

NEW BLOOD IN THE ROAD

At the first annual meeting of the horse car road held in December, 1891, a new board of directors was elected.

They were

W.Y. Soper Wm. Hutchison Robt. Blackburn Geo. H. Pearly G.P. Brophy T. Ahearn Hon. E.H. Bronson.

Mr. Soper was elected president, and Mr. Robt. Blackburn, who had always taken an active interest in the old road, was elected vice-president.

At this meeting it was decided to change the road into an electric road.

But in the meantime the new management set about improving the line. More cars were put on, the running time improved and other minor changes made.

That winter the sleighs were fitted up with coal stoves, a change the public was not slow to appreciate, as was shown by largely increased traffic.

In the summer of '91 there were nine horse cars on the road, and fifty-five horses in use. These cars each made about sixty miles per day. They ran about six miles per hour. Now, ten electric cars do service between Rockcliff and Hull, a much more efficient service being given.

THE MOTOR CAR COMES

ELECTRICITY RUN BY OTTAWA CAPITAL - HISTORY OF THE ELECTRIC ROADS.

At this point it is necessary to leave the horse car road, and turn back a couple of years to the new electric road. For several years previous to 1890, it will be remembered, there was an agitation for electric cars in Ottawa. What follows, resulting in a purely local company taking the field in 1890 after Toronto capitalists had backed out of an offer, is to [sic] familiar to readers to require mention. In February, 1891 the Ottawa Electric Street Railway company was incorporated under the Joint Stock Companies Act of Ontario, the provision- directors being, T. Ahearn, W.Y. Soper Wm. Scott, D.C. Dewar and R. Quain.

The first annual meeting was held in June, 1891, at which officers, directors and officials were elected as follows:

J. W. McRae, president,

G.P. Brophy, vice- president,

Wm. Scott, Thos. Workman, D.C. Dewar, R. Quain, P. Whalen, Directors.

J. Hutcheson, superintendent,

J.D. Fraser, secretary-treasurer.

T. Ahearn, general manager.

Mr. Ahearn became general manager of both roads, which from the time Ahearn and Soper entered the horse car road were practically one, though not legally so.

It should be stated here that the road was built and equipped by Messrs. Ahearn & Soper and handed over to the company in running order in July, 1891.

A DAY TO BE REMEMBERED

ground was broken for the electric road on the 1st of May, 1891, and one month and thirteen days later, so fast was the work rushed, a car was run up town, much to the delight of the people.

On June 27th the road was formally opened, the company tendering a banquet to a large number of leading citizens at the Exhibition Grounds.

That the cars and the service from the first "took" with the public is putting it mildly. The electric cars were the talk of the town, and for months everybody was riding on them.

The first year the cars carried 1,520,000 persons.

The second year (June '92 to June '93) the register marked 2,394,000 fares almost 900,000 more than the first year.

TRAFFIC IS GROWING

at the coming annual meeting it will be shown that for the THIRD YEAR, namely that ending May 31, 1894, the cars have carried the remarkably large number of 2,700,000 persons. The coming year the company expect the figures will run up to 3,000,000.

the authorized capital stock of the electric street railway company was half a million. When the road started, \$225,000 was subscribed, but this amount has been extended from time to time since. The authorized capital of the amalgamated cCo. is \$1,000,000, with \$625,000 subscribed.

When the electric railway began operations, it had only six motor cars running. Now the company's rolling stock consists of: -

22 open motor cars.

31 closed

4 trailers

3 postal cars

5 sweepers

- - -

65 cars in all.

The company since 1891 has laid 23 miles of single track, the road bed throughout being of the very best.

The company besides its extensive rolling stock owns two splendid brick car sheds and offices on Albert street, and one of the finest water powers and power stations in America. The power-house at the Chaudiere is fitted out with duplicate sets of dynamos and water wheels the second sets being for use in case of accident. The electric horsepower available at the power house is 1,700.

The company employs permanently over two hundred men. These do not include the hands used on construction work. At times in the winter four hundred men are employed at once shovelling snow.

THE SHAREHOLDERS

THOSE WHO HAVE STOCK IN THE AMALGAMATED COMPANY

In view of the above, it will be of interest to the public to know who are the men who have invested in the now successful enterprise, and the amounts they have taken up.

The JOURNAL gives herewith the shareholders in each company, which till after the coming annual meeting of the amalgamated company, are legally separate.

AMALGAMATION ARRANGEMENTS

At the coming annual meeting of the amalgamated roads, the shares of the two companies will be fused. The shares of the new company will be \$100 each. Each 5 shares of \$20 shares in the City Passenger Road will count one share in the new road. The name of the amalgamated companies will be the Ottawa Electric Railway Company.

It should be said in conclusion that as the stock of the amalgamated company is probably worth on the market from \$150 to \$200 for each \$100 face value, it will be seen the holdings given should be placed at almost double the nominal value

THR OTTAWA ELECTRIC STREET RAILWAY COMPANY

LIST OF SHAREHOLDERS UP TO MAY 31ST, 1894

Long list of shareholders omitted

OTTAWA CITY PASSENGER RAILWAY COMPANY

LIST OF SHAREHOLDERS, MAY 31ST, 1894

Long list of shareholders omitted

Ald. J.D. Fraser, the secretary-treasurer of the Amalgamated Roads, was secretary-treasurer of the City Passenger Railway from 1882 till the fusion of the roads. He has always been highly esteemed by the management and employees of the road.

21/06/1894	Ottawa Free Press	Ottawa Electric	Ottawa Car
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A fine vestibuled car for the Galt and Preston Street Railway company went up Sparks street this morning and attracted considerable attention. It was a beauty and finished in excellent style.

27/06/1894	Ottawa Free Press	Ottawa Electric
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Accident to car No. 16.

07/07/1894	Ottawa Free Press	Ottawa Electric
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The Electric Railway company has erected incandescent lamps along the length of their line from New Edinburgh to Rockcliffe. Light being placed on every trolley wire pole.

11/07/1894	Ottawa Free Press	Ottawa Electric
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The Street Railway company yesterday began the construction of a siding at the Queens wharf for the cars awaiting the arrival of boats.

11/07/1894	Ottawa Journal	Ottawa Electric
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The Electric Railway Co. are putting in a switch at the boat landing at the Queen's wharf, so that cars waiting on excursions will not interfere with traffic on the main line.

20/07/1894	Ottawa Free Press	Ottawa Electric
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Accident with car No. 48.

24/07/1894	Ottawa Journal	Ottawa Electric
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Mr. W.Y. Soper yesterday handed over the new electric railway at Galt to the company for which it was constructed by Athern & Soper.

28/08/1894 *Ottawa Free Press*

Ottawa Electric

Ottawa Car

Another very fine car was shipped to the Hamilton, Grimsby and Beauville [sic] Electric railway.

04/09/1894 *Ottawa Journal*

Ottawa Electric

ELECTRIC CARS IN COLLISION

BAS SMASH ON RIDEAU STREET THIS MORNING

Motorman Oscar Freidrjoke Injured - A Worse Accidetn Averted by the Bravery of th Motorman - The Damages

The worst collision that has occurred in Ottawa since the electric cars started took place this morning. Happily no lives were lost, but the motorman of No. 43 car can consider himself a lucky man.

About 11:30 this morning car No.10 on the Bank Street and New Edinburgh line running a trip to Rockcliffe missed the switch on the corner of Sussex and Rideau streets and went straight ahead on Rideau street for about 40 yards. Then the motorman pulled up but just as he was backing up some passengers signaled that they wanted to get on. The new Edinburgh car No. 10 then stopped and was about to continue backing up to the switch when car No. 43, on the Rideau street route ran down the hill at a fast rate. Motorman Oscar Freidricks was in charge of the Rideau st. car. He put on his brakes as hard as he could but the car slid, and at the last moment even a reversal of the current was not sufficient to stop it. The New Edinburgh car was? when car 43 ran into it with a loud report and Freidricks, who had hung on to his controller to the last, fell among a maze of debris.

The weight of the two cars made the collision a very heavy one and the 43 closed car had the whole of the cage, the platform and controller smashed to pieces. Fortunately the door of the car was open and Freidricks fell through this flat on his back in the car. Large numbers of people were at once on hand and the unfortunate man was picked up in an unconscious condition from the bottom of the car and conveyed in one of the cushioned seats to his home on St Patrick Street.

THE DAMAGE

It was a fortunate thing for the motorman of the New Edinburgh car that he was backing up his car and was consequently behind the collision. His car, No. 10, was an open car but was also badly damaged. The controller and platform being smashed up, one row of seats and the glass partition between the motorman and passengers damaged. The car was knocked several yards by the force of the concussion, but fortunately no passengers in either car were hurt.

Dr. Prevost and P.C. Hamilton, who happened to be on hand, accompanied the injured man to his home. Doctor. Valate was also called in and on examination it was found that Freidricks had miraculously got off with only a severe shock and he soon revived. He has the reputation of being a most careful driver and but for his standing to his post and reversing the controller at the last moment the impetus of his car would undoubtedly have caused a still greater wreck.

11/09/1894 *Ottawa Free Press*

Ottawa Electric

Ottawa Car

Six new cars built for the St. Johns, N.B., street railway by the Ottawa Car company were run over the line yesterday.

21/09/1894 *Ottawa Free Press*

Ottawa Electric

Ottawa Car

The Ottawa Car company ran a very finely finished car over the rails today. It will go to the St. John's electric railway.

05/12/1894 *Ottawa Journal*

Ottawa Electric

The Rockcliffe service has been restored and will continue during the winter or until stopped by snow.

MORE ELECTRIC LINES

THE COMING ADDITIONS TO THE STREET RAILWAY

The Tracks required by the Contract on Nicholas, Theodore, Chapel and Preston Streets - Will the Corporation Require an Extension on Elgin Street?

In a short while there is likely to be some activity on the part of the Electric Street Railway Company in preparing for the extensions to their system required this year by their contract with this city.

The charter provides for additions to the lines to be in working order and operation before June 1st in both the east and west ends of the city - one line on Theodore street to the rifle ranges, the other on Preston street toward the Experimental Farm. These are fixed by the contract without any option by either the city council or the street railway. Also the city council may in addition require other extensions if it chooses, one down Elgin street to Lansdowne Park, the other on Emily street towards the canal reserve. In the charter to the two companies, since amalgamated, the clauses fixing the conditions are as follows:

9. That the said companies shall construct, equip and have in operation not later than the first June. A.D, 1895. the following additional lines of railway:-

Along Nicholas street from its intersection with Rideau street to the southern city limits: also on Theodore street from its intersection with Nicholas street to its intersection with Chapel street or some street east of it, and thence to Rideau street, also to Rochesteiville and Mount Sherwood in the direction of the Experimental Farm from the Richmond Road, by way of Preston street.

And if required by the Corporation, from Catherine street along Elgin street to the Exhibition Grounds; and also from the westerly end of Emily street to the southerly end of Bell street in the direction of the Experimental Farm.

More Mileage

The construction of the Nicholas street and Theodore street, and of the Preston street lines alone will give a lot of work in the city in the spring, and will be welcome on that account, as well as by furnishing additional public accommodation. If, in addition, the aldermen should decide to call on the companies for the Elgin and Bell street lines, there will be in all four or five miles of new street railway laid. And this would mean enough additional mileage tax from the company at once to almost carry the cost of Rockliffe Park.

The New Lines.

As the Theodore street line is paralleled, five blocks distant, or about quarter of a mile, by the Rideau street line, it will probably cut somewhat into the Rideau street car revenue. Still it will be a decided public accommodation, and the district to the south of Theodore is building up rapidly. As far as a paying revenue goes, it is somewhat problematical whether any of the new lines that must be built will pay the railway company for the first year or two. But of course that was taken into consideration in 1893 in the whole contract, and was used as an argument by some of the aldermen why so good a bargain in other respects was given the company.

There is an Option.

The statement has been made above that the Nicholas, Theodore and Preston street lines must be constructed without option either by city or company. That statement should be qualified to the extent that these exact streets need not be used so long as the objective points named are reached in some way agreeable to the city corporation. Clause 12 of the charter says:

The said companies may with the consent of the Corporation to be expressed by by-law substitute other streets or parts thereof for the purpose of reaching the objective points hereinbefore mentioned.

Thus, for instance, although the company must before June 1 reach the corner of Theodore and Chapel streets, an objective point provided by clause 9, and even the city council has no power to alter that, the council may if it pleases allow the company to reach that corner by some other route than Theodore - for instance by Daly or Wilbrod and Chapel. And similarly the company must reach before June 1st the southern city limits east of the canal, although not necessarily by Nicholas street; also in the west the company must approach the Experimental Farm via Mount Sherwood, although not necessarily by Preston street.

However all these routes seem to have been wisely foreseen for the city is building up rapidly along all of them. and the new accommodation is undoubtedly needed.

The Electric Railway Co. have already commenced the purchase of materials for the contemplated extensions this spring.

Several thousand ties for the purpose are now being piled in the C.P.R. yards.

The extensions called for by the company's charter are, along Nicholas Street from Rideau street to the city limits, Theodore from Nicholas to Chapel and down Chapel to Rideau; and from the Richmond Road along Preston street in the direction of the Experimental farms.

Sent a letter to the city etc.

O.E.R. AND SUNDAY

MR. AHEARN EXPLAINS WHY SUNDAY WORK IS NECESSARY

Letter to Chief McVeity as a Result of Men Being Stopped Work - The Matter Before the Police Commissioners.

The police commissioners met this morning to consider a letter received from Mr. T. Ahearn, managing director of the Electric Railway respecting the company's right to put men at work on Sunday removing accumulations of ice from the tracks.

The company's workmen were ordered to stop work by a policeman last Sunday.

The letter was as follow, and was addressed to Chief McVeity:

The Letter.

I beg to request that you will submit for the consideration of the board of police commissioners the action of policeman No. 1. who, last Sunday evening under threat of arrest compelled one of this company's employees to stop work on Wellington street. The man was engaged in the work of clearing obstructions along the rails caused by the Sunday travelling, which prevented the free running of water, which work was necessary to prevent ice forming upon the rails.

You will remember I phoned you with the idea that you would permit the work to proceed, but as you expressed yourself as undecided whether the action of the policeman, was justifiable or not it appears to me that it is proper now that the board of police commissioners should decide the matter immediately so that further and more serious consequence may be avoided.

In the event of the board not meeting this week I must respectfully question the right of your officers to interfere with our employees, should it be found necessary to perform similar work on Sundays.

We have invariably delayed Sunday work as far as possible until night and, except during the progress heavy snow storms our sweepers are not sent out during the hours of service in the various churches, but while some delay is possible with snow it is not so with ice. Ice is our great enemy, and were it allowed to accumulate upon our wires and rails great damage, if not destruction, would certainly be done to the electrical equipments in each car and to the machinery at our power house, and to our dynamos, due to overstrain, which the presence of ice on our tracks would make necessary. Hence our property would be endangered, and we cannot safely operate our road if ice is permitted to accumulate upon our overhead wires or rails. On week days, when the intervals between cars are short the water has not time to lodge in great quantities, as the flanges of car wheels make a free path for running water, but on Sunday the absence of the regular car service makes it absolutely necessary that other means be employed to prevent water from covering our tracks, as the driving of horses and travel on that day obstructs the water channels.

Grates have been placed throughout the city at low points in streets between the rails to carry off water, and the work done by our men is simply to remove obstacle that accumulate on Sundays, which prevent its free passage to these grates before freezing.

This work is only necessary for about a month or six weeks in the spring and fall, and we claim that no further police interference should occur.

On Sunday night was with great difficulty that Her Majesty's mail car transferred the mails to and from the post office, due to a slight formation of ice upon the rails, which might have been much more serious had your man interfered earlier in the day. You are doubtless aware that this company is under contract with the Dominion government for the delivery of the mails between the post office and the railway stations.

I submit that the work done is a work of necessity, as already, pointed out, for the preservation of our property, and that we are acting within the law and our rights in the matter. If interfered with we will have to run our sweepers and salt cars on Sundays which is permitted by law and is done in Hamilton, Kingston, and elsewhere.

Left to the Judge.

The letter was referred to Judge Ross for consideration, Chief McVeity to act in the matter under the judge's instructions

15/03/1895 *Ottawa Journal**Ottawa Electric*

This season's track laying program.

14/04/1895 *Ottawa Free Press**Ottawa Electric*

Incident with car No. 43.

THEY CAN HIRE MEN NOW

ELECTRIC EXTENSION BY-LAW GETS ITS THIRD READING.

But Not Before the Special Council Meeting Saw Several Lively Passages and Two Amendments Knocked out - The Votes and How they Went - Cheap Fares Wanted

The street railway extension by-law is passed, and the company can now proceed with the work as soon as they please.

The agreement between the city and the company came before the council on April 16 when the by-law got its first reading. Last night the discussion on the second and third readings was a warm one.

The aldermen present were Ald. Bell, Campbell, Champagne, Cook, Dalglish, Davidson, Davis, Enright, Forde, Gleeson, Grant, Greene, Hastey, Jamieson, Lauzon, Leverdure, McGulre, Martelock, Masson, Payment, Starrs, Stewart, Wallace and Mayor Borthwick.

The by-law gives permission to lay tracks on the Richmond road, Broad, Preston and Cedar streets to the city limits.

That the company be bound to have a line of railway to the Experimental Farm before the end of the present year.

That Nicholas street from Rideau to Theodore, and Theodore from Nicholas to Chapel be double tracked and a single track from Theodore on Nicholas to the city limits not later than 1st June of this year.

The company to have in operation by June, the Elgin street line from Catherine street to the Exhibition grounds, and to operate the same throughout the year not later than June, 1900.

That clause 9 of the original contract compelling the company to build on Preston street be rescinded.

Ald. Forde rose to a point of order and said he had received no notice of this meeting of the council.

Ald. Laverdure and Jamieson also had got none.

City Clerk Henderson said he had sent out 15 notices and could not tell why they had not been received.

Ald. Green moved the second reading of the Street Railway Company's bylaw.

Noon Hour Tickets

Ald. Bell moved an amendment to put in a clause for working-men's tickets from 12 noon to 1:30 p.m.

Ald. Lauzon seconded it but, at the same time questioned whether it was in order as dealing with the original charter and not with the by-law under consideration. -

It was decided to leave, the amendment to the committee for consideration.

Ald. Davidson had an amendment seconded by Ald. Davis. It dealt with the mode of the passing of the agreement and was that the by-law be referred back to the committee for discussion.

Ald. Davidson had frequent interruptions while reading the amendment and finally appealed to Mayor Borthwick, who said that the amendment was distinctly out of order.

A Curious Charge.

Ald. Lauzon made a long speech and objected to a straight railway resolution at the last meeting of the council. It should have been referred to the railway committee. He was told that members of the committee had held a meeting with the street railway officials in their office on Albert street on April 1, and made up the resolution against the interest of the city. People wanted the Ann and Preston streets extension to build up their locality.

Ald. McQuire - You want to buy Booth's lumber yard.

Ald. Lauzon - We will wait until you are a candidate and then hear from you. (Laughter.) Continuing, Ald. Lauzon said he did not mind putting off the construction, but the committee sought to abandon the line all together.

Ald. Champagne here interrupted the speaker, and Ald. Gleeson said if a man talked sense he was interrupted.

Ald. Champagne - Do you ever talk sense, Gleeson?

The Mayo - Order, order.

Ald. Lauzon said he would support Ald. Davidson's amendment to refer the matter back to the railway committee.

Ald. Jamieson said while the situation might be amusing, he did not think the actions of the committee should be imputed.

Ald. Davidson said there were several things that should be discussed in the committee. He had made an amendment which the mayor had ruled partially out of order. Instead of returning his amendment it had been handed round for the aldermen to make a laughing stock of.

Ald. Campbell supported sending the agreement back, as no one knew anything about it but Ald. Cook and Greene. He did not believe in bargains being made in the Russell House or the street railway sheds, but in the city hall. St. George's ward had got all they wanted, but he was surprised at the chairman (Ald. Cook) sacrificing the rest of the city for his own ward.

Ald. Campbell said the by-law said: "In view of the street railway committee withdrawing its report." The committee had not withdrawn any report at all.

Ald. Davis, as a member of the street railway committee, said the report had been doctored, and the members not asked to sign the report at all. The railway committee had been slighted in a disgraceful way. Complaints had been made of giving the railway too much. Now they wanted to give them a slice more and build up Cedar and Preston streets for them.

Ald. Cook said the report was withdrawn in the council. The agreement complained of gave St. George's ward the cream of the baagaln and he only supported it as the chairman of the committee. Bell and Preston streets extensions were only originally intended for a route for the Experimental Farm. So long as the cars got to the farm no one cared how they went. Dalhousie ward was not to be dealt with simply as a ward and he contended that the proposed route missed the Dalhousie ward swamps and gave them a picturesque 5 cent route through Hintonburgh. He challenged Ald. Lauzon that if he had got the little bit of line he wanted in Ottawa ward he would not have kicked. (Laughter.)

Plain Talk.

Stewart considered the men that so much boomed their own honesty were those who most needed watching. He would go where he liked and speak to whom he liked and did not think he would be contaminated. He thought Ald. Greene deserved the thanks of the council for the hard work he had done in the interests of the city. The present agreement was one the city should be proud of, and they should be proud of the Electric Company and the service they gave the city.

Ald. Starrs did not want to give a silent vote and would be guided by the aldermen resident in the wards interested. He must, however, say he thought it despicable question the motives of aldermen because certain people were seen going into their offices.

Ald. Greene said "Honi soit qui mat y pense" was an old saying and now very applicable. As to the agreement there was no concession so far as the Elgin street line was concerned. There was a nominal concession of one year, but this time would be required to get permission to cross the C. A. R. tracks. Against this the railway agreed to run a winter service, while on the original contract they need not run a winter service on Elgin street south of the C. A. R. for 25 years. On the Theodora, street route the city got more than the contract called for. Some aldermen seemed to think that so long as they voted against the railway company they were safe with their constituents. If everyone voted as Ald. Lauzon did, they might be safe, but they would get few railway extensions.

The Vote

Details omitted

All Settled

Ald. Greene moves, seconded by Ald. Enright, that in view of the urgency of the matter the by-law be read a third time and carried

This was agreed to only the same five voting against it.

Rails on the way.

The rails ordered by the Electric Railway for the 1895 extensions have arrived in Montreal and are expected here in a few days.

Today the company gave their order for spikes and bolts. These are purchased in Canada.

The ties are all out and delivered in the situ. As soon as the rails arrive work will at once be begun.

The first ties will be laid on Nicholas street, but the line to the Experimental Farm will go on at the same time. Employment will be given to a large number of men.

Seven hundred and sixty-two tons of rails will be used in the different extensions. Theodore and Nicholas streets will take 282 tons and the Hintonburgh-Experimental Farm line 480 tons. In the different branches 22,000 ties will be used.

It is not know how soon the line to the Farm will be built, but the company with their usual push will hustle the work all they can.

04/05/1895 *Ottawa Free Press**Ottawa Electric*

Electric railway construction will be in full blast within a few days, and large gangs of men will be engaged very shortly in building the extensions to the system along Nicholas, --and to the Experimental Farm, already the ties are being laid on the first named thoroughfare, and this morning fourteen cars of rails arrived in the city for the tracks. These will be distributed in quick order on the route of the St. Georges ward extensions first, while the Hintonburg route will be followed up as rapidly as possible.

Hitherto, Mr. Frank Leamy has done the work under the immediate control of the company, but this year the company has made a change, having signed a contract with Mr. Walter Leamy to execute the job, Mr. Frank filling a similar position under his brother's contract as he did for the company. One of the stipulations of the Electric Railway Company is that

ONLY CITY LABOR

shall be employed on the construction work wherever it is possible to do so, the desire of the directors being to give employment to our own people under every possible circumstance. Mr. Leamy had the control of a large share of the Montreal Electric Railway tracks and is one of the best men on the continent in this class of work. There will be no time lost in completing the job. He is today making arrangements to start work on Monday morning.

The new design of rails for laying on the asphalt pavement have been shipped by boat from Chicago, and will come via Prescott.

The Rockcliffe route appears to be as popular as ever judging by the number of visitors there during the past few days. Improvements made by the company during the past winter are highly spoken of.

13/05/1895 *Ottawa Journal**Ottawa Electric*

Messrs. Ahearn & Soper of this city have been awarded the contract for the construction and equipment of an electric railway in Oshawa, besides an extension from the town to Lake Ontario.

The line to be built will be about six miles and a half in length. The extension from the town to the lake will be about two miles in length. It is understood that the price for the contract is between \$175,000 and \$180,000.

Mr. M.C. O'Donnell of this city is to be sent up by the firm to have charge of the mechanical construction. He will be absent from the city all summer on this work.

20/05/1895 *Ottawa Free Press**Ottawa Electric*

Description of the route to the Experimental farm.

21/05/1895 *Ottawa Journal**Ottawa Electric**Somerset street*

CARS WILL GO THAT WAY

SOMERSET ST. CHOSEN DESPITE THE PROTEST

The New Route Goes Through Council Withour Much Opposition

The Somerset Street Line.

Then came the Somerset street route of the electric'street railway. The special committee recommended the Somerset street route, and a petition of residents came in to stop the route.

Ald. Masson and Forde moved that the matter be referred back, but were defeated, as follows:

Yeas Ald. Bell. Campbell. Davidson. Davis. Forde, Gleeson, Hastey, Lauzon, Masson 9. Nays Ald. Champagne. Cook. Dalglish, Enright, Grant, Jamleson, Laverdure, McGuire, Martelock, Morris, Payment, Starrs. Stewart. Wallace 15.

The report was then carried, and Somerset street will now be the route of the cars to Hlntonburgh..

22/05/1895 *Ottawa Free Press**Ottawa Electric*

There is trouble over the extension of the electric railway along Nicholas street, and there may be an appeal to the government in which the city, the Canada Atlantic company and the electric railway company will be the interested parties. It has been started through the employees of the electric railway being staying in the process of erecting poles on the extreme southern end of Nicholas street by the agents of the Canada Atlantic and Parry Sound railways. More.

29/05/1895 *Ottawa Free Press**Ottawa Electric**Chaudiere*

Yesterday as two green cars were passing each other on the Chaudiere bridge, where the tracks are very close, they collided and shattered to pieces the steps and uprights on one side of both cars. Conductor Lyon gave his motorman the signal to start from the end of the line, and when his car had gone three quarter ways on the bridge the car coming from the other end started on to the other end of the bridge, and before the cars could be stopped, they collided with the above results. The two motormen were suspended for one month because they knew that the tracks were too close at this point to admit the passing of two cars. The motormen were new hands and it was owing to this that the accident happened. The damage to the two cars amounts to \$200. No person was hurt.

31/05/1895 *Ottawa Journal**Ottawa Electric*

\$600 was found on car 220.

03/06/1895 *Ottawa Free Press**Ottawa Electric*

On Saturday the Ottawa Electric Railway company purchased two lots owned by the Slater estate on Albert street running through Queen in the east side of the present car sheds with the intention of extending the buildings to accommodate the steadily increasing number of cars. The building on Albert street thus far used for manufacturing electric heaters will be pulled down, while the residence of Mr. Back, on Queen street, will be sold. On these lots the company will erect another large building, extending from Albert to Queen street, of the same substantial character as the two now in use. This will provide a covering for the dozen cars which have latterly had to stand on Albert street every night and also for the additional cars now being constructed for the Hintonburg route. More

04/06/1895 *Ottawa Journal**Ottawa Electric*

City council relieves OER from building on Nicholas street beyond Theodore.

07/06/1895 *Ottawa Journal**Ottawa Electric*

The stringing of the trolley wires for the Nicholas - Theodore street extension began today on Nicholas street.

07/06/1895 Ottawa Free Press Ottawa Electric

Incident with car No. 22.

12/06/1895 Ottawa Journal Ottawa Electric

The construction of the Somerset street line is now being rushed. It began Monday. Today the ties are laid beyond Percy street, the rails to a short distance below, and the ballasting is completed to Kent street. Contractor Leamy is getting on a phenomenal hustle. He is employing a large number of men.

13/06/1895 Ottawa Journal Ottawa Electric

Montreal, June 12. The Butcher's Association met last night and decided to accept the rates offered by the Street Railway Company for the conveyance of meat from the abattoirs to the different stores and markets in the city, and the association recommended that all the members accept these terms so that the company can commence the work immediately.

NB - it is not clear that this refers to Ottawa.

14/06/1895 Ottawa Journal Ottawa Electric

The formal opening of the Nicholas and Theodore street branch of the electric street railway took place this afternoon. Two special cars containing the mayor, aldermen and many prominent citizens left the city hall square at half past two o'clock. At the corner of Nicholas and Rideau streets as well as along Nicholas and Theodore, bunting and flags were displayed in honor of the opening of the line to residents along these streets. Many of the residents cheered lustily as the cars passed by.

A trial trip was made over the line last evening by a special car on board of which were superintendent Hutcheson, W.Y. Soper, Ex-Ald. Baldwin, F. Leamy, Geo. Harris and others.

14/06/1895 Ottawa Free Press Ottawa Electric

Shortly after half past two this afternoon officials of the electric railway and a number of aldermen, Mayor Borthwick, and several prominent citizens, boarded two cars and officially opened the Theodore street loop line. More.

20/06/1895 Ottawa Free Press Ottawa Electric

Description of Theodore street route - picturesque, etc.

21/06/1895 Ottawa Journal Ottawa Electric

The laying of tracks on Wellington street for the temporary electric line will be started immediately after July 1. The Minister of Public Works has given permission provided the work is delayed until after the unveiling of the monument of the late Sir John A. MacDonald.

Tracklaying on the Somerset street branch of the electric railway has reached Division street.

22/06/1895 Ottawa Journal Ottawa Electric

Electric street railway plan - shows map of route.

03/07/1895 Ottawa Free Press Ottawa Electric

Car No. 223 of the Ottawa Electric road, carried 1,100 passengers on Dominion Day.

04/07/1895 Ottawa Journal Ottawa Electric

Hintonburg council has decided to give the Ottawa Electric Railway the right of way over the Richmond Road through the village for twenty years providing the company pays \$300 a year for five years and macadamizes the road.

05/07/1895 Ottawa Journal Ottawa Electric

The rails on the Somerset Street line have reached the Cedar Street bridge. It is understood that as soon as the track is ballasted that far cars will be run to that bridge, and kept running to that point until Hintonburg is reached. Rochesterville wants the service as soon as possible.

06/07/1895 Ottawa Citizen Ottawa Electric

The Ottawa Electric Railway has almost completed the work of laying new tracks on Wellington Street, on which street the cars will run during the progress of the paving work.

08/07/1895 Ottawa Citizen Ottawa Electric

A large gang of men were at work last night laying the electric car tracks on Wellington street.

08/07/1895 Ottawa Journal Ottawa Electric

TANGIBLY IN SIGHT.

WORK OF ASPHALTING SPARKS STREET BEGUN TO-DAY.

A Gang of Men Begin Tearing up the Roadway - A Block at a Time will be Begun - The Cars Running on Wellington St.

At last an asphalted Sparks street is tangibly in sight.

This morning, bright and early, some sixty men and a dozen carts were set to work, tearing up the roadway. The block between the post office and Elgin street was selected and all traffic thereon stopped. Between the men looking for work, and spectators, including members of the board of works, the sidewalks were crowded all day, and the street bore a very lively appearance.

The macadam that is being taken off the roadway is being removed to Somerset street and used for grading the roadway along the electric rails. It is therefore not going to waste.

It Is the intention to increase the number of men employed as the work progresses. It has not yet been settled whether the work will be carried on at night.

Only a block at a time will be torn up, though after a while between the picking and the laying of the asphalt the whole street will be taken up.

This morning the electric cars began running on Wellington street, via Bank. The rails are only, placed temporarily on ties laid on the surface of the street the ties being filled in with earth to steady them.

At the Street intersections plank crossings are laid for the use of horses.

On Saturday the str. Herthie arrived at Montreal with a cargo of 2,000 tons of French rock asphalt for the Ottawa work. A lot of asphalt is also being crushed at the company's works at Buckingham.

11/07/1895 Ottawa Journal Ottawa Electric

New route will be opened tomorrow to Division street.

The Somerset street line of the electric railway will be opened tomorrow. For the present, owing to the non-arrival of expected trolley wire, there will be only one car on the route, there not being a trolley yet for the second track.

The car will run back and forward between Bank and Division streets. For the present the Somerset street car will not run on Bank street. The laying of the track to Hintonburg and the Farm is being pushed, but in the meantime a car running to Division street will accommodate a great many people residing between Albert street and Ann street.

12/07/1895 Ottawa Citizen Ottawa Electric

The Somerset street railway line will be opened today.

15/07/1895 Ottawa Journal Ottawa Electric
from today the Chaudiere cars will only run to Queens Wharf in the morning. In the afternoon they will run to Rockcliffe.

18/07/1895 Ottawa Free Press Ottawa Electric
Accident to car No. 18.

18/07/1895 Ottawa Journal Ottawa Electric
INTO AN OPEN SWITCH

An Electric Car does Something new to Electricity -The Results
This morning, just before 8 o'clock, Bank street car did a thing that is not uncommon to steam cars, but rather unusual to the electric kind. It ran into an open switch, and incidentally smashed a grocery delivery waggon owned by Sherwood Bros, It seems that by some mistake the switch leading to the Somerset street line was left open, and the Bank street car coming along and supposing all right, went straight ahead with the result that it was unexpectedly swung unto the Somerset street line. As it ran around the curve it came in contact with the waggon, smashing a wheel and the shaft and doing other injury.

24/07/1895 Ottawa Citizen Ottawa Electric
Messrs. Holbrook and Sutherland have started work on the new car sheds of the electric railway company on Albert street.

26/07/1895 Ottawa Journal Ottawa Electric
Accident to car 53.

26/07/1895 Ottawa Free Press Ottawa Electric
Incident with car No. 53.

30/07/1895 Ottawa Citizen Ottawa Electric
The Elgin street cars can now be trolied to the sheds, the tracks across Sparks street being laid so that the cars can reach the temporary line on Wellington street.

01/08/1895 Ottawa Journal Ottawa Electric
Starting to lay asphalt on Sparks street, across Sappers bridge and Rideau street. Temporary tracks are laid on Wellington street while the work is in progress on Sparks.

Tuesday night eas a record breaking onewith respect to the laying of concrete foundation for the asphalt on Sparks street. During the forst seven hours more concrete was laid than during any previous ten hours.

03/08/1895 Ottawa Journal Ottawa Electric Ottawa Car
The first truck with motors for freight work to be used in Canada was shipped from here to Oshawa today by Ahearn & Soper. It is a specially constructed truck of steel and weighs with the motors something over eight tons. The motors combined have a capacity of 120 horse power. The truck will be used in hauling freight cars to and from the G.T.R. at Oshawa.

05/08/1895 Ottawa Citizen Ottawa Electric Ottawa Car
Messrs. Ahearn and Soper shipped two electric motors on Saturday to Oshawa to be used for locomotive work.

06/08/1895 Ottawa Journal Ottawa Electric
O.E.R. and Hintonburg reach agreement
Long article p.5 cols 1 and 2
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06/08/1895 Ottawa Citizen Ottawa Electric Hintonburg extension
Ratepayers of Hintonburg met last night and arranged about a right of way for a thoroughfare through Mechanicsville, to parallel the Richmond Road, about 800 yards of which, along between the end of cedar street and the toll gate is to be given up exclusively to the tracks of the Hintonburg extension of the electric railway. More.

17/09/1895 Ottawa Citizen Ottawa Electric
Yesterday the electric car service on Sparks street was resumed --

23/09/1895 Ottawa Journal Ottawa Electric
Commencing Tuesday 24th inst. and until both tracks on Rideau street are ready for traffic, all main line cars will run to the hospital via Nicholas, Theodore and Charlotte street and return via Rideau.

28/09/1895 Ottawa Journal Ottawa Electric
Car 24 ran off the track at the junction of Rideau and Susses streets at noon and kept nine cars for half an hour,
The temporary rails of the street railway which were laid on Wellington street are being removed.

02/10/1895 Ottawa Free Press Ottawa Electric
The electric cars to Hintonburg began their regular trips to Hintonburg this morning, the Cedar street bridge having been completed. Work on the further extension of the tracks to the Experimental Farm is being pushed to completion.

03/10/1895 Ottawa Journal Ottawa Electric
Yesterday for the first time cars on the new line on Somerset street made the whole trip as far as the Richmond Road, over the Cedar street bridge, which has been the cause of the delay, at last having been completed. Although there is nothing very beautiful to be seen in riding over this line, it is sure to prove of great use to the city.

04/10/1895 Ottawa Journal Ottawa Electric
Commencing today the Main line cars will resume the loop line service, that is, the cars with white discs will go easterly by Rideau street to the Protestant Hospital, and those with white disc and black bar by way of Nicholas and Theodore streets.

08/10/1895 Ottawa Citizen Ottawa Electric
The new car shed on Albert street of the Electric Railway Company, erected by Messrs. Arnold and Ewart, is about complete and was occupied yesterday for the first time. With this addition the company has an acre of store room for cars on Albert street, which is sufficient to accommodate 240 cars.

11/10/1895 Ottawa Free Press Ottawa Electric Ottawa Car
Electric car No. 60, a new one, made its first appearance on the Theodore street line this morning.

15/10/1895 Ottawa Journal Ottawa Electric Ottawa Car
A handsome electric car with five electric heaters was sent down to Montreal yesterday, by the Ottawa Car Co., to be exhibited in that city for a few days. Mr. Harry Rosenthal of Ahearn & Soper's office, was in charge.

16/10/1895 Ottawa Journal Ottawa Electric

Messrs. J.W. McRae, T. Ahearn, W.Y. Soper and J. Hutchison left for Montreal today to attend the meeting of the American Street Railway Association. They will return with the members who intend visiting the capital on Saturday.

31/10/1895 Ottawa Journal Ottawa Electric

The laying of the rails of the Street Railway Co. in Hintonburg is being pushed forward rapidly these days. The double track has been laid as far as the old toll gate while the single track is out to Holland's Farm

04/11/1895 Ottawa Journal Ottawa Electric

ELECTRIC CARS COLLIDE

A street car collision occurred at the corner of Bank and Sparks streets today about noon. Cars Nos. 28 and 56, on the Chaudiere and Bank street lines, respectively, were in the collision. The Bank street car ran into the other as the Chaudiere car was stopped waiting to be switched. Conductor McGuire of the Chaudiere car was slightly injured in the back, but no one else was hurt.

06/11/1895 Ottawa Journal Ottawa Electric

Conductor S. Spencer of car 44 took sick yesterday morning with cramps, while his car was in New Edinburgh, and had to lay off

08/11/1895 Ottawa Journal Ottawa Electric

The service on the street railway tracks in Hintonburg from the post office by way of Holland avenue to the Experimental farm will not be commenced until next spring, although the tracks will be in readiness before the snow falls.

A tunnel has been built under the O.A. & P.S. Railway. A double track will be laid along Holland avenue, the trolley posts being placed between the two, with arms being spread out over them on which the trolley wires will be strung. These posts are also made to hold electric lights and to have telephone wires strung on them.

18/11/1895 Ottawa Journal Ottawa Electric

Car 33 of the Somerset street line ran off the track at the corner of Sussex and Rideau streets Saturday afternoon and was put back on their track with some difficulty.

13/12/1895 Ottawa Free Press Ottawa Electric

Incident with car No. 55.

24/12/1895 Ottawa Journal Ottawa Electric

The electric railway company are putting in another crossover track on Nicholas street near Wilbrod, in order to allow cars to serve the Central depot, without going round by Theodore street.

30/12/1895 Ottawa Free Press Ottawa Electric

Incident with car No. 22.

30/12/1895 Ottawa Journal Ottawa Electric

Car No. 22 of the Chaudiere line ran into the rig of an East Templeton farmer on Sussex street, opposite the Geological Museum. The rig was not damaged and after the accident the farmer aroused the neighborhood by vowing vengeance on the street car employees

16/01/1896 Ottawa Journal Ottawa Electric

Car No. 55 broke down.

24/01/1896 Ottawa Free Press Ottawa Electric

Electric car No. 1 was a blaze of light last night as it travelled over the main line for the first time. It was supplied with a dozen incandescent lamps. All the cars will be similarly illuminated in a few days.

24/01/1896 Ottawa Citizen Ottawa Electric

Our electric cars are going to be even brighter by night than they are at present. They are to be illuminated by twelve incandescents instead of five as in the past. The first with the additional number, car No. 61, was run out last night, and its brilliant appearance was generally commented upon in high terms. It is expected that in the course of a month all the cars will be equipped likewise.

08/02/1896 Ottawa Journal Ottawa Electric

Car 24 of the Union depot and Rideau street line, broke down at about 4 o'clock yesterday afternoon while at the corner of Sparks and Bank streets. It blocked traffic on the lines for some time until it finally pulled into the shed.

09/03/1896 Ottawa Journal Ottawa Electric

Poles are being drawn in Hintonburg by the Electric Street Railway for the purpose of laying the wires of their new road to the Experimental farm this spring.

17/03/1896 Ottawa Citizen Ottawa Electric Experimental Farm

The electric cars are to run to the Experimental Farm just so soon as the weather will permit, probably in the course of a month.

18/03/1896 Ottawa Journal Ottawa Electric

THE SWITCH WAS OPEN

As a Result two Electric cars Collided To-day - A Smash

Two electric cars collided at the corner of Rideau and Sussex streets this morning. Car No. 52 of the Rideau street line was going down Rideau and car 36 of the Bank street line was passing up Rideau. The Sussex street switch was, through some error, left open, and when car 52 reached the corner of Sussex it turned down Sussex, while car 36, coming up the opposite track collided with it. The front vestibule of car 52 was badly smashed. Fortunately no one on the cars was hurt.

20/03/1896 Ottawa Free Press Ottawa Electric

The Electric Street Railway company have completed their new car shed and now have extra accommodation for 36 cars. The shed is almost an exact duplicate of the others but is much brighter in appearance by reason of a liberal use of white paint.

24/03/1896 Ottawa Journal Ottawa Electric

ELECTRIC CAR VS STONE

Car No. 59 on the Somerset street line of the Electric Street Railway collided with a load of stone at the corner of Division and Somerset streets last evening. The car received much of the worst injuries. All the front of the car was smashed up and the trucks broken. It had to be trailed to the sheds.

Also reported in the Ottawa Free Press same date.

06/04/1896 Ottawa Journal Ottawa Electric

Car No. 20 of the Chaudiere line ran off the track in New Edinburgh for a short time this morning.

09/04/1896 Ottawa Free Press Ottawa Electric

The Ottawa Electric Railway Co. intends extending its tracks still further towards Hull, it is said with the object of making connection with the new line in Hull. The tracks will run on the eastern side of the road and will be built on trestle work specially provided owing to the narrow roadway now existing.

14/04/1896 Ottawa Citizen Ottawa Electric

The Electric Railway Company replaced several of their closed cars with open ones yesterday.

16/04/1896 Ottawa Free Press Ottawa Electric Central Depot

This morning the board of works with City Engineer Surtees, Mr. Soper and Superintendent Hutcheson, of the Electric railway paid a visit to Little Sussex street, to see what arrangements can be made for running the track thereon to connect with the militia stores building which is to be used as the Central station about June 1st.

--The company will only use the track for the mail car and special cars needed for excursionists coming in by the line. --

16/04/1896 Ottawa Journal Ottawa Electric

A new kind of tickets have been introduced on the electric cars. They are smaller and do not give quite as much trouble in severing them as the old tickets did.

16/04/1896 Ottawa Journal Ottawa Electric

Messrs. J.W. McRae and Y.W. Soper appeared at the Board of Works meeting last night in reference to the application by the Electric Street Railway Company for permission to lay a single track on Little Sussex Street to connect with the proposed Central Depot in the militia stores building after June.

It was needed, these gentlemen pointed out, for carrying the mail service promptly. The plan proposed was to run a single track to the canal basin with a curve around Besserer street to touch a point near the depot.

More.

17/04/1896 Ottawa Citizen Ottawa Electric

The Board of Works meets tonight to deal with the application of the Electric Railway Company for a track on Little Sussex Street.

The Electric Railway Company are preparing to string wires for the extension from Hintonburg to the Experimental Farm. The work is to be completed by May 1st.

18/04/1896 Ottawa Citizen Ottawa Electric

The Board of Works met last night and decided to recommend the Council to grant permission to the Electric Railway Company to lay a track on Little Sussex street to more closely connect with the C.A.R. station -- more.

21/04/1896 Ottawa Citizen Ottawa Electric

That from the Board (of Works) recommending that the Electric Railway company be granted permission to lay a single track connection from the Sussex street line across Rideau street and along Little Sussex and Besserer streets to the Central station provided they pay all expenses incurred ---

24/04/1896 Ottawa Journal Ottawa Electric

Cars are expected to be running shortly between the Experimental Farm, via Hintonburg, and Rockcliffe. In preparation for the increased traffic consequent upon the opening of the new line the Electric Railway Company have had six new electric cars built some of which are already in the car sheds. The trolley poles on the line from Hintonburg to the Farm are now being put up and are already past Parry Sound tracks.

The chief cause in the delay lies in the fact that the bridge under the C.A.R. tracks, through which the electric cars will have to pass is not quite high enough and will have to be raised. Men are at work this morning drawing gravel preparatory to doing this.

The merry-go-round at Rockcliffe is expected to start Saturday evening. And if the weather is fine the band will be in attendance at night.

Men are at work on the second track of the electric streetcar line in Hintonburg. It is expected the double line of cars will shortly be running as far as the old toll gate.

28/04/1896 Ottawa Journal Ottawa Electric

It is expected the Hintonburg line of the Electric Street Railway to the Experimental Farm will be opened on Friday or Saturday of this week.

29/04/1896 Ottawa Free Press Ottawa Electric Experimental Farm

Superintendent Hutcheson ran a special car over the line as far as the Experimental farm yesterday in order to test the grades, etc. Everything was found in first class condition and the route will be opened tomorrow.

30/04/1896 Ottawa Free Press Ottawa Electric Experimental Farm

This afternoon the directors of the electric railway and a number of prominent gentlemen took a special car and enjoyed a run over the new line to the Experimental Farm, the party leaving the Russell House shortly after half past two o'clock.

01/05/1896 Ottawa Citizen Ottawa Electric Experimental Farm

The electric cars are now running to the West End Park and the Experimental Farm. The formal opening of the extension to those points took place yesterday afternoon when the directors of the company took the members of the City Council and other friends over the new line in a special car. The excursion party, which also included civic officials and members of the press, left the Russell House corner at 2.30. It arrived at the Park fifteen minutes later. There, the members of the party, who had previously been supplied with cigars, were presented with button hole bouquets of wild flowers gathered in the Park.

It was agreed that the ride was a beautiful one and that the park would be popular. From the Richmond Road to the Farm the line runs through the property of the Ottawa Land Company and the Park and under the tracks of the Parry Sound Railway. There is a double track, the poles for supporting the wires being in the centre and having double cross arms. The poles will be crowned each with an electric light and the avenue, which will be known as Holland avenue, will be most picturesque. Five minutes walk from the end of the line is the site mentioned for the proposed new rifle range.

After having viewed the Park, which men are now fixing up, the party boarded the car and made a lightning trip to Rockcliffe. The distance - seven miles - was covered in exactly thirty minutes.

"No place like Rockcliffe," was the unanimous opinion. Before the excursionists left they were given a ride on the merry-go-round, in which aldermen and all participated with great gusto. A few minutes after four the party was again in the city after a most enjoyable outing. All tendered their hearty thanks to Messrs. McRae, Brophy, Soper, Scott, Workmen and other directors of the road for their hospitality and courtesy.

The new electric line to the Experimental Farm was formally opened yesterday. Somerset Street cars now run from the Farm to Sussex Street, and when the weather gets warmer and traffic towards Rockcliffe increases, additional cars will be placed on the Somerset street line and they will run through to Rockcliffe.

At 2.30 o'clock yesterday afternoon a party of aldermen, city hall officials and a few others boarded a special car at the corner of Sparks and Elgin streets and ran out over the line. It runs west through Hintonburg and along Cedar Street to the new West End Park and land of the Ottawa Land Association, where it turns southward and a run of about three quarters of a mile over Holland avenue, running through the park lands, terminates the line at the Farm grounds, about a quarter of a mile distant from the Farm offices.

The run is a fine one and is bound to become popular. The line passes through some fine residential country, and in time the avenue through the park is bound to become a beautiful spot. On the avenue the trolley wires are strung from a single line of poles between the tracks, with an arm extending on each side.

The cars stopped going through the park, and the passengers were each presented with a souvenir bouquet of wild flowers. A straight run of seven miles was then made to Rockcliffe Park, the car covering the distance in thirty minutes including the stops.

A short stay was made at the park while the crowd was whirled on the merry-go-round.

Messrs. W.Y. Soper, J.W. McRae and J.E. Hutcheson, were personally in charge of the trip and made it very pleasant for their guests.

Also full account in the Ottawa Free Press same date.

05/05/1896 *Ottawa Journal**Ottawa Electric*

Now that the mail cars call at Hintonburg post office the Richmond stage has ceased collecting the mail there.

29/05/1896 *Ottawa Journal**Ottawa Electric*

Handsome new fare registers, a little different in shape than the old ones, have been placed in a number of Electric Street Railway cars.

02/06/1896 *Ottawa Free Press**Ottawa Electric*

The first rail on Little Sussex street was laid this morning. The work is being rushed, and it is expected that the line to the Canada Atlantic railway depot will be completed by the end of this week.

02/06/1896 *Ottawa Journal**Ottawa Electric**Central Depot*

The Electric Railway Company this morning started laying their tracks down Little Sussex Street to the new Central Depot. They will cross the canal basin on the C.A.R. trestles.

02/06/1896 *Ottawa Journal**Ottawa Electric*

Accident involving cars 25 and 31. Pedestrian killed.

04/06/1896 *Ottawa Free Press**Ottawa Electric*

The electric rails on Little Sussex street are now in position, the curve around on to Besserer street having been finished last evening. Today workmen are busily engaged with the pavement which will be ready for traffic in seven days.

05/06/1896 *Almonte Gazette**Ottawa Electric*

he Ottawa Electric Railway Co. has secured a new organ for Rockcliffe Park. It plays ten of the latest Italian airs.

03/07/1896 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

The Ottawa Car Co. has recently furnished a number of cars for use in Western Ontario. Two standard open cars were shipped to the Berlin & Waterloo Street Railway, Waterloo, and two to the Galt, Preston and Hespeler Railway, Galt, last week.

03/07/1896 *Ottawa Citizen**Ottawa Electric**Rockcliffe*

An official of the electric railway stated yesterday that there were more people at Rockcliffe Park on Wednesday than on any previous day in the history of the railway.

15/07/1896 *Ottawa Journal**Ottawa Electric*

The Electric Railway Co. now owns the Grove at West End Park. They bought it a few days ago from the Ottawa Land Co. feeling that before long, if they did not, the land might be sold with the growth of the city westward. They can now make all the improvements they wish knowing they are permanent. More.

17/07/1896 *Ottawa Free Press**Ottawa Electric*

The double diamond for the crossing of the electric tracks at the junction of Sussex and Rideau streets, in order to allow cars to run on Little Sussex street, has arrived and work was started to place it in position this morning.

11/09/1896 *Ottawa Journal**Ottawa Electric**Chaudiere*

The Journal was informed today by an officer of the Ottawa Electric Railway Company that a line will be built from the present Chaudiere terminus to Main street in Hull.

Owing to the narrow width of the present stone arch bridge on the Hull side the extension will occasion the building of an iron bridge on the eastern side.

Arrangements have been made to go ahead with the work on the new bridge. The contract has been awarded to the Dominion Bridge Company of Lachine. Mr. Johnson has been in the city for a few days looking over the situation.

Permission will have to be obtained from Mr. E. Eddy before a portion of the line that will touch his property can be built, but it is not anticipated that any trouble will be found in getting his permission. More.

11/09/1896 *Ottawa Citizen**Ottawa Electric**Hull*

The Ottawa Electric Company have prepared plans to extend their line almost as far as Main street, in Hull. It is proposed to construct a wooden bridge from the present terminus to where the car tracks of Buell & Co. cross the roadway and from there to erect an iron trestle to Eddy's small stone building formerly occupied as the office of the company's sash and door factory.

It is proposed to go ahead with the work at once and to complete it as far as the Buell crossing before the end of October, and possibly to the proposed terminus if satisfactory arrangements can be made with Mr. Eddy who is at present away from home. The company have arranged their plans so as not to interfere with the Eddy water power, and it is more than likely therefore that no difficulty will arise between Mr. Eddy and the Company in the matter.

Mr. Phillip Johnson, general manager of the Dominion Bridge Company, Montreal, was in the city a couple of days ago, looking over the site and examining the plans with a view to undertake the work.

11/09/1896 *Ottawa Free Press**Ottawa Electric**Chaudiere*

Arrangements are being made to erect a special railway bridge from the present terminus of the electric railway at the Chaudiere in order that the cars may run as far as Main street, Hull. An agent for the Dominion Bridge company has looked over the proposed route and the work is expected to be completed this fall.

12/09/1896 Ottawa Journal

Ottawa Electric

Bank street loop

The Electric Railway Company set a couple of hundred men at work yesterday on the loop at the end of the Bank street line. The work will be rushed through in time for exhibition week.

17/09/1896 Ottawa Free Press

Ottawa Electric

City Board of Works Meeting.

Edwards & Co. wrote requesting the privilege of laying a line from the electric tracks on Sussex street to their yards at New Edinburgh. The company intends using the cars for shipping their lumber from the mills to the Canada Atlantic central depot, it being explained that the railway had the privilege of carrying such freight after certain hours at night.

Ald. Payment objected to this proposal. There would be no rest for the residents along Sussex street if these plans were carried out and he thought that by refusing the Edwards company such privileges as are now asked would stop what would otherwise be a nuisance.

The city engineer stated that the new method would save a great deal of heavy cartage on the streets.

The matter was referred to a committee which would visit the spot.

17/09/1896 Ottawa Journal

Ottawa Electric

TO REPLACE WAGGONS

EDWARDS & CO. WANT TO MAKE A CHANGE IN HAULING LUMBER

They Ask the Board of Works for Permission to run curve from the Electric Railway on Sussex St. Into Their Yard, so They can Transfer Lumber at Night to C.A.R. Depot.

At the board of works last night a letter was read from the W.C. Edwards Co. It asked permission to lay a curve from their yards to the Sussex street car line.

It was stated by several aldermen that this was likely in order to carry lumber to the C.A.R. after night.

Ald. Payment was against this, and when he was informed by several members that the Street Railway Co. had power under their charter to carry lumber during the night, he said that if permission was not given to lay the curves it could not be done. Ald. Payment, Wallace and the engineer were appointed to look into the matter.

Members of the board who discussed the proposal after the meeting seemed, favorable to it, it being pointed out that if the Edwards Co. ran their lumber over the rails at night when the electric railway service is stopped a big saving to the roads will follow, as the heavy loads now cut up the road-way badly.

17/09/1896 Ottawa Citizen

Ottawa Electric

Hull

Mr. Thos. Ahearn, manager of the Electric Railway, said yesterday that cars would be running to Main street Hull before the winter. The cost of the proposed iron bridge over the slides is estimated at \$15,000.

18/09/1896 Ottawa Journal

Ottawa Electric

A drunken man was struck by an electric car. No. 211, last evening at about eleven o'clock at the western end of the Sussex street bridge. Fortunately the car was running slowly. After being struck he lay beside the road in such a manner that it was feared he was seriously hurt.

The man was put in the car, which ran back to Donaghy's drug store at the corner of Stanley avenue and Sussex street, where Dr. Bell was called. Before he arrived, however, it was found that the man was all right, except for a good shaking. He was too much under the influence of liquor to tell what his name was.

19/09/1896 Ottawa Journal

Ottawa Electric

The Ottawa Electric Railway Company expects to have their line extended into Hull by the end of next month.

28/09/1896 Ottawa Journal

Ottawa Electric

Mr. A.H. Duggan, Chief Engineer of the Dominion Bridge Company, is in the city. His company has the contract for erecting the structure which is to carry the tracks of the Ottawa Electric Railway Company from the Union bridge to Hull. Mr. Duggan stated to the Journal that the work would be completed by the first of December. The cars of the Ottawa company will then run direct to Hull and reach the Hull and Aylmer Co.'s tracks, thus filling the present gap and avoiding the necessity of any walking on the part of the passengers.

06/10/1896 Ottawa Journal

Ottawa Electric

The electric railway are placing a new waiting room at the Chaudiere terminus.

10/10/1896 Ottawa Citizen

Ottawa Electric

Hull

The preliminary work for the extension of the Ottawa Electric Railway to Main street, Hull, was commenced yesterday morning. It consisted of clearing away the old timbers below the bridge leading to Booth's lumber yard, and preparing the ground for the laying of the stone foundations for the iron superstructure. It is expected to have the work completed by the end of November.

13/10/1896 Ottawa Free Press

Ottawa Electric

Central Depot

The Ottawa Electric railway authorities have adopted an excellent scheme for the convenience of travellers at the Central depot. They have placed indicators bearing the color or sign carried by each line of cars and underneath each sign or color appear the names of the streets over which that particular line of car passes. By looking at the indicator a stranger can tell at a glance what line of cars to take to reach any particular point of the city.

15/10/1896 Ottawa Free Press

Ottawa Electric

Ottawa Car

The Electric railway company is having a 200 horse power locomotive constructed for the purpose of hauling lumber from the Edwards mill in New Edinburgh to the Central depot yards. The locomotive will run by electric power and will be used only at night being run on the Sussex street tracks.

The Ottawa Car company is erecting a baggage car especially for the transfer of baggage of passengers coming in on the Hull Electric railway and transhipping to the Ottawa Electric line. This traffic is too heavy for the regular cars of the Ottawa service and the latter company are having the car built.

15/10/1896 Ottawa Free Press

Ottawa Electric

Ottawa Car

The Ottawa Car Company is erecting a baggage car especially for the transfer of baggage of passengers, coming in by the Hull Electric railroad and transhipping to the Ottawa electric line. This traffic is too heavy for the regular cars of the Ottawa service and the latter company is having the car built.

The Hull Dispatch says: Mr John Brophy, C.E., has been engaged during the past week with a staff surveyng the proposed route of the Ottawa Electric railway into the city. As already stated, the contract for the iron bridge work has been awarded to the Dominion Bridge Co'y of Montreal. Right of way has been secured from Mr. E.B. Eddy over his pond, which will enable the company to cross the slides and have its terminus at the small store building now occupied as as upply house for the E.B. Eddy company. This will bering the Ottawa cars within fifty feet of the Hull Electric line and will prove of great convenience to the travelling public who now have to walk across the bridge and approaches to the Union bridge. It has been also stated that an offer has been made to the Hull Electric company to effect a junction there, but whether advantage will be taken of the proposition or not remains to be seen.

16/10/1896 Ottawa Free Press Ottawa Electric

A small idea of the great source of convenience that the new bridge which is being erected by the Ottawa Electric railway company at the Chaudiere will afford the general public will no doubt be interesting. The object of the bridge is the extending of the electric company's tracks to north side of Hull, which will be the terminus.

The bridge will be built of steel girders and trestle spans. The girders will be six foot spans and one forty foot span. The trestle portion of the bridge is to be twenty foot span.

The trestle south of the Buell-Hurdman mill will be erected on substantial masonry foundations and will be located on the east side of the public highway. The street will be widened, and the persons who traverse that portion of the city know the difficulty there is at present in driving there, owing to the extensive traffic.

Quite a number of men are now engaged in excavating and preparing foundations for the masonry to support the trestle and bridge work. The foundation is splendid, being of solid rock.

From the Buell-Hurdman mills north the trestle will rest on concrete foundations set on solid rock. The road will not touch the highway at any point after leaving the present terminus, but will run parallel with it, crossing the Eddy ponds in front of the dye house and match factory.

The bridge and trestle, when completed, will be about 900 feet in length. The Dominion Bridge company have the contract for the steel and trestle work, while the engineering work is in charge of Mr. J.B. Brophy.

It is expected that the bridge will be completed before the cold weather sets in, and a large gang of men will be shortly added to the present force.

16/10/1896 Ottawa Citizen Ottawa Electric Hull

The Ottawa Electric Railway Company have closed a contract with the Dominion Bridge Company for the erection of a bridge over the Eddy mill pond and slides in order to enable them to run their cars into Hull. The water will be let out of the pond today so that the masons can commence work on the foundations of the bridge tomorrow. Messrs. Holbrook & Sutherland have the contract for the masonry.

16/10/1896 Ottawa Journal Ottawa Electric Chaudiere

Yesterday an agreement was signed between the Ottawa Electric Railway Co. and the E.B. Eddy Co. by which the Ottawa Company, after entering Hull, will extend their line through the Eddy yards, for the purpose of handling the firm's freight and carrying it out for shipment over the Canada Atlantic Railway at the Chaudiere.

By the agreement the electric company will build over the company's reservoir east of the street, then skirt along between the match factory and the street, crossing the street at the government slide, and pass up between No. 2 and No. 3 mills, past the rear of the company's office and their large "Jumbo" warehouse and on to the head dam, then running back into the warehouse.

The route will require altogether about two thirds of a mile of track.

To haul by motor.

A large electric motor, similar to that used by the Hull Electric Co. will be used for the hauling of freight from Eddy's yards over the electric railway lines across the Suspension Bridge to the intersection of Duke and Bridge streets where the Chaudiere tracks of the C.A.R. run up to Bridge street. Of course, all freight will be shipped and moved after eleven o'clock at night when the passenger service on the electric railway is over.

It is learned that the Hull Electric Co. are negotiating with the E.B. Eddy Co. for the entrance to their yards from the Hull side which will give an outlet for the firm's freight for shipment by C.P.R.

23/10/1896 Ottawa Journal Ottawa Electric

It is expected that the Ottawa Electric Railway Company will be running as far as Main street, Hull by the end of November. Active work has already commenced on the construction.

23/10/1896 Ottawa Journal Ottawa Electric Chaudiere

The lease given by the E.B. Eddy Co. to the Ottawa Electric Railway does not permit the company to carry passengers over the whole line through the Eddy yards. The company are not permitted to carry passengers further than No. 2 mill at Hull.

28/10/1896 Ottawa Journal Ottawa Electric

Accident with car No. 21.

02/11/1896 Ottawa Journal Ottawa Electric Ottawa Car

The Ottawa Car Co. is now constructing a combined passenger, baggage and express car for the Electric Street Railway Co. It will run from the terminus of the Hull Electric Railway to centre town via the C.P.R. and C.A.R. stations. The mails will be delivered at the post office and the baggage to a transfer company. The Electric Railway Company will make a new departure by meeting the C.P.R. early morning trains with this car. It will be 40 feet in length, 13 feet longer than the ordinary passenger cars, and will have accommodation for 36 passengers and run on eight wheels. Also in the Shawville Equity, November 12.

In about a month an electric locomotive will be placed on the Ottawa street railway tracks and will be used for hauling lumber from the W.C. Edwards Co. yards to the C.A.R. after the hours of the regular passenger service. The locomotive will be used for drawing trailers during the exhibition weeks and on other special occasions. It is being built by the Ottawa Car Co. and is of the Baldwin-Westinghouse type. Four hundred horse-power will be its capacity. It will have eight wheels and will weight 36 tons

03/11/1896 Ottawa Citizen Ottawa Electric Ottawa Car

An electric locomotive is being built by the Ottawa Car Co. It will be used for hauling the lumber from the W.C. Edwards Co.'s yards to the C.A.R. after hours of the regular passenger service. The locomotive will be used for drawing trailers during exhibition weeks and on other special occasions. It is being built by the Ottawa Car Company., and is of the Baldwin-Westinghouse type. Four hundred horse-power will be its capacity and will weigh 36 tons.

07/11/1896 Ottawa Citizen Ottawa Electric

Superintendent Hutcheson, of the Electric Railway, has rented a waiting room for motormen and conductors for the winter. The room is in the rear of the office adjoining that of the Electric Company on Sparks street.

07/11/1896 Ottawa Free Press Ottawa Electric Chaudiere

The iron work for the electric car bridge from the Chaudiere to Main street, Hull will be complete by December. 1st, and the second half before Christmas day. The bridge is made to withstand 80 lbs pressure to the square inch being much heavier than the average railway bridge.

Eight electric cars were blocked on Bank street for nearly half an hour last evening as a result of a motor in line if the cars burning out,

NEARLY AN ACCIDENT

Passengers on electric car No. 44 report a narrow escape at 10.05 p.m. Saturday, The car was coming from the Chaudiere and when near the corner of Bank and Wellington cabman P. Buckley drove down Wellington street on the north side. Suddenly he turned his horses directly across the street in front of the oncoming car. The motorman instantly reversed and brought his car to a standstill just as the end of it touched the horses. But for the motorman's promptness the cab would have been smashed to pieces.

Accident to car No. 56.

11/11/1896 *Ottawa Free Press**Ottawa Electric**Chaudiere*

Work on the bridge over the government property at the Chaudiere for the extension of the Ottawa street railway to Hull is progressing rapidly. The track will be double until the Eddy match factory, when a single track will be run alongside the building to connect with the track running through the mill yards for freight purposes. It is possible that passengers will have to walk half a block to connect with the Hull cars.

11/11/1896 *Ottawa Journal**Ottawa Electric**Chaudiere*

The iron for the bridge of the Ottawa electric street railway line across the Eddy dam is expected to arrive by the end of this week. The stone piers are about completed.

14/11/1896 *Ottawa Journal**Ottawa Electric**Chaudiere*

The iron for the Ottawa electric railway bridge over Eddy's pond arrived this morning from the Dominion Bridge Company, Hamilton. The work is rapidly progressing and will be completed by the middle of December.

A gang of men have been put at work laying tracks into the W.C. Edwards Co.'s lumber yards in New Edinburgh. Work was continued all night while another gang went on with it today.

17/11/1896 *Ottawa Free Press**Ottawa Electric*

HAULING FREIGHT

The Ottawa Electric Railway Company have placed an order in the hands of the Ottawa Car company for the construction of the frame for the 200 horse power electric freight engine for the purpose of hauling Canada Atlantic freight cars to the different lumber yards and to the E.B.Eddy manufacturing company's store houses. The engine is to be ready in about two months.

The tracks which are being laid into the W.C. Edward's and Co's lumber yard at New Edinburgh will be ready for the traffic in a few weeks and it is the intention of the street railway company to use their big sweeper as a freight engine until the new one is finished

19/11/1896 *Ottawa Journal**Ottawa Electric*

By the middle of next week all the electric cars will be equipped with fenders.-- They are the same width as the car and protrude about three feet in front. The fender is made of latticed iron work.

The Ottawa Electric company have placed a caretaker in charge of the new waiting room at the end of their tracks at the Chaudiere. His duties are to prevent loafers congregating there.

The men who are laying the piers for the new electric railway bridge at the Chaudiere had quite a time yesterday in placing a large block of stone four feet square by two feet in thickness. It was so heavy that it was found impossible to lift it over the railing to the pier below, so it was found necessary to cut a large hole through the sidewalk and lower it through the hole.

19/11/1896 *Ottawa Citizen**Ottawa Electric**Chaudiere*

The iron superstructure for the Ottawa Electric Railway bridge into Hull is being erected.

24/11/1896 *Ottawa Journal**Ottawa Electric*

Construction work on the new bridge to give the Electric Railway Company an entrance to Hull is being pushed forward rapidly. The company expects to be running its cars into Hull in three weeks.

01/12/1896 *Ottawa Journal**Ottawa Electric**Chaudiere*

Work is progressing rapidly on the Ottawa Electric bridge at the Chaudiere. The iron work will be completed this week and will be most substantial. The track will be completed in two weeks.

03/12/1896 *Ottawa Citizen**Ottawa Electric*

The Ottawa Electric Railway Company is making good progress in the construction of its new bridge to Hull. In a couple of weeks more it is likely the structure will be completed

05/12/1896 *Ottawa Citizen**Ottawa Electric*

According to present arrangements the point of transfer between the cars of the Ottawa and the Hull Electric Railway Companies, will be on the last bridge leading into Hull. The Ottawa company will run their cars over the bridge now being erected by them, which skirts the east side of the bridge, and the Hull company expect to run their tracks as far as the bridge. As the latter company has no privileges to lay tracks on the bridge, the Ottawa Company will do so and will allow the Hull Company to use these tracks in order to bring their cars close together for the convenience of passengers. At the next meeting of the Hull council the Hull Company will likely ask permission to put down rails as far as the bridge.

08/12/1896 *Ottawa Citizen**Ottawa Electric**Chaudiere*

Only those going between Ottawa and Hull can form any idea of the magnitude of the work being carried on by the Ottawa Electric Railway Company in the construction of their new bridge into Hull.

Immense derricks are being used in swinging massive stones into place for the foundation for the iron superstructure. Large gangs of men are engaged at the derricks and also at placing the iron work in position and riveting it together. The iron work is of the most substantial character. The bridge, when complete, will be about 900 feet in length, and will average 18 feet width. It is expected to be finished about the 25th instant. The estimated cost is \$25,000.

Mr. T. Ahearn, Mr. W.J. McRae and the other directors of the railway company are devoting much attention to the carrying on of the work.

09/12/1896 *Ottawa Journal**Ottawa Electric*

A waiting room for the conductors and motormen in the employ of the street railway has been opened in the rear of Chisnall's barber shop at 204 Sparks street.

The Ottawa Electric Railway company began laying their tracks into Hull this morning.

16/12/1896 *Ottawa Free Press* *Ottawa Electric* *Chaudiere*
Men are busy laying ties and rails on the electric railway bridge at the Chaudiere. All the iron work is about completed excepting the long spar over the water at the Ontario terminus.

18/12/1896 *Ottawa Free Press* *Ottawa Electric* *Chaudiere*
The Ottawa Electric Railway company are busy putting in the big girders for the new bridge at the Chaudiere. They weigh five tons each.

23/12/1896 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*
A new combined passenger, baggage and mail car that will be put into service on the Ottawa Electric Railway early next year is being rapidly prepared by the Ottawa Car Company. The interior will be finished in polished oak and beautifully carved. The windows in the passenger portion will be of plate glass and the seats will be the most stylish and up-to-date that can be procured. The length of the car will be 28 feet. The compartment for passengers will be at one end. The baggage room in the centre and the mail matter room at the other end. It is the intention of the company to have the car meet the early morning train at the Union station, besides connecting with the Hull and Aylmer line. The car will undoubtedly be the finest ever drawn over the streets of this city.

23/12/1896 *Ottawa Journal* *Ottawa Electric*
The two lines of electric railways will be joined tomorrow at a point near the E.B. Eddy Co.

24/12/1896 *Ottawa Free Press* *Ottawa Electric*
Santa Claus comes to town on a streetcar - full account.

26/12/1896 *Ottawa Journal* *Ottawa Electric*
The Ottawa Street Railway Company has secured the E.B. Eddy company's stone office at the end of their line in Hull and intend fitting it up as a waiting room.

26/12/1896 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*
The new passenger, baggage and mail car being built by the Ottawa Electric Railway Company, will be a regular palace on wheels, when complete. Every compartment in the car is being constructed in a unique style. The car will meet the early morning train at the Union station and will connect with the Hull-Aylmer line.

31/12/1896 *Ottawa Journal* *Ottawa Electric* *Chaudiere*
Mayor Champagne of Hull this morning turned the handle of the first electric car from Ottawa into Hull over the new extension bridge of the Ottawa Street Railway Co. at the Chaudiere. Shortly before ten o'clock, one of the company's handsome private cars, controlled by the worthy superintendent, Mr. J. Hutcheson, started from Ahearn and Soper's office on Sparks Street bearing Mayor Borthwick, Messrs. J.W. McRae, G.P. Brophy, W.Y. Soper, Thos. Ahearn, J.I. Coste, H.E. Henderson of New York, Thos. Workman, Inspector Bartlett, W.J. Cuzner and a Journal reporter. On arrival at the Suspension bridge the party was met by Mayor Champagne of Hull and Aldermen Helmer, Laurin and Fortin. Lt-Col. Wright and Messrs. C.J. Brooke and N. Page. The united party with Mayor Champagne at the motor then started on their brief trip across the bridge. On their safe arrival on the Hull side Mr. Soper called for three cheers for Hull. Which were no sooner given than Mayor Champagne called for three cheers for Ottawa, after which other three cheers proposed by Ald. Helmer were given for the Ottawa Street Railway. The formal opening was then over. A brief inspection of the bridge and the handsome new waiting room was then made, after which the Ottawa party then returned to the city. The bridge, which cost \$24,000, is now open for the regular passenger service over it.

05/01/1897 *Ottawa Citizen* *Ottawa Electric* *Hull*
The iron work for the widening of the Hull terminus of the Electric Railway bridge arrived yesterday. Owing to the Hull council taking the Eddy square for a park, it is impossible for the Ottawa cars to connect with the Hull cars at that point, as originally intended. The bridge at the Hull terminus will be constructed so as to allow the cars of both companies to transfer passengers without having them walk any distance. The new waiting room will be ready for use tomorrow.

07/01/1897 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*
Messrs. Ahearn and Soper have secured the contract for electrical supplies, and the Ottawa Car company will build the thirty cars required for the Quebec Electric railway which is to be constructed in the city this spring.

13/01/1897 *Ottawa Citizen* *Ottawa Electric*
The Electric Railway Company placed a new waiting room at the end of Bank street on Saturday. On Sunday miscreants broke all the glass in the windows of the room.

18/01/1897 *Ottawa Journal* *Ottawa Electric* *Hull*
The connection between the Ottawa and Hull electric cars was made on Saturday when the Ottawa cars which have been running as far as the Eddy Company's match factory were able to proceed the additional 200 feet to the company's waiting room in Hull. The cars of the two companies now run down side by side, making an easy transfer.

18/01/1897 *Ottawa Free Press* *Ottawa Electric*
On Saturday afternoon the Ottawa Electric railway company's employes finished the work of track laying in front of the Eddy premises into Hull and the Ottawa cars now go alongside the Hull cars and make transhipment a very easy matter, passengers being able to step from one car into the other. The combination baggage and mail car will meet the regular cars from the P. & P. J. railway and will also attend the C.P.R. and C.A.R. lines.

27/01/1897 *Ottawa Free Press* *Ottawa Electric*
The new combination car of the Ottawa Electric railway, containing baggage, mail and passenger rooms, was run over the line this afternoon for the first time. It is well worthy of note and is without doubt, one of the finest cars in existence. Not only is its size notable, but its artistic, strong and comfortable appearance is very attractive. Passengers who arrive on the midnight trains from this out, and who have longed for such a service, will no longer be wishing but will be enabled to enjoy all the comforts they have been longing for.

28/01/1897 *Ottawa Citizen* *Ottawa Electric*
The new baggage and passenger car of the Ottawa Electric Railway Co. was run over the company's line yesterday afternoon. The car attracted much attention. It is beautifully designed and is an evidence of the company's desire to keep their line unexcelled in every respect.

29/01/1897 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*
New combination car run for the first time.

30/01/1897 *Ottawa Journal* *Ottawa Electric* *Ottawa, Broad Street chaudi*
The new combination midnight service car placed in service on the Ottawa Electric Railway was photographed at the C.P.R. depot yesterday.

30/01/1897 Ottawa Citizen Ottawa Electric

The new and elegant baggage and passenger car of the Ottawa Electric Railway Company was brought into practical use last night, when it commenced running from the post office to the C.P.R. depot.

01/02/1897 Canada Lumberman Ottawa Electric Ottawa Car

The first load of lumber drawn over the street railway tracks of Ottawa was hauled between W.C. Edwards & Co.'s Lumber yards and the C.A.R. freight yards. The electric locomotive for hauling purposes is not yet ready and a street sweeper was rigged up to draw the lumber. The lumber was piled on an ordinary railway flat car.

03/02/1897 Lanark Era Ottawa Electric

John Moodie, of Bells Corners, is to the front with a big electrical scheme, and wants assistance in several ways from the County of Carleton. In a communication that is now before the county council, Mr. Moodie states that steps will be taken for the construction of an electric railway from Richmond to Bell's Corners to connect near the latter point with the proposed line of the Ottawa Electric Railway to Britannia. Mr. Moodie says that it is desirable if the project should go ahead to obtain a bonus of \$10,000 from the county, freedom from taxation for a period of 25 years, and the sole right to supply electric power in the county.

05/03/1897 Ottawa Journal Ottawa Electric

The Elgin street cars had street sign boards placed on them this morning the same as on cars on the other routes.

24/03/1897 Ottawa Journal Ottawa Electric

The first open car on the electric street railway ran down Rideau street yesterday afternoon. It was No. 241.

26/03/1897 Ottawa Citizen Ottawa Electric

A gentleman has written the Citizen suggesting that a trailer be attached to the electric cars leaving the Chaudiere at 6 o'clock in the evening, as at present the cars are generally overcrowded with passengers, a large percentage of whom are men out of foundries and other establishments where their clothes become saturated with oil and grease.

02/04/1897 Ottawa Free Press Ottawa Electric Hull

The Ottawa Electric railway is building an awning over the platform at the Hull terminus of the road. The waiting room is also being improved and everything done to accommodate and please the public.

03/04/1897 Ottawa Citizen Ottawa Electric Ottawa Car

At 13.30 o'clock this morning the fourth fire of the night broke out in the establishment of the Ottawa Car Company on Kent street. At first it looked as though it would be a serious blaze, but prompt work by the brigade extinguished it in short order. Chief Provost directed operations. About \$30 will cover the damages.

05/04/1897 Ottawa Free Press Ottawa Electric Chaudiere

The Electric Railway company is asking the city for power to extend tracks along Bridge street to Head street in order to reach McKay's mill; also from Bridge street along Oregon to the C.P.R. tracks and from Bridge street to connect with the Canada Atlantic railway.

06/04/1897 Ottawa Citizen Ottawa Electric Ottawa Car

Mr. Evans, manager of the Quebec District Railway Company says that as soon as the frost was out of the ground some three or four hundred men would be started to work and that by the second or third week of June cars would be running in the lower part of the town. At the present time there were eleven cars in readiness at the car works, Ottawa, to be shipped to Quebec. They were of the same dimensions of those running in Montreal.

07/04/1897 Ottawa Citizen Ottawa Electric Hull

The Ottawa Electric Railway are erecting a wooden awning over the platform at the terminus of their track in Hull.

24/04/1897 Ottawa Citizen Ottawa Electric

Some of the open electric railway cars used yesterday had wire screens on the side next to the parallel tracks. These screens are to prevent passengers from getting off on the wrong side. All open cars will be thus equipped.

05/05/1897 Ottawa Free Press Ottawa Electric Ottawa Car

The first electric car for the city of Quebec was given a trial trip on the Ottawa tracks this morning under the auspices of several members of parliament and senators from Quebec and vicinity. Hon. Francois Langelier, M.P. ex-mayor of Quebec, officially started the car by turning the current on at the controller. A trip was made to the Chaudiere Falls and the new Victoria Park. The car ran perfectly and the Quebec people expressed themselves as delighted with the construction, equipment and furnishing of the car.

19/05/1897 Ottawa Free Press Ottawa Electric

The unusual sight in Ottawa of a runaway street car was witnessed by the promenaders on Rideau street last evening about 10:30 o'clock. The motorman lost control of a Dalhousie street car while on the bridge near Howe's block. The brakes refused to work and, although the trolley was thrown off, the car gained added momentum with every yard of its progress and rushed down Rideau street. The switch at Nicholas street was open and the car dashed around the curve nearly striking a man, who expected it to go down to Dalhousie street. It went as far as Daly avenue before it came to a stop. The passengers who were in complete darkness after the trolley was thrown off, were quite nervous with the strain upon their system while the car was on its career, but were uninjured.

21/05/1897 Ottawa Citizen Ottawa Electric Victoria Park

The grand opening of Victoria Park will take place on 24 May.

25/05/1897 Ottawa Journal Ottawa Electric Victoria Park

VICTORIA PAVILLION OPENED

Big Crowd and a Pleasant Evening at the New Entertainment Building

With over 2,000 people crowded inside the new pavilion, several hundred standing round inside the fences and many hundreds outside, to whom tickets could not be sold, the evening's entertainment at Victoria Park (ex-West End) opened last night.

The opening was satisfactory from the standpoint of both people and the Ottawa Electric Railway Company..

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A decidedly novel method of moving pianos was witnessed on Sparks street Saturday afternoon. An electric car, to which was hitched a trailer, stopped in front of Messrs. Orme's and Sons store, while of Cuddie's large vans containing a piano backed upon the tracks. The instrument then being transferred to the truck, and fixed into place, the car parted off with its novel load, and attracted no little attention on its journey. It was being taken out to Victoria Park to be used on the stage.

26/05/1897 Ottawa Journal Ottawa Electric

Other people amused themselves by breaking the chairs nailed to the sidewalk that the Ottawa Electric Railway has placed at the Hull terminus.

29/05/1897 Ottawa Citizen Ottawa Electric

The Elgin street electric cars now run to the bridge over the canal at Ottawa East.

04/06/1897 Ottawa Journal

Ottawa Electric

Ottawa Car

During the past week the Ottawa Car Company has shipped six handsome cars to Quebec for the Electric Railway Company of that city.

15/06/1897 Ottawa Journal

Ottawa Electric

LEAPED INTO A CAR

Runaway Horse Crashes Into an Electric Car and is Instantly Killed

The spirited blood mare owned by Mr. J. H. Devlin, of Lisgar street ran away yesterday evening; crashed into an electric car, broke its neck, and front legs and crushed in its head. The animal died instantly. The accident occurred on Elgin street about 7.30 and was witnessed by a large number of people. No one was hurt. Mr. Devlin's man had brought the animal out for Mr. Devlin and his wife to go out driving. The horse was being held at Mr. Devlin's residence when a rider on horseback came up. As the rider on horseback came up behind Mr. Devlin's horse, he struck into a canter quite suddenly. In an instant Mr. Devlin's spirited animal was off and beyond control. There was only a short distance to travel before it reached Elgin street. By an unfortunate mishap car 56 and the animal reached the same spot on Elgin street at the same time. The animal sprang forward into the car. The crash of breaking glass, the screams of the four or five passengers in the car and the groan of the poor brute as it fell back in its dying agony made a sensational moment for those who witnessed the scene.

It was only a moment before the animal was dead. The rig was smashed to pieces and two large holes made in the side of the car. The loss will be a heavy one to Mr. Devlin as he had just refused \$10 for the animal and valued his buggy at another \$100. The man who was in the rig at the time succeeded in escaping without a scratch. His escape was remarkable.

Car 228 of the electric street railway ran off the track at the corner of Sparks and Elgin streets this morning. It was put on again within five minutes

24/06/1897 Ottawa Journal

Ottawa Electric

FELL OFF A CAR

A Newsboy Gets a Nasty Tumble on Sparks Street

Cecil Elliott, son of Mr. George C. Elliott, livery stable keeper, yesterday afternoon fell from an electric car and as a result sustained an injured knee and a bruised head. The occurrence happened about 5 o'clock in the afternoon on Sparks street, near the corner of O'Connor.

Young Elliott was rendered unconscious for the time, and had to be carried into a store, where he was revived.

The boy's story is that he was trying to sell his papers on electric car No. 221, bound for the Chaudiere. When the conductor forcibly pushed him off. He fell on the asphalt pavement, was knocked unconscious and injured his head and knee.

The conductor of the car, Mr. White, says that the contrary was the case, and that he did not lay a hand on the boy. Mr. White claims that young Elliott, together with a number of other youths, was on the car selling papers and that he stepped off while the car was going at a good rate of speed. This caused the boy to lose his balance and fall.

14/07/1897 Ottawa Journal

Ottawa Electric

Rails have arrived.

The new rails which the street railway will lay down on the portions of Bank street to be asphalted have arrived. They are seven inch rails and weigh 75 pounds to the foot, being 3 pounds heavier than the rails at first proposed to use.

(Note - this seems heavy, this should likely be 75 pounds per yard)

15/07/1897 Ottawa Journal

Ottawa Electric

New freight line built.

The Electric Railway Company has almost completed a side line running up Oregon street at the Chaudiere which will connect the main line with the C.P.R. tracks on Broad street. The new line will be used entirely for freight purposes. All the grain of the McKay Milling Co. and the pulp wood of the E.B. Eddy Co. will be taken from the trains to the mills over this line. Both companies, in consequence will do away with a large number of horses.

24/07/1897 Ottawa Citizen

Ottawa Electric

Something was wrong with the electrical connections in one of the Ottawa Electric Railway Company's cars at the shed yesterday afternoon and it became grounded. The wiring became heated and set fire to the building in several places. The blaze was not serious and was easily extinguished by the employees.

11/08/1897 Ottawa Citizen

Ottawa Electric

A decorated car will be sent by the Experimental Farm officials to take part in the Labor Day parade.

25/08/1897 Ottawa Citizen

Ottawa Electric

Ottawa Car

A beautiful car, lettered "Saint John Railway", and numbered 43, was run through the streets yesterday. It had just been turned out of the Ottawa shops, and was much admired.

11/09/1897 Ottawa Journal

Ottawa Electric

The E.B. Eddy Company's paper mills Nos. 2 and 3 were shut down today as the water power necessary to run them has been cut off. This is done so that the Ottawa Electric Company can commence building between Nos. 2 and 3 paper mills the new iron frame platform on which tracks are to be laid. It is intended to lay tracks from the present terminus of the Ottawa electric road, up between the two paper mills, out on to the Aylmer road, and into Eddy's warehouse. The Eddy Company's export goods may then be loaded on to the electric freight cars, conveyed direct to the C.A.R. and C.P. railway lines at the Chaudiere, and shipped away to their destinations. By this means the use of large drays and waggons previously employed for the purpose will be done away with.

The masonry work necessary to support the iron and steel girders for the platform is now completed and operations on the setting in the girders were commenced today. Three lines of track will be laid on the platform - one main line and two sidings. The Ottawa Electric Company will have between thirty and forty men engaged in building the steel platform structure and will have the work done in about a month's time.

13/09/1897 Ottawa Journal

Ottawa Electric

RUMOR IS FALSE

A rumor circulated through Aylmer to the effect that the Ottawa Electric Company would secure running powers over the P.P.J. when their line was extended to Hull, is said to be nonsense. Messrs. Ahearn and Soper ridiculed the idea when spoken to this morning and said there was not the slightest truth in it.

18/09/1897 Ottawa Journal

Ottawa Electric

Derailment to car No. 40.

27/09/1897 Ottawa Citizen

Ottawa Electric

Hull

The Ottawa Electric Railway Co. is erecting massive iron beams over the waterway leading from their Hull terminus into the E.B. Eddy yards. The beams are for the support of railway tracks and, from appearances, are made to last, and to stand the pressure of any weight.

N.B. this occurred just after a serious fire in this area which destroyed the Hull Lumber Co. and Hurdman's mills and did some damage to Booth and Eddy also.

18/10/1897 Ottawa Citizen Ottawa Electric Ottawa Car
The Ottawa Car Works are still very busy shipping the cars for the Quebec District Railway. The fiftieth car was sent out of the workshop on Saturday.

22/10/1897 Ottawa Citizen Ottawa Electric Ottawa Car
The Ottawa Car works have the foundations laid for their large new storehouse on Slater street.

25/10/1897 Ottawa Free Press Ottawa Electric McKay's milling
The Ottawa Electric railway commenced the work of placing the tracks for the siding to McKay's Milling company's store houses this morning. It will run alongside the wheat elevator and also the main flour storehouse. The freight cars will be brought directly from the C.P.R. yards and run alongside.

27/10/1897 Ottawa Journal Ottawa Electric Chaudiere
The construction of the O.E. Railway siding at the Chaudiere is progressing so favorably that two weeks will probably see the cars loading and unloading at the McKay Milling Co.'s premises. The principal part of the line of rail will be on Head street from the company's elevator building across Duke street and up to Broad street; but several curves and intersections to enable connection with the main line of rail running both east and west makes the job of laying the siding one of considerable magnitude. The removal of several old sheds and buildings, which have occupied Head street behind the Milling Co.'s office for thirty or forty years will greatly improve the appearance of the property in the vicinity. No wonder that the general remark is "Why was this not done long ago?"

27/10/1897 Ottawa Free Press Ottawa Electric Ottawa Car
The Ottawa Car company are rushing the work on their new store house on Slater street. The exterior of the building is almost completed.

29/10/1897 Ottawa Citizen Ottawa Electric
Work is being carried out on night and day in building the branch of the electric railway line along Head street for the McKay Milling Company,

05/11/1897 Ottawa Journal Ottawa Electric Ottawa Car
The Ottawa Car Company have their new storage house erected. They will sheet it with iron.

09/11/1897 Ottawa Citizen Ottawa Electric
The work of laying a branch of the electric railway from Duke street to the McKay Milling Company's yard at the Chaudiere is now very nearly completed and it is expected that the branch will be of such service to the milling company to allow them to do away with the use of several of their drought teams.

23/11/1897 Ottawa Journal Ottawa Electric Ottawa Car
The Ottawa Car Co'y have finished their new addition to their works on Slater street. They have a portion of it already occupied as a show room.

23/11/1897 Ottawa Citizen Ottawa Electric McKay milling
The work of extending a branch of the Ottawa Electric Railway on Head street to the storehouses of the McKay Milling Company, is being proceeded with rapidly. The tracks will be ready for use shortly.

24/11/1897 Ottawa Journal Ottawa Electric
Accident to car No. 58.

29/11/1897 Ottawa Free Press Ottawa Electric Ottawa Car
The Ottawa Car company are building a number of open cars for Sherbrooke, Que. The company have about completed an extra long double truck vestibule car for the electric line running between Grimsby and Hamilton. The company have recently moved into their new office at the corner of Somerset and Kent street.

14/12/1897 Ottawa Free Press Ottawa Electric McKay's mills
The McKay Milling Company have completed the laying of the tracks for the transportation of their produce from the C.P.R. depot to their mill at the Chaudiere. The whole will be in operation in a short time as soon as the connections are made with the C.P.R. at the depot.

17/12/1897 Ottawa Free Press Ottawa Electric Ottawa Car
The Ottawa car Company has just completed a car which is a perfect picture of workmanship in every way. The exterior is of the Pullman type, and painted a dark brown with gold finish. The word "Wyoma" is in gold letters on the sides.

18/12/1897 Ottawa Free Press Ottawa Electric Ottawa Car
The Ottawa Car Company shipped a fine new car to the Quebec district railway today by C.P.R.

24/12/1897 Ottawa Citizen Ottawa Electric
Editor Citizen - I have received a number of enquiries from Ottawa children as to whether I am coming on my electric car this Christmas. Will you kindly inform the little ones that the trolley came off just as I was starting. I climbed on the reindeer's back so that I could reach high enough to put the wheel back on the wire, when, to my surprise, Mr. Reindeer bolted with me. Fortunately my basket of toys and things was strapped on my back and everything is alright. I shall be in Ottawa tonight ready to fill the stockings and the Christmas trees of all the boys and girls who have been good. I also have presents for those who have been bad, but are sorry, and who have resolved to be good in the future. Next year I shall try and come on my electric car again.
Santa Claus.

10/01/1898 Ottawa Free Press Ottawa Electric Ottawa Car
The Ottawa Car Company have under construction five open cars for the Sherbrooke electric road. The cars will be shipped about the first of April next.

06/04/1898 Ottawa Journal Ottawa Electric
When the new loop line is put in near the Lower Town Market by the Ottawa Electric Railway Company the track on Dalhousie street will be double tracked so as to meet the loop. Supt. J.E. Hutcheson also intends giving a good service to the market. He will have an eight minute service from Hull to the market, and a six minute service from the Exhibition grounds to the market.

14/04/1898 Ottawa Citizen Ottawa Electric
Street Railway Extension

The Ottawa Electric Railway Company wrote asking that a by law be drawn up for the laying of a track on George street to Sussex street as petition of last year.

STRUCK BY AN ELECTRIC CAR

A Cyclist Loses His Life by His Temerity.

RODE ON DEVIL STRIP

Albert Monette Only Lived an Hour After Being Run Over - Inquest to be Held.

Albert Monette, a young man about twenty-two years of age, son of Geo. Monette of 106 St. Andrew street was struck and run over by an electric car near Mayor Bingham's residence on Sussex street at ten o'clock last night and had both legs cut off, and his body terribly bruised and cut up from head to foot. He died in the Water Street Hospital about an hour after the accident occurred.

The circumstances surrounding the affair are particularly sad and the unfortunate accident has cast a gloom over the community of which the deceased young man was a much respected resident.

As was his usual custom Young Monette last evening started out on his bicycle for a run. Shortly before ten o'clock, he proceeded down Sussex Street and was riding at a good pace in the direction of Rockcliffe park when electric car No. 214 in charge of Conductor P. Irvine and Motorman Robt. Fields approached from the rear. The car was going at a good speed and gained on the young man rapidly the motorman repeatedly ringing the bell for him to get out of the way. Monette apparently heard the warning and was about to turn out when suddenly his wheel took an opposite turn and in an instant was across the track directly in front of the car. The motorman quickly reversed the power and did his utmost to avert an accident but, before the speed of the car could be lessened the unfortunate young man was struck and run over.

The car was immediately stopped and men in charge with the assistance of Mayor Bingham who was near the scene of the accident placed the injured man on a stretcher and he was then conveyed in another car to the Water Street Hospital. As stated his legs were badly crushed and his body terribly cut up.

For nearly an hour the medical attendants assisted by other physicians who had been summoned exerted every effort to save the young man's life but he gradually sank until death relieved his sufferings. Rev. Canon Dequire administered the last rites of the church to the dying man.

The deceased young man was a barber by trade and for some time had conducted an establishment at the corner of Cumberland and Cathcart streets. He was formerly in the employ of P. Charbonneau of Sparks street and was well known throughout the city.

Coroner Freeland was notified and an inquest will be held.

04/06/1898 *Ottawa Citizen**Ottawa Electric*

IT WAS PURELY - AN ACCIDENT

Evidence at the Monette Inquest Points That Way.

NO BLAME ON THE CO.

The Motorman Had the Power Shut Off When Within Eight Feet of the Rider.

All but three of the witnesses summoned to give evidence as to the death of Albert Monette, who was killed on Wednesday evening by an electric car on Sussex street, were examined. When eleven o'clock reached several jurors clamored for an adjournment although Coroner Dr. Freeland wished to continue. A vote was demanded and resulted in favor of adjournment. The inquest will be continued at eight o'clock Monday evening.

The evidence given so far does not seem to indicate any negligence on the part of the motorman, who tried hard to avoid the accident.

Robert Fields was the motorman and gave his evidence clearly. At the time he noticed the bicyclist the car was going down the grade near Dalhousie street off the first bridge at the rate of six or seven miles an hour. He had the power turned off, as is the custom at that point, and the brake partly on. He saw the bicyclist on the "devil's strip" near the inner rail of the north track. When the car was six or eight feet from him the bicyclist suddenly turned across his track. He saw nothing in the shape of any other vehicle to make Monette turn. The witness swore that he saw the fender of the car strike the bicycle and the man fall with the upper part of his body outside the outer rail. When he saw the man was trying to cross the track he reversed his motor and the car when it stopped was about two feet past the man's body. He said he could not have stopped the car any sooner.

Asa L. Dunning, the only passenger on the car at the time, swore that he rides a great deal, was in the centre of the car that evening, was not talking to either motorman or conductor and that he did not see the bicyclist until after he was struck. Riding a great deal, he does not remember whether or not the gong was rung. The car was travelling about six or seven miles an hour and was stopped very suddenly.

J. F. Irvine, the conductor, did not see the bicyclist before he was struck. The car was not going faster than its usual speed.

John Garrow - was in a car coming in the opposite and he saw a brilliant flash under car 244 which he supposed was caused by striking a stone or reversing the motor. About two minutes after when his car reached car 244 he saw that an accident had happened and he gave assistance in caring for the injured man.

J.B. Archambeault was Monette's companion on Wednesday night and they were returning from the Victoria Park. According to his evidence he was riding at 15 miles an hour and Monette was 150 or 200 feet behind. At Bolton street he noticed the car and rode fast to keep ahead. Witness has been riding for about two months and did not know how old a rider the deceased was.

Evidence was also given by Mayor Bingham, Augustine Faulkner and Louisa Dumontier.

F.R. Latchford was present and looked after the interests of the Street Railway Company.

07/06/1898 *Ottawa Citizen**Ottawa Electric*

MONETTE'S DEATH.

An Open Verdict Brought In by the Jury.

Four witnesses were examined last evening at the adjourned inquest into the death of Albert Monette killed by a street car on Sussex street on Wednesday evening last. The evidence was of the same general character as that brought out at last Friday evening's sitting and established nothing that placed any blame upon the motorman. The most important evidence was that given by an eye-witness, and by the superintendent of the road. Mr. Robinson and Mr. Dumontier were sitting on the verandah of the latter's house about 150 feet on the city side of the place where the accident happened. Mr. Dumontier said that he always hears the cars when they pass, and knows when the gong is sounded. On this occasion he has no recollection of having heard the bell ring, though he was not prepared to say that it did not ring. His friend Mr. Robt. Mon gave evidence of the same character.

The cabman Ladouceur gave evidence as to the speed of the car and, in his opinion it was travelling faster than seven miles an hour.

Important evidence in regard to fenders and other points was also given by J.K. Hutcheson, superintendent of the Ottawa Electric railway. He said the time 30 minutes to do the distance three and one-half miles of that route. allowed ample time to run it and comply with city regulations in regard to speed. In regard to fenders he said they were intended to be six inches above the rail when the car is light, and that they cannot be made lower on account of the present condition of Ottawa's street. The track is made uneven by the digging of trenches under the track which causing it to sink and his cars to oscillate when in motion. They are not expected to pick an object off the street and are no protection to a person lying down. The fenders are similar to those used in many American cities and have been adopted in Montreal and Toronto after experiments with many others. After a warm deliberation of three hours and a half the jury returned the following verdict. "We find that Albert Monette came to his death on June 1st, 1898 by electric, car No. 244 coming in contact with his bicycle on Sussex street; but from the conflicting evidence we are unable to decide whether Motorman Robert Fields rang his bell or not."

16/06/1898 *Ottawa Free Press**Ottawa Electric*

Incident with car No. 61.

12/07/1898 Ottawa Journal Ottawa Electric

Mr. C. McCarthy, conductor on the OER lost his hold on car 39 last night, slipped off and fell striking his head on the pavement.

14/07/1898 Ottawa Journal Ottawa Electric Ottawa, Broad Street

The electric railway loop line at the CPR station has not been completed to the satisfaction of the city engineer. Objection relates to the curve joining the main track. instead of putting in only a curve the company built the tracks up some distance toward the aqueduct and then put in a curve. For a short distance the street railway is double tracked, Mr. Surtees does not consider double track suitable for the street down at the CPR. He suggested the street railway be asked to pave the street when it has double tracked.

18/07/1898 Ottawa Free Press Ottawa Electric

Incident with car No. 228.

22/07/1898 Ottawa Free Press Ottawa Electric Ottawa, Broad Street

The loop at the C.P.R. has been re-laid as desired by the city authorities and the cars started running around it this morning.

27/07/1898 Ottawa Citizen Ottawa Electric

WAS A NARROW ESCAPE

A Trolley Car Smashed a Rag Picker's Vehicle and Killed His Horse.

Another accident took place this morning on Sussex street, opposite the Basilica. A rag picker named E. Brett, of Montreal, was turning the corner of Church street with his rig loaded with old rags, when he was struck, by car No. 244, going to New Edinburgh. The rig was smashed and the horse was so badly injured that it had to be shot. The man escaped uninjured.

A number of people who were witnesses to the accident say that no fault could be found against the motorman, while others claim that he did not sound the gong at all.

Car, No. 244 is the one that killed young Monette some time ago and injured Mr.. W. E. Brown, who was on his bicycle..

28/07/1898 Ottawa Free Press Ottawa Electric

Incident with car No. 244.

29/07/1898 Ottawa Free Press Ottawa Electric

Car No. 29 derailed.

02/08/1898 Ottawa Journal Ottawa Electric

Trailer 215, attached to car No/232, ran off the track at the corner of Rideau and Sussex streets yesterday at three o'clock. The service was delayed 25 minutes. Several cars have run off at this point lately. The track at the corner, from constant use, has become somewhat worn.

16/08/1898 Ottawa Free Press Ottawa Electric

Incident with car No. 232.

06/09/1898 Ottawa Citizen Ottawa Electric

Accident to a Conductor

Mr. Charles Shipman, a conductor on the O.E. railway, met with a painful accident last night about half-past nine o'clock. He was engaged in collecting fares from the passengers on his car, and was standing on the step of the car when crossing the Sussex street bridge. In leaning over his left arm came in contact with one of the supports of the bridge brace with sufficient force to render it useless for the time. The pain of his injury was so intense that he was obliged to leave his car and go for medical attendance. It is feared that the smaller bone of the arm above the elbow was broken.

13/09/1898 Ottawa Free Press Ottawa Electric Ottawa Car

Six new closed cars are being built by the Ottawa Car company for the electric road. It is expected that they will be finished by the first of November.

24/09/1898 Ottawa Free Press Ottawa Electric

Car No. 49 derailed.

03/10/1898 Ottawa Citizen Ottawa Electric

A COLLISION

Car No. 240 crashed into an express wagon on Rideau street, near the corner of Mosgrove, Friday night. The driver, who is said to have been a little the worse of the ardent, turned off short and tried to cross the track in front of the car. The wagon was demolished, the horse injured, but the occupants of the rig escaped with the loss of their tempers.

06/10/1898 The Record, Chesterville Ottawa Electric Ottawa

Conductors discharged.

Nineteen Electric Road Men No Longer in the Co's Employ.

Ottawa Oct. 1. There was quite a flurry in electric street railway circles this morning. Nineteen men received notice that their services were no longer required. Among the dismissed were several of the oldest men on the road who are charged with carrying passengers free.

Several prominent union men were dismissed. Two of the dismissed men informed the Free Press that the charge of carrying friends free is true and can be made against almost every conductor on the road. A number of the men discharged were receiving 15 cents an hour, and it is stated will be replaced with men at 13 cents an hour.

It is usual, after the rush of summer and exhibition week to lay off some of the spare men, but the dismissals this year have been in an unusual scale.

18/10/1898 Ottawa Citizen Ottawa Electric Ottawa Car

The Ottawa Car Company are building a lunch car for the St. Albans Lunch Car Company. The car is to be shipped in the course of a few weeks.

31/10/1898 Ottawa Citizen Ottawa Electric

Electric car No. 40 on the Somerset street line struck a horse belonging to Mr. W. Boyce about 7.30 o'clock Saturday night at the corner of Cambridge street. The animal was thrown into an open drain and badly injured.

THE ELGIN ST. EXTENSION

BLOCKED BY DECISION OF THE RAILWAY COMMITTEE

Which is to the Effect That the Necessity for Crossing C.A. Tracks has not Been Shown

The application of the Ottawa, Electric Railway Company for permission to cross the C.A.R. tracks on Elgin street was refused by the railway committee this morning on the ground that there is no necessity for this extension, of the line.

Mr. A. Ferguson appeared for the Ottawa Electric Railway Company, Mr. F.H. Chrysler for the C.A.R., Mr. John Christie for the O.A. P.S. and Mr. Taylor McVeity for the city.

Mr. Ferguson presented a plan showing the proposed extension of this Elgin street tracks across the C.A.R. tracks. He reviewed the agreement between the city and the company regarding the extension, and said that the city ordered the extension and the company now requested the committee to grant the right to cross. He reviewed the circumstances in connection with the Elgin street extension, and claimed the question was debate-able [sic] whether the company should now be compelled to make the crossing.

Mr. Taylor McVeity said the city wanted the contract carried out and the crossing constructed. He said it is now used as a crossing for vehicles and pedestrians, and he claimed it would not be much more dangerous to have the cars cross.

Mr. F. H. Chrysler said the C.A.R. company was concerned with the necessity for the crossing, and if that was established then the terms could be considered. He said the railway company had endeavored to lessen the necessity for more than one track across Bank street, but had to have more tracks across Elgin street as it would be a shunting yard. He said it would be against the public interest to endeavor to lessen the traffic on Bank street in order to increase the traffic of Elgin street, where the danger would be great.

Mr. Blair said sufficient had not been offered to prove the necessity for a crossing and consequently the application was dismissed;

22/11/1898 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The Ottawa Car Co. yesterday completed two fine new cars for the Cornwall street railway and shipped them to that place over the O. & N.Y.

30/12/1898 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

The Ottawa Car Company are at present building seventeen new cars for the Quebec Electric Street Railway Company. The cars are built on the same plan as the last cars constructed for use in this city. They are finished in first class style as to wood work and painting and are elegantly upholstered. The cars are about three feet shorter than those used in Ottawa and five of them are closed cars which will be used this winter, while the other twelve are open and are intended for use next summer. The first cars will be completed about January 1st, and will be shipped as soon as finished.

The company has finished a car for the Palace Car Café Company which has lunch cars on the streets of nearly all the large American and Canadian cities and it is also endeavoring to introduce the scheme in Ottawa having applied to the city council during the year. The car is in reality a large moveable restaurant, containing a small stove, refrigerator and all the necessities for getting up a meal in the shortest possible time. The cooking utensils are all bunched in one end of the car and are shut off from the rest of it by a counter running crosswise. The other end is fitted up with seats along a narrow table projecting from the sides of the car upon which the lunch is served. The car is taken out at night only and is hauled by horses around the city and those who work late or who wish to have something to eat before retiring, board the car and are served with a light lunch at a very small price.

The car which is on exhibition at the Car Company's works, is enclosed by beautiful stained glass windows and is a model of first class workmanship.

25/01/1899 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

The Ottawa Car Company are favoring their friends with a polished steel paper knife with a nicely shaped celluloid handle.

28/02/1899 *Ottawa Journal**Ottawa Electric**Ottawa Car*

CARS FOR VANCOUVER

Six being Manufactured by the Ottawa Car Company

The Ottawa Car Company have at present under construction six new cars for the Vancouver electric railway and also several cars for the Montmorenci Railway Company. These cars are all longer than the usual street car. Each car is 50 feet in length, and is furnished with a double truck similar to that on the big car used here at night as a combined passenger and mail car. The car company are also very busy with ordinary custom work. The cars at present being manufactured will be the second shipment which has been made to the Pacific coast. The company is becoming popular throughout the Dominion for the high class of work they turn out.

28/02/1899 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

Mr. Bartlett, formerly inspector for the O.E.R., but now superintendent of electric railways, Quebec, is in the city for a few days. He is here to see the Ottawa Car company in connection with some cars they are engaged in building for the Quebec road.

08/03/1899 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The Ottawa Car company have started building operations on two cars intended for use on the electric railways of Vancouver, B.C. The new cars will be 42 feet long and will each contain a smoking room, lunch room and parlour car as they are to be used on a line 24 miles long. The Ottawa Car Co. are also building four cars for the Quebec Electric road.

DID \$12,000 DAMAGE

DESTRUCTIVE FIRE AT THE CAR WORKS.

Carpenter and Machine Shops Gutted. Insurance Only Amounts to \$7,757. Hard Work for Brigade.

A fire which caused damage to the extent of \$12,000 occurred in the Ottawa car shops at the corner of Kent and Slater streets this morning about, one o'clock.

The entire carpenter and machine shops are gutted, making it necessary to re-build. The fire was exceedingly hard to fight owing to the building being sheeted with iron. This allowed the fire to burn between the walls, where the firemen could not get at it. There was also a double roof between which the fire burned without interruption for some time.

Had it not been for this the damage would have been much less. The building is insured to the amount of \$7,750, making an actual loss to the company of \$4,250. The insurance is carried by the following companies: Northern, \$1,500; North British and Mercantile, \$2,500; Liverpool, London and Globe, \$2,500; Mercantile Fire Insurance Co., \$1,250.

The Fire.

The fire was first noticed by Watchman Wilson, who saw a small flame in the building at the corner of Kent and Slater streets. He at once sent in an alarm, and then rang up Mr. Wylie, the manager of the car works. By this time the flames had spread over the shavings in the carpenter shop to the elevator, where the draught gave the fire great headway. The building was a mass of flames in two minutes from the time the fire was first seen. The brigade was a little slow in responding owing to the heavy condition of the streets caused by the snowfall of the evening. The men from No. 2 arrived on the scene first, and were followed by Chief Provost, who at once seeing that the fire was a bad one, sent in a general alarm. The Lafrance engine was on the ground in a short time and was attached to the hydrant at the corner of Kent and Albert. By the time the engine got to work the men from No. 2 and No. 3 had four streams playing on the flames. Two streams from the Lafrance did excellent work when they got started, eight minutes from the time the first alarm was sent in.

The fire was hard to get at owing to the construction of the building, and while it was kept under control it burned for over two hours.

Origin.

The origin of the fire is a mystery to Mr. Wylie who states that there was nothing in the shop which would cause fire.

The firemen did excellent work in keeping the fire within the one building, for had it spread to the adjoining shop the loss would have been much heavier.

The fire will cause a great deal of loss to the company, owing to this being their busy season. Temporary shops will be run up at once, however, in order that the orders now on hand may be filled.

Mayor Payment and Ald. Desjardins were at the fire. His Worship seemed to like watching the firemen at work. Notwithstanding the late hour a large number of people got out to look at the burning building.

17/03/1899 *Renfrew Mercury**Ottawa Electric**Ottawa Car*

Messrs. Ahearn & Soper, Ottawa, have just been awarded the contract for the equipment of what will be one of the longest electric railways in Canada. The railway will operate between Quebec and Ste. Anne de Beaupre, a distance of twenty-eight miles. The line will afford easy access to the famous Catholic shrine at Ste. Anne. Large excursion trains, each carrying from eight to twelve hundred people, leave Ottawa each summer. The road will be operated by Quebec parties, and the power will be furnished from the Falls at Montmorency. The cars will be constructed and equipped in Ottawa.

20/03/1899 *Ottawa Citizen**Ottawa Electric*

ELECTRIC CARS COLLIDE

Icy Tracks Responsible for an Accident at the Post Office

The electric cars were delayed for about half an hour this morning on Sparks street, owing to a collision. Riideau street car No. 356, in charge of Motorman O'Neill, was just leaving the corner of and Elgin streets when the mail car was run out from the post office alley. O'Neill applied the brakes on his car at once, but owing to the icy condition of the track they did not take effect and the collision resulted. The fenders of both cars were badly smashed and several windows broken.

21/03/1899 *Ottawa Citizen**Ottawa Electric*

Car 58 broke down.

22/03/1899 *Ottawa Journal**Ottawa Electric**Ottawa Car*

TO REBUILD AT ONCE

PLANS OF NEW CAR CO BUILDING READY.

The Structure Will be Larger Than the Building- Destroyed by the Recent Fire.

The Ottawa Car Company's building at the corner of Slater and Kent sts. which was badly damaged by fire recently, will be replaced by a larger structure, and the work of removing the burned portion is now going on rapidly. It was noticed at the recent fire that the iron covering of the building was useful in confining the fire. The new building will have a similar covering. Mr. W. W. Wylie, the manager, has had plans prepared for the new building. It will be 79 feet by 99 feet and three storeys high; special care will be taken to lessen the danger from fire. The building will be entirely open on the inside, so that in the event of a fire the firemen will be able to reach with their streams any portion of the building. They were unable to do this in the burned building. The insurance has been settled.

The Car Company has a lot of work on hand, but no serious delay is likely to result from the fire. Arrangements have been made with Messrs.

Davidson and Thackray and others for the supply of material, and the work will go ahead.

The company is seriously considering the advisability of sending an open and a closed car of the latest design to the Paris Exposition.

29/03/1899 *Ottawa Journal**Ottawa Electric*

It is expected that the extension to the company's powerhouse at the Chaudiere will be completed in a few months. In some cases rock has been cut to a depth of forty feet in order to provide for the foundation of the extension and the passage of the water. The new dynamo will be capable of generating about 1,200 horse power electricity.

13/04/1899 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The 2 street cars which the Ottawa Car Co. were building for the Quebec Railway have been completed and were shipped on Tuesday. The new cars are handsome and up to date and are the same as are running on the Bank street line.

31/05/1899 *Lanark Era**Ottawa Electric*

The Ottawa Electric Railway company has obtained legislation from parliament allowing the running of cars on Sunday.

28/06/1899 *Ottawa Free Press**Ottawa Electric*

The switch at the Union depot was open this morning and car 41 of the OER which was being tested, ran off the track.

12/07/1899 Ottawa Citizen Ottawa Electric Aylmer

A gentlemen interested in the Ottawa Electric Railway Company is authority for the statement that the corporation will soon take the preliminary steps to secure entrance to Aylmer, and thus obtain a share of the rapidly growing traffic to that point. Park property would be secured at the summer resort, he stated, and in all probability, the Mulligan or Scott properties would be secured for this purpose. A large hotel would also be erected and various attractions provided. Right of way from the city, it is understood, will be secured over the Pontiac and Pacific Junction Railway Pacific Junction railway, an arrangement with this object in view now being under consideration.

It is altogether likely that should an undertaking be arrive at between the two companies the construction work on the railway and interprovincial bridge will be hastened to completion. Nothing definite yet has been arranged in the matter, but nevertheless the scheme looks feasible. Excellent park accommodation can be secured, and with the rapidly growing needs of Ottawa for such accommodation the proposed project should materialize into a paying venture. Those interested, it is understood, are loath to say anything till plans have reached a more satisfactory stage.

12/07/1899 Lanark Era Ottawa Electric

A by-law has been submitted to the Ottawa City Council requesting that the Ottawa Electric Railway company there be asked to pay five percent of their gross earnings on Sundays for the privilege of running Sunday cars. No employee is allowed to work more than six days per week.

22/07/1899 Ottawa Journal Ottawa Electric

Sunday cars tomorrow. Confirmed by 24 July 1899 edition (Monday)

09/08/1899 Ottawa Free Press Ottawa Electric Britannia

Ottawa Electric announces construction of extension to Britannia.

09/08/1899 Ottawa Citizen Ottawa Electric Britannia

OER decided on route of line to Britannia.

12/08/1899 Ottawa Citizen Ottawa Electric

An odd accident happened to car No. 223 on the Bank street line about 4 o'clock yesterday afternoon. A painter entered the car and placed a can of turpentine under the seat. The can came in contact with part of the machinery, which, acting like a live wire, ignited the contents of the can. In a short time the seat was ablaze and dense smoke pouring out of the car. It was thought that the assistance of the brigade would be required but at the corner of Slater street a few bucket fulls of water were secured which quenched the blaze.

17/08/1899 Ottawa Free Press Ottawa Electric Ottawa Car

Two of the magnificent cars manufactured by the Ottawa Car company for the Vancouver Electric Railway company, were shipped from the city this morning. They attracted no little attention while being taken to the freight yards of the C.P.R. and many pleasing expressions were heard on such unique work being turned out by a local industry. The cars resemble to a remarkable degree the elaborate coaches of a steam railway company.

18/08/1899 Ottawa Citizen Ottawa Electric

Controller of car No. 245 burnt out on the Chaudiere line.

21/08/1899 Ottawa Free Press Ottawa Electric

Accident to car No. 248.

23/08/1899 Ottawa Citizen Ottawa Electric Ottawa Car

Mr. E.A. Wallberg of New York has closed a contract with the Ottawa Car Company for the installation in the works of the fan system of heating and ventilation. This system, which is similar to the one now in operation in the C.A. railway shops, is described as a modern and very complete one.

25/08/1899 Ottawa Citizen Ottawa Electric Britannia

Ottawa Electric plans for Britannia extension filed today.

06/09/1899 Ottawa Citizen Ottawa Electric Britannia

THE LINE TO BRITANNIA

It Will be Built by Messrs Heney and Smith of This City.

The Ottawa electric railway not long ago asked for tenders for the construction of the suburban line from Ottawa to Britannia. The company had already provided the rails and placed them on the line of the proposed road, so that the contract called merely for the grading and laying of the ties and rails.

It was learned last night that the lowest of the several tenders sent in for the work was that by Heney and Smith, and that the firm was accordingly awarded the contract. It involves the grading of about five miles from the terminus of the electric railway at Hintonburg. to Britannia.

The senior member of the firm is Ex-Ald. John Heney. who, with Mr. Smith, has constructed many important public works in Canada, among them the Tignish. P.E.I., break-water, and the iron bridge over the Rideau canal at present used by the Canada Atlantic railway.

The intention of the Ottawa Electric Railway company is to have the suburban extension to Britannia completed by the 1st of November, a condition with which the contractors will doubtless comply.

06/09/1899 Ottawa Journal Ottawa Electric Britannia

THE BRITANNIA EXTENSION.

Messrs. Heney and Smith, contractor have been given the contract for the grading of the proposed electric railway extension to Britannia. The rails have been laid along the route of the proposed line, so that the contractors will simply have to grade the road and lay the rails. The railway when completed from the terminus of the line in Hintonburgh will be five miles long.

07/09/1899 Ottawa Citizen Ottawa Electric Britannia

Heney and Smith, the contractors for the electric railway extension to Britannia, broke ground for the work near Holland avenue, Hintonburg, this afternoon. The commencement of work was attended by no formalities, only the contractors and workmen being present. It is intended to rush the work ahead with a large gang of men and horses and it is said no time will be lost now the work has commenced.

07/09/1899 Ottawa Citizen Ottawa Electric Britannia

TO COMMENCE WORK AT ONCE

Messrs. Heney and Smith will commence the construction of the electric railway line between Hintonburg and Britannia immediately.

08/09/1899 Ottawa Citizen Ottawa Electric Britannia

WANTED - 200 MEN TO WORK ON Britannia Branch Electric Road. Apply on the works of Heney & Smith.

OFF HIS CAR

A Conductor Badly Used by Roughs.

NOW IN THE HOSPITAL

Doctors Fear the Base of His Skull May be Fractured.

While in the discharge of his duty last evening. Philip Servis, conductor on the Ottawa electric railway, met with a serious mishap. He is now lying at the Protestant hospital in a dangerous condition, the doctors being inclined to believe that the base of his skull is fractured.

Accounts differ as to how Servis met with his injuries. He was in charge of car No. 61 on the main line, about 6.15. Among the passengers were two said to be under the influence of liquor, acting in a disorderly manner and using offensive language. Servis remonstrated with them several times, but to no effect. At the corner of Daly avenue and Charlotte street, while the car was rounding the Sandy Hill loop the conductor ordered them off. He stopped the car for this purpose, but had to use force in expelling the unruly passengers.

He had succeeded in removing both, when one reached up and pulled him off the top step at the rear end of the car. He fell heavily to the ground, his head striking a large stone. Motorman James Gibbons at once ran to his comrade's assistance, and found him lying in a semi-conscious condition, with the blood gushing from his nose and ears. The motorman and passengers placed him in the car, and a search was made for his assailant. The latter, however, had made himself scarce, and when P.C. Brad ley arrived on the scene he was nowhere in sight.

Another version of the story is that Servis was tussling with the fellow on the ground and was thrown violently on the stone.

Inspector Laing had the injured man removed in the car to Dr. Scott's surgery, at 718 Wellington street, where he received medical assistance. He was afterwards removed to his boarding house. 68 Vittoria street, but other arrangements were made, and he was taken from there to the Protestant hospital. At midnight he was resting easy. Neither Dr. Scott nor the hospital doctors could ascertain whether Servis had sustained a fracture of the skull or not. However, serious developments are feared, as it is believed the brain is affected.

Servis has been in the employ of the company for several years, and is respected as a quiet, gentlemanly fellow. The police are on the lookout for his assailant.

12/09/1899 *Ottawa Citizen**Ottawa Electric*

RECOVERY SURE NOW

Conductor Servis' Condition Is Greatly Improved - Alleged Assailant Not Yet Arrested

The condition of Conductor Philip Servis, of the Ottawa electric railway, was rather improved last evening. All traces of delirium had left him. and he was able to converse rationally with those around him. There is now no doubt of his ultimate recovery. He says that when he ordered the two disorderly men from the car on Sunday evening one obeyed immediately. The other also complied, but on leaving the car he, either maliciously or to save himself from falling, caught Mr. Servis from behind, pulling the conductor from the steps of the car. Mr. Servis fell backwards on the ends of the ties, and in falling thus inflicted the injury from which he is now suffering. Who his assailant was is still a mystery. Motorman James Gibbons was paying all his attention to keeping a lookout ahead and therefore saw nothing remarkable in the affair until his comrade fell heavily from the car. In the excitement and the subsequent dulling of the senses which succeeded his heavy fall, Conductor Servis was unable to give any description of either of the men which would lead to their identification, and the men have not yet been located.

18/09/1899 *Ottawa Citizen**Ottawa Electric*

There was a collision on the Rockcliffe electric line yesterday afternoon just past the turn below the entrance of the drive at Government House. Car 242 was going down to Rockcliffe, followed by car 220. The first car stopped just past the turn to let some passengers off, when car 220 came up and dashed into it breaking the fender. The motorman reversed his motor so quickly that it burned out and ran backwards for some distance from the impetus. The flames shot up into the air and gave the passengers the idea that the car was on fire, and they tumbled out pell mell, but no one was hurt.

23/09/1899 *Ottawa Citizen**Ottawa Electric*

Wm. Stitt, of Montreal, who is charged with assaulting O.E.R. conductor Phillip Servis, appeared again, but as Servis is still unable to be on hand that case was adjourned for a couple of weeks.

25/09/1899 *Ottawa Journal**Ottawa Electric**Britannia*

MAKING RAPID PROGRESS

WITH THE ELECTRIC ROAD TO BRITANNIA

Expectation that it will Open in Two Months. To Run this Winter

The last acre of right of way necessary for the construction of the electric railway to Britannia was handed over to the Ottawa electric street railway company on Saturday.

Messrs. [sic] Heney & Smith, who have the contract for building the road, are at work on three sections, so as to get it built as early as possible. It is expected that in the early part of December one can step into an electric car at the Russell House and go to Britannia without change. The cars will run all winter.

The road is almost an air line. It goes through barns and dwelling houses, which the company find it necessary to purchase.

At some points of the road there is considerable rock cutting to be done. About a mile out there is a cut of 17 feet, which is well under way.

The ride from Ottawa to Britannia by the new road will be a very pleasant one, especially the latter part, where a splendid view of the river can be had from the cars. Mr. Thomas Ahearn had a run out on Saturday in his automobile to see how the contractors were getting along with the work of construction.

All the rails are at Britannia ready to be used as soon as the road bed is built.

04/10/1899 *Ottawa Free Press**Ottawa Electric**Britannia*

Heney and Smith, the contractors, are making good progress in the extension of the electric line to Britannia. They have 250 men employed and about 50 teams. Grading, rock cutting and completing the culverts is now being done. About 1 1-2 miles have been graded so far. A track will be laid in the ballast pit. The whole line will be ballasted and an engine for hauling the cars which convey the gravel. There is only one grade on the whole line where there will be much cutting.

The first of the quartette of electric coaches to be placed on the suburban line to Britannia is nearly completed at the Ottawa Car Works. Two other coaches are well under way and will be finished in ample time for the opening of the road. The beauty of the cars is only being realized in the finishing touches are being adjusted and the ensemble effects brought into full view. Instead of having a name for each car there will be painted on the side "Britannia-on-the-Bay". This is a catchy name and resembles the hyphenated cognomen of another provincial summer resort "Niagara-on-the-Lake."

Each car will be double seated throughout containing 28 seats and will carry 56 passengers comfortably. The vestibules are unusually large and will accommodate a number more in a crowd.

One of the novel features will be an electric push button at the side of the car opposite each seat. All the passenger will have to do is to push this button when he or she desires the car to stop. These buttons are the same as in C.P.R. sleeping cars.

Interiorally all the cars will be finished in oak and on the outside there will be the regular dark coach finish canvas, painted is also used on the inside. This will make the conveyance perfectly moisture proof. Small electric heaters will also be placed under each seat. The cars will be equipped with a Westinghouse air brake and will also be provided with an air brake whistle for use in the country. A gong will be used in the city. A little motor will keep up the supply of air, and, if the motorman used, say 10 pounds of air in stopping the car, this motor will work up to the maximum pressure. Everything in connection with the equipment and construction of these coaches is the most modern out.

14/10/1899 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

In about two months time the four cars being built for the new Ottawa-Britannia electric belt line will be placed in service. One of the cars is the combination baggage and passenger car that formerly met the trains at the depots. This car is 35 feet long and will seat 40 passengers. It will be fitted up in elegant style and will be in reality a new car. The three other cars are 50 feet in length and seat 40 passengers. All the cars will be painted in the Pullman green color, an olive green, and will be fitted with new style vestibules. Some artistic examples of wood carving are to be seen on these cars. Each seat is provided with a push button placing the passengers in communication with the motorman. To better advertise the line each car will bear the name of the new terminus, Britannia on the Bay.

Work is being pushed ahead on six combination baggage and passenger cars for the Quebec city suburban line and repairs are being made to several cars of the Ottawa Electric Railway company. --

The car company will not engage in the construction of automobiles during the coming winter but further orders for cars from outside cities are expected.

21/10/1899 *Ottawa Citizen**Ottawa Electric**Britannia*

Messrs. Heney and Smith, who have the contract for constructing the Ottawa Electric Railway company's extension to Britannia, are rushing that contract on to an early completion. The undertaking was commenced on September 8th. Though it was agreed to have it completed by Nov. 7th, that date is likely to be exceeded by a couple of weeks. Even this, however, will involve very speedy construction. By Nov. 10th the four and a half miles of track will be entirely laid and part of the ballasting done; by the end of the same month the whole work will be completed. Besides the mileage under the contract, Messrs. Heney and Smith have had to build one and a quarter miles of track into the gravel pit. Along the route there have been encountered some engineering difficulties. At Holland's farm some 30,000 yards of grading through gravel and boulders had to be performed. At Westboro, near Cole's farm, there was a cutting in rock of between ten and twelve feet, and a filling on an average of fourteen feet. One mile of the track is already laid at the Britannia end and yesterday men started to lay the ties at the Experimental farm. There are under employment 285 men, 45 teams and 42 carts. John Smith is the walking boss, Neil McCorney the time-keeper and Duncan Garley the track layer.

23/10/1899 *Ottawa Free Press**Ottawa Electric**Britannia*

Description of progress on the Britannia line.

--A half mile track has been laid at Britannia to the gravel pit to obtain ballast. A C.P.R. locomotive, thirty one flat cars, a ballasting plough and a steam shovel have been procured for ballasting as soon as track enough is laid to operate the two trains, which the flat cars will form--

23/10/1899 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The Ottawa Car Works (Limited) has received a large order for cars from a large American syndicate of contractors, of which Mr. J.A. Powers, of Troy, N.Y., is the head man. Mr. Powers is superintending the erection of an electric road at St. Catharines, and has ordered four fine cars of the same design and construction as the Britannia cars. The Ottawa Car Company secured the preference over all American car builders owing to the excellence and up-to-date build of their cars. An extension is now being erected to the car construction shop, which will make the full depth of the shop 122 feet. The company expects to have the order from Mr. Powers filled in a couple of months.

The work of installing the new Buffalo blast system of heating and ventilation is going ahead. Contracts have been awarded for the boilers, while the fan and pipes are being made in Buffalo. The new heating system will be in operation by the middle of November.

03/11/1899 *Ottawa Free Press**Ottawa Electric**Britannia*

-- the steam engine and flat cars are expected today.

The work has been greatly delayed on account of the contractor's inability to secure cars. This has been owing to the car famine which exists on all railways. The track laying for the whole four and a half miles is about half done. The ballasting will now be proceeded with.

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A line of track has been laid from the Britannia end of the line to the big gravel pit. After the rails are all laid the construction of the electric portion of the road will be undertaken.

18/11/1899 *Ottawa Free Press**Ottawa Electric**Britannia*

The work on the Britannia extension is going ahead with a rush. A steam shovel is at work about half a mile southwest of the terminus at Britannia. The shovel loads a flat car every minute and two trains of flat cars are at work. The ballasting has commenced from the end of the western terminus. The track laying and grading is nearly completed for the whole length of the line. Ballasting is now the principal work.

20/11/1899 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The Ottawa Car Works will be even busier than ever this winter. The order for four long cars for the St. Catharines and Niagara river road has been duplicated so that the company will have to manufacture eight cars of the same style as those now being turned out for the Britannia line. The Hamilton and Grimsby road, which recently ordered two cars from the company, sent word this week increasing their order to four. This speaks well for the excellence of the cars turned out in Ottawa.

22/11/1899 *Ottawa Journal**Ottawa Electric**Britannia*

The steam shovel in use at Britannia by the Ottawa Electric Railway for taking out ballast for the Britannia extension is the largest of its kind used around here. The other day it was timed and filled ten flat cars with box sides in ten minutes.

Two locomotives and about forty cars are in use ballasting the line and it is expected that by Thursday one of the tracks, the work of laying which has been going on from the other end will be joined, finishing the connection between Ottawa and Britannia. About two hundred men are now employed rushing the work, which will be completed as soon as possible.

23/11/1899 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The Ottawa Street Railway company this week placed an order with the Ottawa Car company for four new open cars which will be run next summer over the Britannia line.-- Another order has also been placed for a long closed car. This will make the rolling stock of the Britannia extension consist of five open and four closed cars.

24/11/1899 *Ottawa Journal*

Ottawa Electric

Ottawa Car

Two closed cars for use this winter on the Britannia extension of the Ottawa Electric Railway are nearing completion at the works of the Ottawa Car Co.

They will be as fine as any cars used on any electric road. Includes a detailed description.

29/11/1899 *Ottawa Journal*

Ottawa Electric

Britannia

The rails for the second track of the OER extension to Britannia have been laid and the ballasting is being rushed as fast as forty cars can be loaded and drawn off by two locomotives. The work of planting the trolley poles is going ahead also and it is anticipated that the line will be in operation before Christmas.

30/11/1899 *Ottawa Free Press*

Ottawa Electric

Incident involving car No. 21.

30/11/1899 *Ottawa Citizen*

Ottawa Electric

Accident involving car No. 21.

02/12/1899 *Ottawa Citizen*

Ottawa Electric

Accident to car No. 50.

08/12/1899 *Ottawa Free Press*

Ottawa Electric

Britannia

Work on the extension of the electric road to Britannia is going ahead. The laying of the double tracks has all been completed with the exception of 300 or 400 yards. The principal operation now consists of putting up the poles for stringing the wires. The engine and trains of flat cars are kept busy carrying gravel.

19/12/1899 *Ottawa Citizen*

Ottawa Electric

Britannia

The first car over the Ottawa Electric railway extension to Britannia was run out yesterday by Mr. J.E. Hutchison [sic] superintendent of the system, and Mr. T. Ahearn. The car was taken directly from the sheds and run to Bakers bush within about a mile and a half of Britannia. The road bed was found in good condition and the part of the road which is yet under construction will be completed in a short time.

Also covered in the Ottawa Free Press, same date.

28/12/1899 *Ottawa Free Press*

Ottawa Electric

Britannia

Mr. Edward A. Evans, chief engineer and manager of the Quebec city, railway light and power company, is in the city and yesterday afternoon was taken over the greater part of the Britannia line in one of the handsome new cars. At 3 o'clock the car left the post office. Superintendent Hutcheson was at the controls and on board were President Thomas Ahearn, Messrs W.Y. Soper, Roberts Allen, Ed. A. Evans, G.H. Perley, Inspector Ingram and a Free Press representative. The new car, which is 40 feet long, being 10 feet shorter than the three other Britannia closed cars, ran with perfect satisfaction. The trip over the extension was made as far as Bake's Bush - about a mile and a half this side of Britannia. The trolley wire has now been temporarily strung to this point on one of the poles and notwithstanding that alignment of the rails has not been made as yet and the overhead wire is only held in position temporarily, a good time was made. The rails were practically all laid for the double track and the work of ballasting is being proceeded with. The greatest grade, which is only a three percent one, is at Holland's cut.

The view from the car along the route is a charming one and a magnificent perspective is also obtained of the Ottawa river. The line of vision is not impeded, the centre pole construction being an important feature. The poles support iron brackets which hold in position the trolley wires. The poles will be painted white, with black butts. The fence posts will also be similarly painted.

On the way back an exciting race took place between the trolley car and the locomotive which, on the other track, was pushing four or five flat cars loaded with gravel. The motor kept ahead for a considerable distance and would have won out had not the trolley pole left the overhead wire near the finish.

The trip back to town was made in about twenty minutes.

The Britannia extension will be in operation at the opening of spring. Contractors Heney and Smith are rushing the work. The road bed, when completed, will be on a par with the rolling stock - the best and most complete possible. The new 1,800 h.p. generator is now being installed in the company's new power house, which will be finished early in the spring. The Britannia cars will all be equipped with electric heaters placed directly under the seats. The electric button, opposite each seat, by which passengers may signal the motorman when they wish to get off, is also an up to date convenience.

29/12/1899 *Ottawa Citizen*

Ottawa Electric

Britannia

Heney and Smith are closing down their work on the Britannia line for the winter. A large number of men were laid off last night. Owing to the difficulty of ballasting with frozen gravel it is altogether probable that the work of levelling the track will not be resumed until next spring.

06/01/1900 *Ottawa Citizen*

Ottawa Electric

Two streetcar tracks are being used as far as Sparks street and from there the single track is used as far as Holland avenue.

Ottawa to Britannia in an electric car in 25 minutes.

On Saturday, Mr. T. Ahearn, superintendent Hutcheson, Mr. A.A. Dion and a Journal reporter made a trial run over the new suburban line. The track is laid all the way to the village but the trolley wire has only been strung to a point about half a mile this side - just where the tracks cross Richmond Road. It was to that point that the run was made. From the corner of Bank and Sparks Street to the stopping place the trip occupied 21 minutes. Mr. Hutcheson estimated it would take about four minutes to cover the other mile. Therefore the trip from the city to Britannia village could be put down at 25 minutes.

When the line is in operation it probably will not take as much as 25 minutes, because in the first place the big cars now being built for the service will be more speedy than the one used last Saturday, and in the second place the track will be ballasted which at present it is not.

Probably just at the present time, when shoveling coal into the furnace is the popular recreation, mention of the cool breezes the new line will make possible to sweltering humanity, may not appear quite timely. But the winter is bound to pass, and the hot spells will come again, and then - then the new road will come in for practical discussion.

The new line.

The new line has been laid in pleasant places. Almost all the way the Ottawa River is in sight. The line leaves the city tracks about 200 yards up the spur that runs into Victoria Park. The line runs close to the south side of Richmond Road all the way except for the mile from where it crosses the road till Britannia is reached.

Up to the point where the line crosses the Richmond Road, the run, for a distance of about three miles is through a very picturesque section. There are a number of long grades (and several sharp ones) that give the route a rolling appearance and add zest to the downward runs, for pleasure seeking humanity always likes a spice of danger with its bit of fun. A flying car on a down grade on a hot day is a thing of joy to most people - so long as they feel the chance of accident are only 1 in 1,000.

As to Rails and Cars

Of danger, however, there is not likely to be the one part in 1,000. The rails are extra heavy, 72 pounds to the yard, and the cars will be big 50 foot fellows. On Saturday though the road was not graded, and the car used was only a 38 footer, and one used for late night service from the CPR station, the motion was delightfully even. When the road is put in proper shape and the regular cars are on, the travelling should be a pleasure. The cars being built for the line, will be provided with what is known as swing motion trucks - trucks which prevent the car from feeling the sideward jars and thus make progress so much more steady. The cars will be built much like regular railroad cars. They will be handsomely upholstered and finished in oak.

A feature of the road is the straightness of the trolley poles. There are 350 of them set 80 feet apart. They will be painted white.

A chance for capital.

In connection with the opening of the new road a suggestion may be offered for idle capital. Now that electric cars are about to connect Britannia with Ottawa with a frequent service, low rates and stops at way points, there will likely be a demand for summer residences all along the route as has been the case around Montreal.

Between Hintonburg and Britannia there are many lovely spots overlooking the Ottawa River. The land is high and dry and at many points there are clumps of woods. Beyond Westboro (Skeads Mills) there are many desirable spots.

Some time ago, a director of the electric railway, at a board meeting suggested that the company should invest in land and erect a number of cottages for renting. The idea was considered an excellent one, but it was decided to leave such matters to private capital and enterprise. Capital and enterprise therefore have the floor. It is not likely the hint will go astray.

Special and local

It is the intention of the company to run two sorts of cars "through" and "local". The first as the name implies will run to Britannia without stops, The other will be for the use of the suburbanites.

19/01/1900 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The third of the new closed cars, for the Britannia extension, has just been turned out by the Ottawa Car Works, and are to be delivered to the Street Ry. Company. Detailed description.

22/01/1900 *Ottawa Citizen**Ottawa Electric**Britannia*

Britannia. Heney and Smith have been awarded the contract for building the pier for the Ottawa Electric railway here. They expect to commence next month.

27/01/1900 *Ottawa Citizen**Ottawa Electric**Britannia*

At 2 o'clock yesterday the first electric car reached the village at the C.P.R. station. The men expect to have the trolley wire and cross arms all put up today. Though this is one of the worse days of the season the men are working on the poles showing how anxious the company are to get the line in running order. There will be a car daily each way now for the working men. The men are also stringing a wire for the lights.

Also covered in the Ottawa Free Press, January 29, 1900. - arriving at Britannia station the party was photographed and immediately returned.

30/01/1900 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

The Ottawa Car Company has commenced the construction of four large open cars for use on the Britannia extension this summer. Each of the cars will be fifty feet in length and will be of a style and will be entirely different from any ever used in Canada. They will each be fifty feet long with an accommodation for sixty passengers and the seats will be arranged on both sides with an aisle in the middle, just the same as an ordinary railway coach. The sides will be open with a heavy wire net covering the lower portion of both sides of the car. The new cars will be ready for use early in the summer.

07/02/1900 *Ottawa Citizen**Ottawa Electric**Britannia*

Officials of the electric railway had another trip over the Britannia extension yesterday afternoon and inspected the work. The road, though new, is in good condition and the cars run very smoothly. The contractors have considerable work to do yet before their operations are completed.

12/02/1900 *Ottawa Citizen**Ottawa Electric**Britannia*

The Ottawa Electric railway company this morning commenced the construction of the big 800 foot pier into the bay at Britannia. A gang of about 50 men and 20 teams were put to work excavating for the foundation and commence the construction. The work will occupy between five and six weeks.

23/02/1900 *Ottawa Journal**Ottawa Electric**Britannia*

GOING AHEAD FAST.

The Work on the Big Pier at Britannia Bay,

The Ottawa Electric Railway Company is making fast progress with the construction of its new stone pier at Britannia Bay. The ice has been cut for 1,000 feet, the full distance which the pier will extend, and about twenty-five teams are busy drawing stone from the works of the Metropolitan Electric Company's canal. The water was frozen to the bottom nearly the entire distance which the pier runs, so that when the ice was cut out, the work of filling in the stone on the bottom was comparatively easy.

The top of the pier will be covered with a heavy coating of cement and the sides will be rip-rapped. The T which will be constructed across the end of the pier will be a wooden one constructed on the ordinary crib work.

WILL BRIGHTEN THE WAY

In honor of the departure of the Lord Strathcona Horse on Monday, the Ottawa Electric Railway Company are suspending flags from every cross wire all the way from Somerset street to the Central Depot, via Bank and Sparks streets.

19/03/1900 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The Ottawa Car Works last week shipped two handsome cars to the Niagara, St. Catharine's and Toronto railway. The company has two others nearly completed and will ship them in a few days.

02/04/1900 *Ottawa Citizen**Ottawa Electric**Britannia*

Through the kindness of the officials of the Ottawa Electric Railway company, a party from the press gallery of the house of commons, along with representatives of the city papers, were afforded an opportunity on Saturday afternoon of going over the extension to Britannia in one of the handsome cars which the road has had constructed especially for that traffic. Mr. T. Ahearn, president, Mr. J.D. Fraser, secretary, and Capt. J.E. Hutcheson, superintendent of the road accompanied the party and were most courteous in their treatment of the scribes. About twenty-five took the trip, the run from Elgin street to Britannia occupying but 25 minutes.

About one month's work remains to be done before the road is finally completed, but the cars run very smoothly, with the absence of jolting, notwithstanding that this line is as yet unfinished.

At Britannia there is every evidence of preparation for the very large traffic which the company expects this summer. Extending out into the Bay for a distance of 1,020 feet is an immense pier, constructed of stone, at a cost of \$9,000, and which will be used for promenade purposes. In the pier there are three openings to permit of the passing of boats, and at the end a breakwater will afford protection from the ice when it breaks up in the spring. From the end of the walk to the shore the water is only four feet deep and will thus furnish excellent facilities for bathing. The bottom is sandy and the beach will doubtless be the attractive feature of the new summer resort. The company also proposed to put up a large pavilion facing the bay, and a building for ladies and children. Arrangements are also being made for excellent sanitary conditions.

On the return trip, the distance from Britannia to Holland avenue, Hintonburg, was covered in the short space of eight minutes. The line will be opened early in May and the work of completing the construction will be resumed about the middle of this month. A ten cent fare from all points in the city will doubtless ensure popular patronage for the new line this summer. The courtesy of the officials was most heartily appreciated by the newspaper men.

Also covered in the Ottawa Free Press, same date.

05/04/1900 *Ottawa Citizen**Ottawa Electric**Britannia*

One of the new Britannia cars that have been built by the street railway company was given a trial run up Sparks street this morning to test the efficiency of the Westinghouse air brakes with which it is equipped. The brakes worked in a satisfactory manner. The car was switched on the track beside the post office and in coming out to return along Sparks street the front wheels took right track but the rear wheels took another track. The car was backed up and the second time the rear wheels followed the front ones alright.

11/04/1900 *Ottawa Free Press**Ottawa Electric*

The railway company will shortly erect a new car shed. The present sheds, which really consist of three departments or sheds, are inadequate to provide the necessary accommodation for the increased rolling stock. The new shed will be about one third the size of the present one. The question of site is now under consideration.

17/04/1900 *Ottawa Free Press**Ottawa Electric**Britannia*

Contractors Heney & Smith have a large number of men at work on the Britannia extension. The steam shovel is now at work in the gravel pit west of Britannia. An engine and long train of flat cars takes the gravel down to where it is needed. There is considerable ballasting to do on the road.

19/04/1900 *Ottawa Citizen**Ottawa Electric**Britannia*

Heney and Smith, the contractors, have a large gang of men at work on the electric line to Britannia. The workmen are engaged in ballasting and leveling the track.

20/04/1900 *Ottawa Citizen**Ottawa Electric**Britannia*

The new pavilion which the Ottawa Street railway company is erecting at Britannia is well advanced and will be completed by the time the extension is ready to be operated. It is situated adjacent to the promenade pier which extends out into the bay for over 1,000 feet.

26/04/1900 *Ottawa Journal**Ottawa Electric**Chaudiere*

Account of the great fire - an electric car which had been stopped opposite Booth's will probably be destroyed.

27/04/1900 *Ottawa Citizen**Ottawa Electric*

The old power house of the Ottawa Electric Company, the old arc light generator, and one of the lightning power houses were destroyed. The power was supplied last night from the standard power house and the auxiliary steam plant. The street railway service today will be operated from the brick power house near Pooley's bridge. Yesterday the street railway service was stopped from 2.15 till 8.40 p.m.

27/04/1900 *Ottawa Journal**Ottawa Electric**Ottawa Fire*

The electric railway power house destroyed and the street car service crippled for a while.

30/04/1900 *Ottawa Citizen**Ottawa Electric*

ELECTRIC RAILWAY NOTICE

The green line cars now run through the burned district to the slide bridge. Hull can be reached by means of temporary bridge now constructed.

01/05/1900 *Ottawa Free Press**Ottawa Electric*

The Ottawa Electric street railway set a large number of men to work this morning restoring their track, poles and wires from Mackay's mill to the terminus of the line in Hull. A car will be taken across the river today on a boat and ?? other side of the burnt bridges to the Hull terminus. Passengers using the green line will be given transfers. On arrival at the ? bridge they will then only have to go about 100 yards to the bridge at the bulk head which is 34 feet wide (this part is mixed up) They can then take the car on the other side of the bridge, the transfer being good to ride into Hull.

More details about temporary arrangements as a result of the fire.

THE LUMBER PILES A MENACE TO CITY

Electric Railway won't Lease its Vacant Land on Victoria Island for Piling Purposes.

Mr. Soper of Ahern & Soper, seen by a Journal reporter today, regarding the danger of lumber piling in the city said: "We endorse The Journal's attitude on the lumber piles. The menace to the city is unquestionable. The reality of the danger is not new. The conflagration has simply brought the matter home, and has ? the property of those who have watched the belt of lumber gradually encircling the city from year to year. The loss of life and property in Ottawa was directly and only due to the lumber piled at the Chaudiere. This fact is known to the thousands who stood on Parliament Hill and watched the beginning of the fire on the Ottawa side of the river.

"As we understand the subject there is no attack being made upon any particular individual, but upon a practice that if continued means the destruction of Ottawa as surely as Chaudiere and Rochesterville were destroyed. If the maintenance of such a practice is worth the price we have just paid for it, then we should continue the practice. The proposition seems a simple business one. We may say that that ?? does the Electric Railway Company consider the land for piles that it has just declined to lease for lumber piling purposes ? acres of vacant land formerly used for piling lumber, owned by the company on Victoria Island. We are satisfied that if lumber piles were placed upon the land they would prove a menace to upper town, and in case of high wind to the whole city."

24/05/1900 *Ottawa Free Press**Ottawa Electric**Britannia*

Britannia line will open tomorrow.

25/05/1900 *Ottawa Citizen**Ottawa Electric**Chaudiere*

By June 15 it is expected communication by electric cars between Ottawa and Hull will be re-established. The Dominion Bridge Company has a gang of men at work repairing and replacing the trestle work under the O.E. railway on the Quebec side.--

The footpaths will be separated from the roadway and tracks by a railway.--

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25/05/1900 *Ottawa Journal**Ottawa Electric**Britannia*

Opening of Britannia line. Between 12,000 and 15,000 were carried over the new extension. Park not quite completed. Fine overhead foot bridge.

28/05/1900 *Ottawa Journal**Ottawa Electric**Chaudiere*

The passengers on the Pontiac train as well as the Aylmerites are sorely inconvenienced by being obliged to walk through Mr. Booth's lumber yard to connect with the Ottawa cars. The Hull Electric Company has offered to lend a car for connection between Eddy's Corners and McKay's Mill. It is claimed here that the track can be made perfectly safe in three days so that the great inconvenience to the public is considered entirely unnecessary

Saturday June 9. The people of Aylmer and the passengers by the PPJ Railway greatly appreciate the convenience arising from the repair of the OER from Eddy's Corner to McKay's Mills and the resumption of traffic on that piece of road.

02/06/1900 *Ottawa Free Press**Ottawa Electric**Bronson*

Railway and Lighting Committee - Mr. E.H. Bronson was present and said that the application of his company was in line with their efforts to promote a large carbide industry which would run all the year and employ as many men as the saw mills formerly did. It was necessary to have their line extended. He did not think that the wear on the roads by the cars would be any greater than drawing with heavy wagons. He desired to lay a switch on Middle street to connect with the street railway tracks at the slide bridge.

Ald. R.J. Davidson said the application would be considered when it was known whether the Street Railway company had power to run freight cars on the streets.-- Matter held in abeyance.

04/06/1900 *Ottawa Citizen**Ottawa Electric**Chaudiere*

A foot bridge has been completed across the lumber slides on the site of the Chaudiere bridge destroyed in the fire. This establishes direct communication with Hull. The O.E. railway company has a gang of men at work repairing its tracks on the Quebec side and when this work is completed, a car will be placed on the line between the Hull terminus and the McKay mill. This car will connect with the regular line on the Ontario side, the connecting link being the footbridge just completed which is 500 feet long.

05/06/1900 *Ottawa Citizen**Ottawa Electric**Britannia*

The pier is not quite finished yet but will be likely completed before the end of the week

The ground near the pavilion is being leveled and when this has been done it will be sodded. Gravel is being obtained from the C.P.R. pit

The high bridge over the C.P.R. track is to be lighted up.

06/06/1900 *Ottawa Citizen**Ottawa Electric**Chaudiere*

Ever since the fire the electric street railway company has been busy repairing the bridge from what was McKay's offices to Hull. A car has been taken over and will run between these points. A temporary walk is being built over the slides so that passengers for Hull will have but a very short walk to transfer from one car to another. The work will be completed today.

09/06/1900 *Ottawa Free Press**Ottawa Electric**Chaudiere*

An electric car was started running between the Chaudiere bridge and Hull on Thursday much to the convenience of Hull passengers. The electric railway act is much appreciated.

15/06/1900 *Ottawa Free Press**Ottawa Electric*

Incident with car No. 202.

16/06/1900 *Ottawa Journal**Ottawa Electric*

Freight Cars on Streets

The city solicitor said he wrote to the Electric Railway Company to discontinue running freight cars on Sussex street. He received a reply which he intended sending to the council with a letter of his own.

The Electric Railway Company is still running freight cars from the Edwards' yard and it is claimed that they have the right in their charter to do so.

20/06/1900 *Ottawa Journal**Ottawa Electric*

A FAST RUN

Government - House Party Taken to Britannia in a Flyer

A fast run was made to Britannia last night by the party from Government House. The run was made from Government House to Britannia in exactly 25 minutes, which, considering that fully half the distance was through crowded city streets, is exceedingly fast. The run was made on one of the small cars, which is equipped with fast motors.

Princess Albert, Lady Minto and the other members of the vice regal party had a trip on the lake in a war canoe and paid a visit to the Britannia Club house, which they enjoyed very much.

23/06/1900 Ottawa Free Press Ottawa Electric

The Ottawa Electric railway is running its second trolley wire from the Chaudiere bridge to Hull. It is expected that a second car will be put on between the bridge and Hull shortly.

25/06/1900 Ottawa Free Press Ottawa Electric

For some time past the directors of the Ottawa Electric Railway Company have felt the need of additional car shed room owing to the increases in their rolling stock. The present sheds are altogether inadequate. The question of a suitable site has been under consideration for some time.. It was at first thought that the piece of property that the company owns just at the entrance to Rockcliffe Park would be a desirable location, but the directors have now changed their minds and will build the new sheds on the Britannia line, not far from Holland avenue. Work on the new structure will begin in the fall.

26/06/1900 Ottawa Citizen Ottawa Electric Britannia

A new switch is being placed in position near the platform (at Britannia). It is intended to serve for the sidetracking of a sufficient number of cars to convey the people back to Ottawa after a band concert.

30/06/1900 Ottawa Free Press Ottawa Electric Chaudiere

The Electric Railway Company have erected a temporary waiting room and shelter at the end of the bridge for the convenience of Hull passengers. Two cars are now running from the bridge to Hull and the long wait previously experienced by passengers is avoided.

04/07/1900 Ottawa Citizen Ottawa Electric Sussex street

FREIGHT CARS ON SUSSEX STREET

Ald. R. J. Davidson submitted a motion instructing the city solicitor to institute injunction proceedings restraining the electric railway from running of freight cars on Sussex street. He said that the motion was agreeable to all the parties concerned who wished to know just what rights the electric railway had in the matter.

Ald. Roger doubted very much if the Edwards company after going to the expense of laying rails would consent to its business being interfered with while this technical point was being determined.

The city solicitor said it was not necessary that, an injunction should be issued. The courts could be applied to for a declaration of the rights possessed by the company.

Ald. Raphael thought it would be very unfair to block Mr. Edwards' business-while the courts were deciding the issue.

Ald R.J. Davidson consented to the provision suggested by the city solicitor and It was decided to instruct that officer to apply to the courts for the necessary declaration in the case..

10/07/1900 Ottawa Free Press Ottawa Electric Ottawa Car

The already large rolling stock of the Ottawa Electric Railway Company is to be increased by eight new cars. The order for them has been placed with the Ottawa Car Works and work commenced. The new cars will be closed ones, each thirty feet long and fitted up in the most up to date manner. They will be ready for use this fall.

The Ottawa car Works has also received an order for four more fifteen bench open cars for the Niagara, St. Catharines and Toronto Railway.

During the past week the company shipped three closed cars, each fifty feet in length, to Quebec City.

Four cars were shipped to British Columbia for use on the Vancouver railway system. One handsome combination mail and passenger car was sent to Berlin and Waterloo.

16/07/1900 Ottawa Free Press Ottawa Electric

Incident with car No. 64.

18/07/1900 Ottawa Journal Ottawa Electric Sussex Street

If the injunction to restrain the company from drawing freight cars over Sussex street is granted, it is said that it will seriously interfere with the business of the W. C. Edwards Company, Limited, which has been shipping lumber for some time by means of the electric railway, and almost every night trains of freight cars pass up and down the street to and from the Canada Atlantic railway. The Edwards Company, It is also said, sold practically all their horses when they began shipping by the electric railway, and the legal complication will, it is said, be a serious interference with their business.

23/07/1900 Ottawa Journal Ottawa Electric Rockcliffe Rifle Range

A large gang of men started today to build the two miles of double track for the electric railway that will be necessary to connect the terminus of the present railway at Rockcliffe Park with the Rockcliffe rifle range.

It is necessary that this road be completed by the last of August in order that it may be available for the Dominion Rifle Association matches which start on August 28. So an extra large gang has been put on. Under the superintendence of Mr. J.E. Hutcheson the work will be rushed through with the greatest of speed.

The road starts from the Rockcliffe pavilion and winds its way along the cliff on the outside of the forty-four foot right of way around the park coach road. Then it finds its way down the cliff by means of a trestle and across the Bronson and Keefer lands. Then another trestle will be necessary to carry the road across the outlet of McKay's lake. Then the railway will be run along what is known as the sand ridge road and up to the Aberdeen pavilion and the range.

A large loop will be put in on the range so the car will be able to make the turn without turn of trolley.

The road will be a very pretty and picturesque one and will probably present the greatest engineering difficulties of any line of street railway yet built in Ottawa.

25/07/1900 Ottawa Free Press Ottawa Electric

Incident with car No. 228.

27/07/1900 Ottawa Free Press Ottawa Electric

Some of the electric cars which are used on the Somerset street line are too high to pass under the Parry Sound bridge on Holland avenue. Several of the signs showing the routes have been torn off the cars.

Work has commenced this morning on the construction of the new barns of the Ottawa Electric railway on Main street, Hull. The contractors are Mr. Crane and Messrs. Lowe. The plans of the building were drafted by Mr. James Mather and show a most substantial structure. It is expected to be finished by the 1st of December.

31/07/1900 Ottawa Journal Ottawa Electric

AN UP-TO-DATE PLAN

Ottawa Electric Company's Plan for Rebuilding

The Structures Will be Fire Proofed in Every way and the Equipment Will be of the Most Modern Kind.

01/08/1900 Ottawa Citizen Ottawa Electric Rockcliffe

Construction of the Rockcliffe Range Railway Extension is Being Pushed.

The electric railway extension to the Rockcliffe Range is being proceeded with rapidly. A staff of one hundred men under the supervision of Supt. Hutcheson is engaged in the grading which will be completed in readiness for the ties and rails by Friday. A considerable portion of the ties have already arrived and part of the rails have been shipped. The trestle work over the gully below Rockcliffe will be started in a few days.

The officials of the company state that a single track will be down anyway and if sufficient rails arrive a double track will be constructed by the time of the D.R. A. meeting. The extension can be completed readily by the end of the month at the present rate of progress..

04/08/1900 Ottawa Journal Ottawa Electric Rockcliffe Rifle Range

Today, probably the first consignment of twenty-five carloads of rails will arrive in the Capital from Moncton, NB. They are the new rails for the Rockcliffe Rifle Range extension. They are sixty two pound rails.

The heavy 72 pound rails for Somerset Street which is to be paved, have to be ordered from the United States. When they are laid on Somerset Street between Bank and Bay, the old rails will be taken up and re-laid to build the Bell Street extension.

The grading of the Rifle Range line was finished last night. Many of the ties are laid and some of the poles are up. There are one hundred men working and Mr. J.E. Hutcheson is hustling matters. The quick work done almost establishes a record in rail laying.

Another door in the Albert Street car shed is being widened and heightened to permit the entrance of the big Britannia cars.

The auditorium at the West End Park will be turned in a few days into a commodious car shed. In this winter and summer cars will be stored. The company badly needed an auxiliary shed for their ever growing rolling stock.

16/08/1900 Ottawa Free Press Ottawa Electric

There are now in daily use on the various lines of the Ottawa street railway forty-four cars. This is the largest number in the history of that road. Last year there were thirty-eight.

17/08/1900 Ottawa Citizen Ottawa Electric Rockcliffe

The Ottawa Electric railway will tomorrow inaugurate its service to the Rockcliffe range, the extension having been completed sufficiently to enable the cars to be run. The first car will leave the corner of Bank and Sparks streets about one o'clock and there will afterwards be a couple of trips from the park to the range.

28/08/1900 Ottawa Journal Ottawa Electric Rockcliffe Rifle Range

Article on the opening day of the Dominion Rifle Association meeting.

The cars are a great convenience and have done just what was needed to make the range accessible and highly popular.

12/10/1900 Ottawa Free Press Ottawa Electric Britannia

The Ottawa Electric company has completed their new station at Britannia and have also built two platforms provided with seats at Holland avenue and Barrie. The station at Britannia is heated with an electric heater and is very comfortable.

15/11/1900 Ottawa Free Press Ottawa Electric Ottawa Car

The Belleville Traction company has purchased two cars from the Ottawa Car company which will be shipped in a few days. The Car company has also received ordered for three 40 foot long closed cars for the Victoria, B.C. railway and two thirty foot closed cars for Sarnia. Last week the company shipped the last of four line cars for the Niagara, St. Catharines and Toronto railway. The eight new cars ordered by the Ottawa Electric Railway from the car company are nearly all built. They will be equipped electrically by the Street Railway company and put on different lines in the city in a few days. Each car is thirty feet long and handsomely upholstered.

27/11/1900 Ottawa Free Press Ottawa Electric Rockcliffe

Owing to the increase in rolling stock the Street Railway company has found it necessary to increase its storing accommodation for cars. A new shed is being erected on their property at the entrance to Rockcliffe Park adjoining Princess avenue. The new shed will be brick, 210 feet long and 50 feet wide. The stone work is now completed. In the spring the company will build an addition to its car sheds on Albert street.

27/11/1900 Ottawa Free Press Ottawa Electric Ottawa Car

Three of the eight new cars ordered from the Ottawa car works are now in service, one on Albert street and two on the Somerset street line. The new cars are 34 feet long and provided with the Brill truck which is the easiest riding truck known, very little oscillation being noticeable. The remaining new cars will be in use shortly. The company's regular service this winter numbers forty-four cars as compared with thirty-seven last year.

Mr. Greene, general manager of the Hamilton Street Railway company,; Mr. Moody, a director of the Cataract Power company, and Promoter Patterson of Hamilton, were in the city yesterday negotiating for new cars for the Hamilton road from the Ottawa car shops. The visitors were taken over the Britannia extension by Supt. J.E. Hutcheson and unanimously pronounced it the finest suburban line they had seen.

07/12/1900 Ottawa Citizen Ottawa Electric

The street railway has put a combined passenger and mail car on the Bank street route. In it the mails will be conveyed from the branch to the central office.

24/12/1900 Ottawa Journal Ottawa Electric Chaudiere

Electric cars will cross the bridges over the slides at the Chaudiere today for the first time since the big fire on April 26th. Ordinary vehicular traffic will not be resumed for some time yet.

28/12/1900 Ottawa Free Press Ottawa Electric Rockcliffe

Work on the new car sheds of the Ottawa Electric company at the entrance to Rockcliffe Park has been interfered with by the weather. On fine days the workmen manage to make good progress and will soon have the structure completed.

04/01/1901 Ottawa Citizen Ottawa Electric

There was a partial tie up of the Rideau Street line of the street railway last night caused by a car jumping the track. As car No. 64 was speeding northwards down the Nicholas Street hill, the motorman seemed to lose control and on reaching the curve was going too fast to turn. The car went straight ahead, jumping the track, stopping within two feet of the sidewalk in front of Bourque's store. The auxiliary car and gang were summoned and had a big contract getting the car back on the track.

30/04/1901 Ottawa Journal Ottawa Electric Hintonburg

The Electric Railway Company are at work in the village (Hintonburg) welding the rails. They intend going as far as Holland avenue with the work.

02/08/1901 Ottawa Journal Ottawa Electric

A magnificent Royal car - probably the first electric car in the world built especially for royalty - is now under construction by the Ottawa Electric Railway. More.

07/09/1901 Ottawa Citizen Ottawa Electric

Accident involving cars Nos. 214 and 228.

12/09/1901 Ottawa Journal

Ottawa Electric

The Royal trolley "The Duchess of Cornwall and York" was given a trial run through the city and out to Britannia-on-the-Bay yesterday. The luxurious electric car "The Duchess of Cornwall and York" has been provided by the Ottawa Electric Railway expressly for the use of their Royal Highnesses, the Duke and Duchess of York. The car is 50 feet in length, straight sides and vestibuled at both ends, full monitor roof of the Pullman pattern. The color is also Pullman standard with the British coat-of-arms conspicuous on both front and rear. The interior of the car is furnished in antique polished oak, the ceiling being covered with three ply birds eye maple veneer, and decorated. There are four large British plate mirrors set in frames, two at either end of the car. All trimmings, such as hat racks, books etc. are in solid bronze. The window curtains are of the latest design, and are very ornamental. The car is brilliantly illuminated by five clusters of incandescent electric lamps, twenty one in all. The floor is covered with a rich Royal Blue carpet. The car contains fourteen large easy chairs beautifully upholstered in olive green plush. The trucks are double and of the swing motion pattern with graduated springs. The electrical equipment is very complete and consists of four Westinghouse 40(?) h.p. motors. The car is also fitted with the Westinghouse automatic air brake, and is capable of attaining a speed of fifty miles an hour. This is the first electric tram car ever provided exclusively for the use of Royalty. The car was manufactured by the Ottawa Car Manufacturing Company.

13/09/1901 Glengarry News

Ottawa Electric

August Pollock, 18 years of age, switch boy on the Ottawa Electric Railway, was jumping from one car to another, which was in motion, when he slipped and fell. The wheels of the car passed over his head. Death was instantaneous.

14/09/1901 Ottawa Journal

Ottawa Electric

Line drawing of the Royal trolley car with a repeat description.

01/02/1902 Ottawa Citizen

Ottawa Electric

Ottawa Car

An order for ten cars for the new electric railway in Sydney has been placed with the Ottawa Car Company.

17/02/1902 Ottawa Citizen

Ottawa Electric

Car No. 22 on the St. Patrick's street line, became disabled by the breaking of an axle on Creighton street near St. Patrick's bridge last evening. Traffic was blocked for some time. The disabled car had to be hauled to the end of the line and replaced by another. Motorman Cyr and Conductor J. Liberty were in charge of car No. 22.

13/03/1902 Ottawa Journal

Ottawa Electric

New Street Car Signals.

Young Men Have New Way of Stopping Trains.

The old lady who waves her hand at an approaching car when it is a block away, the young woman who stands on the sidewalk holding her skirts and signalling the conductor with her parasol after the car has moved on, the man who runs for the car, the small boy who whistles when he does not want a tram, must all take a back seat when the young man with a bugle comes along. That's the latest street car signal. Last night a conductor on a car near the Protestant Hospital was about to give the signal to "go ahead", when out of the gloom came the clear tones of a bugle. Several times it was blown and the conductor waited. A minute elapsed and two young men with bugles came running out of the darkness and boarded the car. The conductor gave the signal to "go ahead," and the newest method of signalling Ottawa street cars had been successfully inaugurated. But the most dangerous habit is said to be the habit some women passengers have when riding on the open cars in summer. They poke the motormen in the back with the sharp end of their parasols.

01/04/1902 Ottawa Journal

Ottawa Electric

Streetcar overturned.

And six people were seriously injured.

Nasty accident on the Hintonburg line at Preston Street yesterday afternoon.

Probably the most peculiar accident that has ever happened on the Ottawa Electric Railway since its establishment occurred last night about five o'clock when a car going down Somerset Street hill ran off the track near Preston Street and turned completely over on its side, smashing the glass and side of the car to splinters, and severely injuring the occupants. The passengers, four in number, were Mrs. and Miss. Wilson of Kemptville, Mr. Fred Robson of Britannia and Mr. Wm. Hanright of the Department of Agriculture who was returning to his home in Hintonburg. The car was in charge of Conductor A. Gemmell and Motorman R. McCrea and was running at a high rate of speed. When about half way down the hill between Rochester and Preston Streets, it left the track and continued on its course for about 25 yards when it turned over on one side with a crash. The motorman was sent flying through the window, and the passengers sent flying about inside in a manner that they do not wish to experience again. Mrs. Wilson was pinned down in such a way that planks had to be secured and the car raised in order to free her. She suffered a severe nervous shock and a bad shaking up. Her daughter was also badly bruised and received a flesh wound on the arm. Mr. Robson was thrown about so badly that he had one rib broken and his side injured. Mr. W. Hanright was badly bruised on the back and hip, but was able to go home on the next car. Motorman Rod McRea was badly cut with the broken glass and received a general shaking up.

Various theories are advanced for the cause of the run off. A new sewer grating has been placed between the tracks about half way down the hill and from the appearance of this grate it is thought that the wheel must have struck it as the grate bears a deep bint. This seems the most acceptable theory as to the cause of the car leaving the track.

More.

08/07/1902 Ottawa Journal

Ottawa Electric

Tracks are in bad shape.

They say street railway is using many mile of 40 pound rails instead of 56 pound as required by by law.

An inspection of the condition of the street railway tracks has been made by the City Engineer and the special committee composed of Ald. Champagne and Cunningham. A report has been prepared by city engineer Kerr which shows the road to be in bad shape.

Out of 14 miles of roadway, the rails on three miles are 40 pounds instead of 56 pounds. Except on Somerset Street and the permanent paved roadways the joints of the rails are in a bad state of disrepair.

Throughout the entire track the surface is irregular and in many places there are undesirable depressions in the rails. The rails are in many instances several inches higher than the road, for which the blame is partly due to the city and partly to the company.

The report contains no recommendations and it is probable the committee will now delve into the by-laws and charters to see what power the city has to bring the company to time.

More power for street railway.

Storage battery of 1000 h.p. purchased

The Ottawa Street Railway company are making preparations for the installation of a large storage battery adjacent to their present power house at the Chaudiere.

A new dam will be constructed to replace the present wooden one in front of the proposed building. The building will be brick 70 feet by 40 feet and the battery will have a capacity of 1000 horse power. Its office will be to regulate the current so as to make unnecessary the automatic regulator now in use with the water wheel. The storage battery will take charge of what is called the "peak" of the electric load and the stored up energy can be used in cases of exceptional demand for increased current.

The battery has been purchased from the Electric Storage Battery Co. of Philadelphia and cost \$75,000. It is expected to have it in operation in December.

09/02/1903 *Ottawa Citizen**Ottawa Electric**Albert Street*

Will rebuild.

Electric company will immediately repair damages by last night's mishap.

The Ottawa Electric Railway company will immediately commence the rebuilding of the part of its shed which collapsed last night. Examination of the structure was made this morning and the breakdown was evidently caused by the supports not being of sufficient strength to hold up the weight of the structure including the snow on the roof. In the collapse of the building two of the big Britannia cars were badly damaged along with several others. The cars were principally open ones and the roofs were badly smashed.

There is a further report with a drawing.

With an awful crash which could be heard for blocks away the Queen Street portion of No. 3 car shed of the Ottawa Electric Railway collapsed at ten o'clock last night. Fortunately there was no loss of life nor was anyone injured but ten cars were smashed. Queen Street was strewn with brick and stone debris while heavy financial loss was entailed on the company. Although the cause of the accident is not definitely known it appears to have been due to a defect in construction of the wall. The car sheds of the company front on Albert Street between Kent and Lyon and run through to Queen. It was the north end of the Queen Street end of the easterly shed that went down last night.

Men employed by the company were at work in no. 2 shed when there was a sudden trembling of the adjoining structure. An instant later and down went the Queen Street wall covering the sidewalk and part of the roadway with lime and bricks. Simultaneously the north end of the roof came down right on top of a dozen electric cars which were in storage. The cars were almost entirely destroyed or badly damaged. The tremendous force of the air tore from their hinges the big doors on the south side and hurried them out to Albert Street.

For a minute or so no one knew what had happened. Residents of the locality attracted by the noise and thunderous report which sounded like that of an explosion, got a sudden fright. But they lost no time in investigating and soon the cause of the trouble was ascertained.

Superintendent Hutcheson, secretary Fraser and other officials of the company were on the scene at once and as soon as investigation showed that no more of the building was likely to collapse a staff of men was put to work picking up bricks and clearing the debris from the sidewalk. It was indeed a fortunate circumstance that no persons happened to be passing at the time otherwise they would have been crushed under the avalanche of lime and bricks. A careful search was made when the pile was cleared away but no one was found to have been a victim of the disaster.

The car shed which collapsed had a height of about 25 feet and width of some fifty feet. It was built some fine years ago, and the construction, which was of brick with steel girders, was supposed to be solid and substantial. It was at first suggested that the accident was caused by the weight of snow on the roof, but that theory is not entertained. The roof was cleared after the last storm and not a great deal accumulated on it yesterday.

Superintendent Hutcheson stated last night that the accident, as far as he could find out, was due to some defect in the construction of the wall, but just what caused it to heave out at this season of the year remains to be determined. The wall had never given any evidence of being weak or in any way faulty.

The railway will suffer considerable financial loss as a result of the accident. The cars destroyed or damaged - numbering eight or ten - were each valued at about \$1,500, while the loss on the building is placed at about \$2,000 making the total around \$10,000 or \$12,000. The buildings are insured against fire but not against such an unusual accident as that last night. Most of the cars which were put out of business were open ones used in summer so there will be no interference with the service.

The company will institute a thorough investigation in the matter and will endeavor to ascertain the cause of the collapse. There are two large sheds adjoining but they stand intact. Notwithstanding the hour at which the tumble occurred many spectators were attracted to the scene last night.

12/06/1903 *Ottawa Journal**Ottawa Electric*

William Donald Munro.

During the past week the Ottawa Electric Railway has appointed what is known as a chief conductor.

The office is a new creation and has been filled by Conductor William Donald Munro who has been with the company since they ran their first car eleven years ago and for one year before that he was employed with the old horse car line.

Chief Conductor Munro has thus served twelve consecutive years in the employ of the road and has the proud reputation of never having been suspended for a single hour during that time. He is always polite yet firm, always reliable and attentive to his duties. In uniform he is neat and as clean as a new pin, an all round first class conductor.

Mr. Munro was born in Quebec 35 years ago and came to Ottawa when 13 years old. He obtained his education in the public schools of Ottawa and took early to work to earn his own living. He was only 23 years of age when he took his first car.

Mr. Munro's parents were from Inverness, Scotland and came to Canada among the early settlers. They removed from Quebec to Morrisburg, and subsequently to Ottawa where they resided and raised their family. Both of Conductor Munro's parents died some time ago.

Conductor Munro lives at 135 Creighton Street, is married and has four little boys. He had the distinguished honour of being selected as conductor on the car which carried the Duke and Duchess of Cornwall and York to the slides and again from Rockcliffe to Government House after the luncheon at the shanty.

His promotion has brought him many congratulations from friends and fellow employees.

There is a drawing of conductor Munro in a uniform cap with the badge number 40.

08/07/1903 *Ottawa Journal**Ottawa Electric*

Mr. Frank McDonald, driver for the Ottawa Dairy Company collided with car No. 21 at the corner of Percy and Gladstone this morning.

09/07/1903 *Chesterville Record**Ottawa Electric*

Francis Foote, the street railway conductor convicted on two charges of using the "digger" to extract fares from boxes, was sent to the Central prison today for one year. It will be appealed on the ground that the detective taught and invited him to use the "digger".

12/07/1903 *Ottawa Journal**Ottawa Electric*

Accident, man run down by car 233 and brought to town on 231, Britannia line.

Busy times at Ottawa Car Works

Many new cars under way for Canadian Roads

The Ottawa Car Works keeps 160 men constantly employed and a large number of them are now working overtime.

Recently a seven ton steam hammer was installed in the blacksmith shop. The hammer and die weigh 800 pounds and when the steam was applied one can imagine the tremendous force of the blow.

The car department is unusually busy. A big 60 foot car is being completed for the Quebec Railway Light and Power Company. A semi convertible for either summer or winter use is being constructed for the Sarnia electric road.

Six heavy 40 foot double truck cars are under way for the Winnipeg electric railway.

The company is exceptionally active in its wagon branch and is turning out several transport wagons for the militia department, as well as many delivery rigs and covered two seater carriages for different parts of Canada.

Mr. Wylie, manager, states that there are orders enough ahead to keep the works busy for several months.

17/04/1904 *Ottawa Journal**Ottawa Electric**Elgin Street loop*

The Ottawa Electric Railway is negotiating with Mr. J.R. Booth for the purchase of a strip of land on which to construct a loop for the south end of the Elgin Street line. The board of works refused the application for a loop on Archibald, Cartier and Flora streets.

The company claims that a loop is a great convenience as it does away with the need of changing pole, fenders and seats in the open car as has to be done at present.

22/04/1904 *Ottawa Journal**Ottawa Electric*

It has been settled once and for all that the Ottawa Electric Railway Company must not carry freight on its lines.

City Solicitor McVeity wrote the city clerk this morning that the Supreme Court has dismissed the appeal of the Ottawa Electric Railway Company from the judgement of the court of appeal granting an injunction restraining the company from carrying freight on Sussex Street and on all other cases in the city.

The appeal therefore stands and the company is now prohibited from running freight cars or carrying freight on Sussex Street or any other street in the city.

16/05/1904 *Ottawa Journal**Ottawa Electric*

An addition to car sheds

OER to put up \$10,000 extension.

Forty car loads of rails expected this week. Relaying rails starts next week.

The Ottawa Electric Railway will erect a large addition to the car sheds on Albert street.

The extension will be two storeys high and will be built on the east side of the structure extending from Albert through to Queen Street. The cost will be \$10,000. The addition will be used as a paint shop and to store cars, the present shed room being crowded owing to the increase in the rolling stock. The structure will be built this summer.

Heavy Rails Coming.

Forty car loads of heavy rails are expected this week from Ohio. This means 1,000 tons of 80 pound seven inch rail. They will be laid on Elgin, Rideau, Albert and possibly Dalhousie streets if the latter are paved this season. The work of placing heavy rails on Rideau Street will be begun the latter end of this week. The tracks on the north side will be torn up first and all cars going round the loop will proceed down Rideau on the south tracks and around by Charlotte street and Laurier avenue west.

29/07/1904 *Ottawa Journal**Ottawa Electric*

Sketches of some of the laborers who took the fancy of the Journal artist while working on the Elgin Street line in front of the Journal office.

15/08/1904 *Ottawa Journal**Ottawa Electric**Britannia*

Children's outing to Britannia. Sketch. Nearly 8,000 children there.

More.

15/04/1905 *Ottawa Journal**Ottawa Electric*

The Rockcliffe park line of electric cars have been running through to the park since Monday and today the two big Britannia cars, Nos. 203 and 204 have been put into service. They run through to Britannia-on-the-Bay and around the loop to the Protestant Hospital.

The Electric Street Railway company is making extensive improvements to the park, including the re-erection of the auditorium from Victoria Park at the north east corner of the park, and claims that by June it will be one of the finest in Canada.

During the week three conductors were discharged by the company for standing in the vestibule and talking to the motorman. This is against the rules and the company strongly objects to it.

The "jigger" from the Britannia line to the Experimental Farm will be put into operation about the first of May.

14/07/1905 *Ottawa Journal**Ottawa Electric*

Delcourt McCaffery, 12, was severely burnt on the leg yesterday evening by the blowing out of a motor on one of the big Britannia cars No. 312.

More.

24/08/1905 *Ottawa Journal**Ottawa Electric*

Car smashes into another.

Brake fails to work on Somerset Street

Front of car damaged but though impact was great no one was seriously injured.

By a brake failing to work a bad accident occurred on Somerset Street last evening shortly after six o'clock. A large Britannia car, No. 313, was proceeding out Somerset Street followed by a smaller open car No. 264. The large car stopped at Rochester Street to allow some passengers to disembark when the smaller car crashed into it.

More

The damaged car was taken out to Holland Avenue by the large car where it was left until twelve o'clock when it was brought back into the sheds.

11/10/1905 *Ottawa Journal**Ottawa Electric*

New railway to Exhibition

Electric cars will run through it next year.

A siding railroad will also be built to convey exhibits and stock

No details.

06/02/1906 *Ottawa Citizen**Ottawa Electric*

Ottawa Electric Company Lose Again in Miss Dodd's Action

Toronto, Feb. 6. The court of appeal has dismissed with costs an appeal by the Ottawa Electric Railway company in the action of Dodd vs. the Ottawa Electric Railway. The company appealed from judgment of the divisional court, dated 27th June, 1905, dismissing with costs an appeal by the defendants from judgment of Justice Teetzel upon findings of a jury at the Ottawa spring assizes in favor of plaintiff for \$1,200 and costs in a negligence action. The plaintiff, a music teacher in Ottawa, while stepping upon the defendant's car at corner of Lyon street, was thrown to the ground owing, as alleged, to the car starting prematurely. The jury found in plaintiff's favor.

SEIZED THE CARS

Miss Dodd's Counsel Issue Writ Against Railway.

Four cars of the Ottawa Electric Railway company are advertised to be sold by the sheriff on Saturday, February 24th. They were seized under a writ of execution.

Some time ago Miss Theresa Dodd, music teacher, was given a verdict by a jury against the company for damages sustained on a street car. Appeals were taken to the divisional court and the court of appeals but the judgment was sustained. Then counsel for Miss Dodd had Sheriff Sweetland seized the four cars on a writ of execution. The cars seized were number 24, 26 and 46 and repair car number 10. The sheriff took a bond instead of leaving a man in charge. Since the seizure was made, Miss Dodd's counsel has been notified that the company intends to carry an appeal to the supreme court. There is no likelihood of the cars being sold, as some arrangement will doubtless be made.

20/02/1906 *Ottawa Journal**Ottawa Electric*

Seized four electric cars.

Miss Dodd springs surprise on company

Sheriff Sweetland has seized three streetcars and a repair car belonging to the Ottawa Electric Railway Co. to satisfy the judgement of the High Court sustained by both the Divisional Court and the Court of Appeal, for \$1,200 in favour of Miss. Theresa Dodd of this city.

It is not supposed for a moment that the defendant company is unable to liquidate the judgement, but the action was taken presumably, to forestall the intention of the company to carry the matter to the Supreme Court of Canada.

The cars are seized and held for sale at 11 a.m. Saturday Feb. 24 at the Railway Company's sheds at Albert Street and notice to that effect is posted in the sheriff's office at the Court House. The cars are No. 45, 24 and 26 and repair car No. 10.

In this case, Miss Dodd, music teacher, was injured by a fall from a streetcar. She claimed damages and won her case on two appeals. The Electric Company declared its intention of appealing to the Supreme Court, but Miss Dodd, a lawyer, has evidently determined not to wait.

22/02/1906 *Ottawa Journal**Ottawa Electric*

SALE OF THE ELECTRIC CARS

Stay in Execution Ordered in Case of Miss Dodd Against Ottawa Electric Railway

A stay in execution has been ordered in connection with the proposed sale on Saturday next of four electric cars of the Ottawa Electric Railway Company which were recently seized to satisfy the judgment of the High Court, sustained by the Divisional Court and the Court of Appeal, for \$1,200 in favor of Miss Theresa Dodd, of Ottawa.

The seizure was made not because the Ottawa Electric Railway Company was unable to liquidate the judgment, but presumably to forestall the intention of the company to carry out the appeal of the Supreme Court of Canada.

The stay of execution was ordered yesterday by the Court of Appeal, Toronto. This means that the sale of the cars will be postponed indefinitely, and that the way is now open for the Railway Company to carry the appeal against the \$1,200 judgment to the Supreme Court. Action has already been taken in this direction

This is the case in which Miss Dodd claimed damages for injuries resulting from a fall from a street car.

22/02/1906 *Ottawa Journal**Ottawa Electric*

Stay in Execution Ordered in the Case of Miss Dodd against the Ottawa Electric Railway.

Sale postponed indefinitely and the way is now open for the company to appeal the judgement to the Supreme Court.

19/04/1906 *Ottawa Journal**Ottawa Electric*

Visit of Prince Arthur to Ottawa.

Party left Government House at 10 o'clock. They travelled by special street car 99 in personal charge of Mr. Thos. Ahearn and Supt. Hutchinson and run by motorman D. Duras and H. Hyndman.

The car ran out to Britannia where the visitors were delighted with the splendid improvements that the company have made in that popular resort.

Returning to Westboro they embarked at the old Skead's mill in two 35 ft. lumbermen's boats. Shoots the chutes.

On reaching the foot of the locks the party walked to the Post Office where the special car was waiting to take them back to Rideau Hall.

The prince was much impressed with the car arrangements and when he saw the car waiting at the Post Office he exclaims "Wonderful, really you have made splendid arrangements for us".

...

The special car provided for His Royal Highness and suite was decorated with flags and in front and rear with the Royal Coat of Arms, carved and gilded giving the car a regal appearance which was greatly admired.

...

When Prince Arthur leaves Ottawa next Friday morning at 11 o'clock for Coteau where he will take the main line of the G.T.R. for Niagara, he will be drawn over the Ottawa division by one of the most powerful engines of the company. The iron monster, which now lies breathing in the roundhouse, is being thoroughly overhauled and dressed up for the state occasion, and when it is trotted out by Engineer Ferguson and Fireman Prindiville of Ottawa and hitched to the Royal train it will look as bright as a dollar. The engine is No. 1,332 weighs 260,000 lbs and is capable of developing a speed of 80 miles an hour.

08/05/1906 *Ottawa Journal**Ottawa Electric**Britannia*

Development of Britannia after failure of Victoria Park near Hintonburg. Full article. Date may be wrong.

15/05/1906 *Ottawa Citizen**Ottawa Electric*

Supreme Court Throws Out Appeal in O.E.R Co. vs. Dodd

Ottawa Electric Railway company v. Dodd was heard in the supreme court yesterday. The respondent sued to recover damages for personal injuries incurred in falling when getting on a car, owing to its being started before she was aboard and the consequent jerk causing her to fall. The jury found that the company was negligent in starting the car before the respondent was on the platform of the vestibule and also that it had started the car at too fast a rate. The divisional court and court of appeal sustained a verdict of \$1,200 against the company. Counsel for the appellants argued that as the only evidence was that of the plaintiff, who did not prove that the starting of the car caused her to fall, the jury had no right to infer that it did. The court dismissed the appeal without hearing counsel for the respondent.

26/06/1906 *Ottawa Journal**Ottawa Electric**Rockcliffe*

Soldiers threaten motormen with being thrown into the river. Service to Rockcliffe Ranges - not being in time for the last car. Hutcheson threatens to withdraw service altogether.

05/07/1906 *Chesterville Record**Ottawa Electric**Finch*

A large number took part in the Sunday School excursion to Britannia on the Bay. Some 150 tickets being sold at this station. (Finch)

Gilmour Hotel wall falls into street.

Collapses just as street car on Bank Street is passing the ruins. The car is demolished and five persons are seriously and two probably fatally hurt. Conductor and Motorman both among the injured.

The skeleton walls of the burned Gilmour Hotel fell this morning smashing like an egg shell electric car 45 of the Gladstone Avenue line.

The motorman and conductor and three passengers were more or less seriously injured. One passenger is likely to die.

The injured are:

WILLIAM CAMPBELL contractor, Hintonburg, skull probably fractured and badly injured about the body - will likely die.

MRS NELLIE THOMPSON widow, 57 Monroe Street, injured about the head and body.

CONDUCTOR TOM MCCABE badly cut about the head and hands.

MOTORMAN HARRY LYNCH knee cap fractured and cut about the head.

CITY FIREMAN POTVIN probably fatally injured internally. Not expected to live.

IN A GALE

The walls went down just about quarter past seven, while the westerly gale that prevailed at that hour was at its worse.

The electric car was going past the ruins southerly towards Gladstone Avenue when the crash came. The wind caught a corner of the ruins which ran around into Gilmour Street and tore it away like paper. The fall of the angular corner piece carried with it the front walls on Bank Street. In less time than it takes to tell, practically the whole of the front wall was down on the street and under the mass of debris lay the wreck of an electric car with five injured inside.

It was a pitiable sight that scene after the wall fell. It did not seem as if any one could come alive out of the wreck, so badly was the car smashed.

A telegraph pole that had stood near the corner lay across the wreck of the car, completing the appearance of disaster.

But in a very few minutes a crowd had gathered and willing hands were at work getting the victims out of the debris. The motorman and conductor were carried into Dr. Beaman's office on Gilmour Street, near Bank Street, the others were carried into Watson's Drug Store at the corner of Gilmour and Bank streets where they were carefully tended until the hospital ambulances arrived.

MIGHT HAVE BEEN WORSE

While the results were bad enough in all truth they might have been worse. The accident happened to a car that was going up Gladstone Avenue.

At the hour going up it was naturally not full. Fireman Potvin from no 8 station who lives on Bell Street was on his way home to breakfast; Mrs Thomas was on her way home from market. Contractor Campbell was going that way on business. Had the walls fallen on a car going toward the city many more people would have been injured as all city going cars from Mount Sherwood from 7 o'clock to 9 o'clock are crowded.

MOTORMAN'S STORY

Motorman Harry Lynch was found by the Journal in Dr. Beaman's surgery where he was heroically standing the intense pain of the setting of a broken knee. He was apparently suffering severely, but spoke to those around about the accident. He said:

"We got no warning whatever. We were just about the middle of the ruins when we heard a noise and saw the walls coming. There was no time for escape. In another second we were crushed."

"Were you running fast?" was asked.

"About our usual speed. I wish," he added, "we had been going twenty miles an hour. We might have got clear if we had."

Mr. Lynch added that it was their third trip past the ruins this morning and he had not thought of any mishap.

Conductor McCabe was suffering too severely to talk.

More.

A peculiar feature of the accident is that while the car was smashed into kindling wood, the door on the front of the car remained intact, even to the large sheet of glass which was not cracked.

More.

Note: report of the burning of the Gilmour hotel is in the Saturday September 15 edition.

24/10/1906 *Ottawa Journal*

Ottawa Electric

Gladstone Ave

Electric car No. 42 jumped the tracks last night at the corner of Bell street and Gladstone avenue. more.

25/10/1906 *Ottawa Journal*

Ottawa Electric

Proposed route of Cemetery cars. Includes a map.

06/06/1907 *Ottawa Journal*

Ottawa Electric

Bank Street subway

Car 100 left the track in the Bank Street subway.

27/06/1907 *Ottawa Citizen*

Ottawa Electric

Somerset street bridge

Railway Commission

Case to be argued

Application by the Ottawa Electric Railway for an order compelling the village of Hintonburg to pay a share of the cost of widening the Somerset street bridge.

28/06/1907 *Ottawa Citizen*

Ottawa Electric

Somerset street bridge

The board also took up the application to compel Hintonburg to pay a part of the cost of widening the Somerset street bridge, but it was not pressed to a conclusion. An agreement may be come to between the street railway and the municipality and the meantime the application is allowed to stand.

Mr. C.J. Bethune on behalf of the Ottawa Electric railway said the case arose out of a right embodied in the judgment of the board ordering the widening of the bridge and which judgment stated that Hintonburg might be called upon to show cause why it should not bear a share of the widening., inasmuch as the western approach to the bridge was in that municipality. Under the agreement between the village and the company the latter had to grade the street leading to the bridge to the width of thirty feet. It had not been done just to that width but this was with the acquiescence of the municipality. However, he thought the company was willing to widen the street thirty feet but it had not been determined how much wider it should be, Till that was done he suggested the application might stand. If the cost would be slight the application might not be pressed,

Chief Engineer Mountain said the present width of the street was 24 feet. The bridge was to be widened 16 feet, making a forty foot roadway in all.

Mr. J.L. McDougall for Hintonburg thought if the case stood an agreement could be reached.

Judge Killam said that on the terms of the judgment previously given a formal order for the widening of the bridge would issue reserving the question as to Hintonburg being compelled to pay a share,

09/07/1907 *Ottawa Journal*

Ottawa Electric

Albert Street

Letter of complaint from resident near Albert street car barns. Cars brought in late at night and lots of shunting noise. Also the windows are shut which makes a lot of noise.

Superintendent Hutcheson - some truth to this, shunting is inevitable but will stop the closure noises - windows must be closed to be washed. OER is looking for another place for a car barn outside the city.

30/09/1907 *Ottawa Journal*

Ottawa Electric

Hillson Avenue

Accident on Britannia line - see accident file.

Fire Destroys Electric Car

Mysterious Affair on Holland Avenue

Loss \$3000, Covered by Insurance

Supt Hutcheson thinks some tramps got in and lighted matches.

Car No. 202 of the Ottawa Electric Railway Company was destroyed by a fire of mysterious origin at 2 o'clock this morning while standing on the siding at Holland avenue.

The car is one of the big ones used on the Britannia run and was in use yesterday up to noon on snow cleaning operations. It was then run along the track past the turn from Holland avenue to Britannia and locked. About two o'clock this morning "trouble" appeared on the line and it was known that the trolley wires were short-circuited somewhere. Cars were sent in all directions and at 2:15 the blazing car was seen on Holland avenue. It was then almost totally destroyed and nothing could be done to save it. The loss will be \$3000, fully covered by insurance.

The only explanation Superintendent Hutcheson could offer was that some tramp or other person sought shelter in the car and lighted matches.

09/03/1908 *Ottawa Journal*

Ottawa Electric

There will be several miles of new track laid by the Ottawa Electric Railway company the coming summer on the line to the Experimental Farm and George street loop. There is now only one thing standing in the way of the extension to the Farm and that is the Grand Trunk bridge on Preston street. An order for raising the bridge to permit of the passage of trolley cars below, and this order will have to be made by the Railway Commission. More.

The company has the rails on hand and will go ahead as soon as the weather permits. More

The railway company has just received the last of an order of twelve closed cars which will be available for summer use in times of great crushes but will have the equipment of open cars as last year.

ELECTRIC CAR LOADED WITH PASSENGERS CRASHED INTO ONE AHEAD NEAR WESTBORO

A Score of Passengers Injured but No Fatalities Were Recorded

Motorman of car in Rear Was Unable to Stop. Those in Front Only Ones Injured. Prompt Measures For Treatment of Wounded. Investigation Will be Held by Company.

At least 20 people, most of whom are Ottawans, were injured as a result of a bad rear-end collision on the Britannia line of the Ottawa Electric Railway about 5.30 on Sunday afternoon. Nine are in the Protestant General Hospital and one in the Water Street Hospital, and while the doctors have hope of there being no fatalities, several are hurt seriously enough to render their condition quite critical. Two brothers, Frederick and Charles Byrne, Sons of Mr. Roderick E. Byrne, 435 Lisgar street, had their legs so badly crushed that amputation was necessary in the case of both. An open car, No. 260, in charge of motorman J. T. Carroll, 596 Albert St. was coming towards the city, crowded with passengers, following the big car Duke of Cornwall and York. The first car stopped certainly at a spot about a hundred feet west of Barry's hotel, near Westboro', when the one following it crashed into it with terrific force. It was coming on at a fair rate of speed, and though motorman Carroll stuck to his post and did all he possibly could to stop the car and avert the accident, he was unable to do so. The front portion of the rear car was practically swept (illegible) for several feet on account of the (illegible) one being higher, demolishing the (illegible) and forward seats and injuring many of the passengers. Most of those hurt were occupying the first three or four seats of the rear car. Little damage was done to the front car and few on it were hurt. The track is level where the accident happened but as an up-grade lies before it (towards the city) cars travel at a very good rate of speed. The motorman of the car running first, stopped suddenly to let off a lineman who had to do some repairs, and before the one following could be stopped it crashed into the one in front.

THE INJURED

details omitted here

MOTORMAN'S EXPLANATION

"It's an accident there doesn't appear to be any reason for" said Superintendent Hutcheson of the Street Railway to a Journal reporter yesterday evening. Mr Hutcheson had made an exhaustive inquiry into the affair during the day and could only explain the collision by taking it that motorman Carroll became nervous and tried to reverse without shutting off the power- something impossible to do.

"Z. Leclair" said Mr Hutchison "was on the big car and he has been in the employ of the company for 17 years while Carroll, who was on the small car, has been with us for 16 months. Carroll is an uncommunicative man and while he might answer a question, I am sure he would not indulge in any continued conversation.

"In his written statement," continued Mr. Hutcheson, "Carroll says that he was going at a fair rate of speed when he saw the car ahead stop. He says he began to pull up when 300 feet distant and applied the brake but the brake didn't catch. Then he tried to reverse but couldn't. So I have come to the conclusion that, in his excitement, Carroll forgot to shut off the power before attempting to reverse and, as I have explained, that is impossible."

"The big car stopped between crossings, though," remarked the Journal man. "had motorman LeClaire any right to do that?"

"That does not relieve motorman Carroll in the least. The big car's trolley pole might have come off or a dozen other things might have happened to make the big car stop. It was Carroll's duty to keep his car under perfect control. If he had had it so the accident would not have happened. On that line the cars stop at most anywhere to take on or let off passengers and that makes vigilance all the more imperative.

"Then Carroll says he saw the car in front stop 300 feet away and that he was going at a fair rate of speed. The maximum speed on that run is about 20 miles an hour and he certainly was not going at that rate. Even if he had been he might have stopped his car in 300 feet or half that distance if the car was under control."

Conductor Carson of the large car, saw car 260 coming and Carroll trying vainly to stop it and signaled to go ahead but was too late.

Superintendent Hutchenson puts the property loss at less than \$300 but of course the damage claims which may be made against the company can hardly be guessed at at present.

Journal Bulletins

Hundreds of people scanned the bulletins the Journal put out on Sunday shortly after the accident. First the general facts were given and as soon as names were available they were posted up. The corner of Elgin and Sparks street at times was almost blocked and there was the most feverish anxiety to ascertain who were injured. The Journal telephone rang almost continuously and the walks were crowded for hours, everyone on their way to and from church stopping to get the facts. All kinds of rumors were flying around; in the earlier part of the evening there being most persistent rumors that some people were dead. The Journal was glad to set these fears at rest.

Saw collision.

Mr. R. Barry, of Barry's Hotel, near where the accident occurred, was probably the only one on the road at the time who saw the collision he told the Journal: "I was driving along the road which runs parallel to the track when the pitch-in occurred. The big car at front stopped suddenly, and so far as I could see the motorman in charge of the rear car made every effort to stop but seemed unable to. The rear car smashed into the other one badly and its front part was wrecked."

At the Hospital.

Both when the patients were being carried through hundreds of spectators into the Protestant Hospital, and for hours after when people were visiting there, and nurses and doctors were hurrying to and fro the scene at that institution was an unusual one. Drs. Bourque, Whitton, Seager, Minnes and others were on hand and everything possible to relieve the distress as rapidly as possible was done. Hundreds of people throughout the city, anxious about their relatives, kept telephoning this hospital and the other city ones; and many went to these institutions to learn if anyone near or dear to them was injured.

Clock Still Going.

Car No. 260 at the barns on Albert street looks as if it had been struck with a battering ram. On the side step of the front part of the platform are some dark blotches of blood, showing where those injured the worst had probably been. The car striking against the heavier framework of the one in front had practically the first two rows of seats swept clear. The big controller was thrown flat on the car platform, and the seats badly bent and twisted. The trucks of the car were not damaged, but the upper works were forced back about a foot. The little clock which was in the car was torn down from the side, and although the glass was smashed out of it it was still going when No. 260 reached the barn. When the car is seen the wonder is how so many escaped.

Damages to car.

To many there is something strange in the rear car getting practically all the damage, but this is due to each being of entirely different types. The front one was the Duchess of Cornwall and York, specially built for the present Prince and Princess of Wales, when as Duke and Duchess of York they visited Ottawa. It is the largest car that company has, and is built upon an exceptionally heavy steel framework, standing from nine inches to a foot higher than the other cars. Thus when the rear car struck it the higher steel framework swept the front portion much like a scythe would a field of grain. The sheet iron railing surrounding the front part of car No. 260 was torn away. The heavy controller, weighing probably a couple of hundred pounds or more was torn from its fastenings and smashed, and the whole upper works were forced back. Women in the car screamed, and in a few cases where they could climbed up on the seats of the car. A few jumped from it just as the second it struck and in doing so took big chances.

Cars Delayed.

The accident delayed all the cars following, and at that time with hundred spending the bright summer afternoon at Britannia, crowded cars were arriving every few moments. Though there was much excitement, there was the promptest action. The big Duke of Cornwall and York car was not much the worse, there only being a few panes of glass broken in it, and some minor damages. It was quickly emptied of its passengers and turned

into a temporary moving hospital. No doctors happened to be on hand, but passangers did all they could to relieve those whom they saw were hurt badly. Word was sent ahead to the city; traffic was stopped, and the big car was hurried along through Hindenburg and down Bank, Sparks, and Rideau streets to the Protestant Hospital.

Could Not Stop.

Mr. J. T. Carroll, 586 Albert street, who was motorman on the rear car, says the one in front stopped suddenly and he had to try and reverse quickly, but for some reason was unable to do this. He could not stop the car and it jammed into the other one with great force. Carroll had a miraculous escape from death considering he was right in the danger zone. He was cut and bruised about the head and face, and had his right leg hurt. No serious results are anticipated in his case. Carroll was pinned to a seat, but the heavy motor switch and other apparatus in front of him when he jammed downwards struck between his legs, which he spread out when the accident happened.

It is said Carroll applied the brakes promptly and did everything possible to stop the car, but in the limited time, and with some of the apparatus apparently not working at a critical second was unable to.

William Kearney, of Empress avenue, was the conductor on the rear car.

Cause of Stop

Charles Carson, 97 Hinton avenue was conductor, and Z. Leclair, 137 Dalhousie street, was motorman on the front car. They had with them a lineman, and according to the story told this lineman had to get off to repair the trolley or wire hanger.

Leclair let him off, and had just released the brake to start again when the rear car smashed into his, and the front portion of the platform was soon tightly wedged over that of car No. 260.

A car - said to be No. 61- following No. 260, was crowded with passengers. One of these was a sister of the two Byrne's boys hurt so badly. The startling news was broken to her, and though she tried it every way to keep up, she could not stand the shock she fainted and remained in a semi-conscious state for several hours.

The car following No. 260 could not be attached so as to trail it, and as it was important to get the wrecked one out of the way quickly, as there was a long string to follow, it was pushed into the city by No. 61. The site of first the long one with the injured; then one car, pushing another badly wrecked one; of several cars heavily crowded following; and of other strings being stalled for some time throughout city streets, gave a pretty plain indication that something was wrong and hundreds were running around, asking all kinds of questions.

Articles Missing

Strange as it may seem, several articles such as gloves, purses and small articles of jewelry are said to be missing. Many such articles were littered around the wrecked car, and the fact that some of these are gone would indicate that some light fingered gentry have perhaps been at work.

However, nothing of any great value is reported lost or missing.

Some of the stories of the collision as told by spectators and a few of those injured are unusual though it all happened so quickly, and appealed to those concerned in so many different ways, that the story is different in certain points.

Some Incidents.

Mrs. Casey, of 444 Napier street, and her daughter, Miss Mary, occupied the third seat of the rear car. In the crush that came when it struck the front car they were both pushed from their seat and knocked off the car. Mrs. Casey was shaken up somewhat but is little the worse. Her daughter as intimated in the list above, had her right ankle broken. She is making good progress.

James Tierney, Bank street, was on the rear car. He was sitting near the back, and says that though there was a shock there the excitement was nothing to what it was at the front of the car. He says the people were crowded in and most of them realized there was nothing to do but remain stationary. After the crash, those not hurt, took no time in getting out of the car.

Saved the Children.

Mrs. Hercule Charand and two children, and her sister, Mrs. Peter Valiquette, were on a seat of the rear car. Mrs. Charand says she and her sister realized an accident was inevitable. She placed the little girl behind her and Mrs. Valiquette did the same for the boy. In this way they broke the force of the blows and doubtless saved the children from serious injury. The little girl was bruised and scratched about the limbs, but no bones were broken. Mrs. Charand and Mrs. Valiquette are suffering only from nervous shock. Mrs. Valiquette was in the hospital for an hour or so but her injuries were not serious.

Miss Lena Morin, of Mechanicsville, is doing as well as could be expected in view of her serious injuries. Her left leg is so badly crushed, however that the doctors say it may have to be amputated at the knee. However every effort is being strained to avoid this.

Emery Gauvreau, of the firm of Leclerc and Gavreau, lives at 321 St. Andrew street, and was one of those hurt. He was sitting on a seat at the rear of the front car. He heard a shout and turned around quickly to see No. 260 coming on rapidly. He and the others realized the collision was inevitable. Gauvreau was wedged in among the crowd, got a heavy blow in the ribs and had his face cut.

Robert Barrowman, of 214 Albert street, was a passenger on the front car and says that there was considerable excitement on it. He and others helped the injured and noted that most of the damaged seemed to be confined to the locality of the first three or four seats of the rear car.

Narrow Escape.

A brother of Jay Wolfe says the escape of his relative was a very narrow one. The brother said: he was sitting in the front seat of the rear car, right behind the motorman. He says the passengers were very excited, as the accident happened so suddenly. When he was rescued he was found penned down partially under some debris, but he had a miraculous escape, and is not really hurt - only shaken up"

A.M. Rice, artist, Bank street, was on the ill-fated car 260, at the time of the collision and claims to have witnessed every particular. He was seated a little way back in the car. He declined to be interviewed.

Mr. Godbout of St. Patrick street, has his back slightly hurt. He was attended by Dr. E.M. Lambert, but is in no way seriously hurt.

Mr. Charles Lord, of 111 Rideau street, who was a passenger on the car behind the wrecked one, says that the small car was smashed in as far as the second seat. Some woman was jammed among the wreckage of the seats and a number of men were putting the wreckage away from her. Mr. Lord noticed that the two Byrne boys who had been sitting on the front seat near the motorman were holding on to a fence near the track with their legs virtually hanging off being attached by shreds of flesh. About 100 men were standing around but none of them appeared anxious to help the brothers.

Plucky Boy.

Mr. Lord went up to Fred Byrne and with a handkerchief made a tourniquet on his left leg above the knee and took the boy in his arms into the big car. In spite of his severe injuries young Byrne was quite conscious and showed considerable spunk. He was worrying about his mother and said : "When mother hears this she'll go crazy." The boy took things coolly and on the way into town looked up once saying with reference to himself and his brother, "We're a nice pair of cripples from one house, aren't we?"

An idea of what narrow escapes some people have may be illustrated by the case of Fireman John M. Bradley, of No. 2 station, and Mrs. Bradley, who were at Britannia on Sunday afternoon. Mrs. Bradley got on the front seat of the car which was so badly smashed up by dashing into the big car and Mr. Bradley also got aboard. The crush was so great however, that Mr. and Mrs. Bradley decided to get off and wait for another car that would not be so crowded. Had they remained on the car they first boarded it is probable that they would have been seriously injured in the smash-up.

There is a young man employed at the Windsor Hotel - Mike Shea - who thanks cigarette smoking for his safety. Shortly before the accident he was sitting near the front of car 260 when he grew hungry for a smoke. He worked his way to the rear and soon was puffing away. He was hardly jarred in the collision.

Mr. E. Miles, of Sparks street, who is summering within 50 yards of the scene of the accident was early on the scene and saw all its horrors. He does not like to talk about these however, but rather of the kindness of the Misses Barry who came over from the hotel to do what they could for the relief of the injured. Towels and bandages were furnished freely as well as stimulants provided by their brother and several of those injured were cheerfully cared for at Barry's Hotel.

First Aids.

The police from the park were quickly on the scene and with the assistance of passengers who had escaped unhurt the injured were carried into the large Britannia-on-the-Lake car for transportation to the hospital. Dr. Omar Wilson, of 222 Lyon street, who was near Westboro at the time of the accident took charge of the early stages of attention to the sufferers. Dr. Bourque and Dr. Seager were taken abroad shortly after the trip to the hospital was begun. Dr. Whitton later joined the small band of medical men who rendered such valuable service in the emergency. Many of the injured had to be restored by means of stimulants and prompt measures were taken to prevent loss of blood that might prove fatal. Injured limbs were hurriedly bandaged, restoratives administered, and every means adopted to alleviate suffering. It is stated that had medical attention not been immediately rendered some of the victims of the accident would have died before the car reached the hospital.

The scene at the hospital after the injured had been admitted was a touching one. The streets in the neighborhood were crowded with anxious people, some of whom were seeking information regarding friends or relatives who had been injured, others fearfully demanding to see the list of those who had come in on the car that they might know whether or not daughter or son or sister or brother had been hurt, others again impelled by sympathy for those who had suffered. The halls of the hospital, too, were lined with relatives of the injured who anxiously awaited for the verdict of the doctors in regard to the nature of the injuries. About the halls the doctors and nurses hurried in their work of setting broken limbs and dressing wounds. As they came from the room in which one of the victims was confined a circle of friends would besiege them for information and re-assurance.

The big car with its load of injured reach the hospital at seven. The doctors worked till midnight and operations that were not done at once were planned for the morning

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Page one.

MAY BE NO FATALITIES FROM CAR COLLISION

Patients Doing Moderately Well at Hospital Considering Serious Nature of Sunday's Crash of Street Cars.

Citizen's First Account Was Very Complete and Few More Details Can Be Added to Description.

Today's reports of the injured in the collision of the two electric cars on the Britannia line Sunday evening are more reassuring. Only two amputations have been found necessary so far and all the patients who are in the hospitals have a good fighting chance. While one or two of the patients are still in a critical condition, the attending physicians are hopeful that no fatalities will ensue.

Charles Byrne, who had his right leg amputated at the Protestant Hospital shortly after the accident, is in good condition today and was resting easily at noon. The fracture to the front of his skull which caused some alarm at first has given no trouble and it is now not considered dangerous. Fred. Byrne, the younger of the two brothers was weaker when he was taken into the hospital. His left leg was amputated at the knee yesterday and in addition it is fractured at the thigh, and the right leg is fractured below the knee. He was very weak last night, but this morning rallied considerable and was quite bright, though his condition is still critical. Miss Lena Morin, stenographer for William Scott and company, is also picking up remarkably well. She has a fracture below the left knee, the limb is rather badly crushed and there are bruises on her face and arms. She at first was considered one of the least hopeful cases, but today she shows a marked improvement. Miss Driscoll's condition is also very satisfactory in spite of the fact that there is a compound fracture below the right knee and a simple fracture below the left. The others in the hospital are all making splendid progress, though of course some of them will be laid up for a long time.

The opinion of the superintendent and of the other streetcar employees is that the accident was due to the motorman on the rear car endeavoring to stop the car without, in the excitement of the moment, shutting off the power. In his report on the accident he states that he shut off the power about three hundred feet behind and then applied the brakes. When he found the brakes did not stop the car he states that he attempted to reverse but the reverse handle would not move. In order to reverse it is necessary to first shut off the power completely, then move the reverse handle and turn on the power again. The superintendent thinks that the motorman neglected to turn off the power in the excitement of the moment. The car had been in use all day and there had been no complaints.

In support of this it is said by some of the street railway men that if the power had been shut off some distance away, even if the reverse did not work, the car would not have been damaged to the extent it was by the impact. At the same time all are unanimous in regard to motor man Carroll being one of the most careful on the road. He had been motorman for sixteen months, the inspectors had reported very favorably on his care and attention to duty, and only the other day, motorman Leclair on the big car which was in front had remarked to his conductor on the care of Carroll. Under the former running rules of the company the motorman was supposed to keep fifty to one hundred yards behind the car in front while running. It is understood that in future they will be requested to keep two hundred yards behind.

Last evening superintendent Hutchinson stated that the list published in yesterday's Morning Citizen was as complete as he had it. There are however, a few who received very minor injuries or shaking up. Mr. Dodtout, 227 St. Patrick street, was jammed between seats and Dr Lambart has since been attending him. He however, was able to assist the passengers who had been more seriously hurt. A. Julien, 265 Dalhousie street, had a hand badly bruised. He was on the front of the illfated car but jumped. Dr Bourque is in attendance.

In the account of the wreck it was stated that thieves were busy among the debris picking up purses. This might be true of some persons, but other more worthy citizens who were on the scene rescued some of the passengers' valuables and restored them to the owners immediately. One man in particular was performing this act of kindness to the losers immediately after the wreck.

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NEW LINE OPENED

Sundat saw the Albert and Preston street line of the street railway opened for traffic, and many took this new and shorter route out to Britannia. The service was kept up yesterday and will now be continuous. The line will eventually be continued to the Experimental Farm and in addition will relieve the congestion in the heart of the city.

INVESTIGATION OF ACCIDENT

By Board of Railway Commissioners.

INSPECTOR IS NOW AT WORK

A Conference With Superintendent Hutcheson of the Electric Railway.

For the second time the Board of Railway Commissioners are investigating a street railway accident here. Acting under orders of Mr. W.S. Blyth, assistant inspector of accidents to the board, today began inquiries relative to the smashup on the Ottawa Electric Railway company's Britannia line on Sunday, when some twenty people were injured. He had a conference with Supt. Hutcheson of the company, and others, this morning, and will make a full report to the board. Of course until that is in the members have nothing to say.

The other occasion when an inquiry was made was when a train and a street car collided at St. Patrick street bridge some months ago and the late August Wank met his death.

The official the Ontario Railway and Municipal Board sent here for particulars of the Sunday wreck, saw Mr. Hutcheson and others, and after he had got the full facts returned to Toronto last night.

Mr. Hutcheson said to The Journal today that he had nothing further for publication; he understood Motorman Carroll and the others who were injured are getting on well.

"They are all doing well" was the reply at 3 this afternoon when The Journal telephoned the hospitals. Inquiries were made particularly concerning Miss Morin, Miss Driscoll and the Byrne brothers, who were so seriously injured. The reply was that they are doing well, and it is now thought will probably pull through.

There are four patients at the Water Street Hospital now, Mrs. Valiquette, Mrs. Rene and her daughter, and Mrs Charland and they are also getting along nicely.

Superintendent Hutcheson was today asked was it true that since the accident an order had been issued that people must not stand up on the cars. He said no such order had been issued.

28/05/1908 *Ottawa Citizen**Ottawa Electric**Westboro*

A copy of the report of Mr. J.F. Wise, inspector of the Ontario Railway and Municipal Board has been received.

Extracts.

I took statements of motormen and conductors of both cars.

I secured the brake shaft and handle which were on the front end of the wrecked car. A thorough examination convinced me that the handle and ratchet were in perfect working order at the time of the accident. I also examined the controller and found the reverse cylinder worked alright. The main cylinder shaft was so damaged by the collision that it worked only as far as first notch.

Car to which the accident happened was equipped with a Peacock hand brake, I believe it was in good working order at the time of the accident. There are eighteen cars on the system with this brake which is recognized as one of the best hand brakes. The big car had Westinghouse air brake. The front of the car where the motorman stood was occupied by passengers sitting on the front seat. In the face of imminent danger the passengers on the front seat hampered and disconcerted the motorman; he failed to keep his presence of mind and lost control of his car. This I find to be the cause of the accident.

It is important to have the motorman free from embarrassment and distraction while attending to his duties on an open car of this type as on closed cars where he is within a vestibule where passengers are not allowed to ride. I would recommend that the front seat on open cars be abolished so that a motorman in the discharge of his duties shall not be liable to have his mind distracted or his movements hampered by passengers either sitting down or standing up.

The OER is well run.

28/05/1908 *Ottawa Citizen**Ottawa Electric**Westboro*

REPORTS AWAITED

Railway Commissions and Britannia Line Collision.

The investigations into the streetcar accident on the Britannia line which have been taking place during the last two days under the auspices of both the Dominion and provincial railway commissions were concluded yesterday. Inspector Wyse of the Ontario railway board has returned to Toronto, and both he and Inspector Blyth of the Dominion railway commission are now at work on their reports.

The Ottawa Electric Railway company holds charters both from the provincial and Dominion governments and consequently both are looking into the cause of the accident. When the inspectors have completed their reports they will be submitted to the boards of the respective commissions and action as is deemed necessary will be taken. In the meantime the contents of the reports and the conclusions drawn by the respective inspectors are being kept secret.

In the course of the two investigations, which were conducted separately, the inspectors viewed the site of the collision and examined the crews of both cars concerned in the accident.

13/06/1908 *Ottawa Citizen**Ottawa Electric*

TRAFFIC DELAYED

Small Run Off on Britannia Line Tied up Street Cars.

A derailment on the Britannia line of the street railway caused a considerable delay about 7.40 last evening. One of the big open Britannia cars, No 315, on its way towards Britannia, while crossing the temporary switch just before the Somerset street bridge to take the left track, as the other track is pulled up. the rear truck jumped the rails Traffic was blocked, cars from Britannia turning back and those from the city lining up. After much delay the car was finally jacked up. No damage or any kind was done.

At 11.20 last night an open car from the Somerset street line, in coming off the post office switch, jumped the rails. The car was backed up and fell back into the rails. This was due to the spin rail being surrounded with uirt and n't freely movln

25/06/1908 *Ottawa Journal**Ottawa Electric**Experimental Farm*

The management of the Ottawa Electric Railway expects to be able to announce within a week by what route, if at all, the company will build to the Experimental Farm as this matter is now under the serious consideration of the directors. It is certain that the company will not take any steps to have the Grand Trunk bridge on Preston street removed or contribute to the cost of such removal if possible and the alternative route appears to be by Holland avenue, which would be much prettier as it would pass thorough some of the show places of the farm. One of the difficulties in using the Holland avenue route is that the company would probably have to purchase additional rails as it would not use the high 6-inch rails within the farm. The rails used would be the same weight, but would not expose so much surface to the rays of the sun.

New car barns.

Ottawa Electric will build a new addition.

The Ottawa Electric Railway is arranging for the construction of an extra car barn adjoining its present one on Albert Street. The capacity of the latter is taxed and it is necessary to have the car storage in a fairly central locality. A site on Queen street was first intended to be utilized but before the board of control objections were urged by property owners in the vicinity. Some options were also secured for a location off Rideau street, but some of the owners held out for too high a price. As a consequence it is now intended to built on the lot adjoining the present sheds. It will necessitate the removal of a couple of small buildings.

06/07/1908 *Ottawa Citizen**Ottawa Electric**George street loop*

The Ottawa Electric Railway began to use the new loop by way of George street. It branches off Sussex and goes down George and up Mosgrove street to Rideau, making a convenient turning point near the centre of the city. In the morning the Gladstone avenue cars will be rundown over the loop and in the afternoon and evening the Britannia extras. The new line will obviate the necessity of shunting at the Post Office.

14/07/1908 *Ottawa Citizen**Ottawa Electric**Experimental Farm*

Ties are being delivered and construction work will soon commence on the extension of the Ottawa Electric railway to the experimental farm. The company has concluded an agreement with the government in regard to the matter. The route is to be from Holland avenue across the farm to the observatory, with a loop around the offices and farm buildings. The original idea was to build the line up Preston street and residents of that locality were very anxious that it should be done, but an obstacle in the way was the Preston street bridge of the G.T.R. which is too low for cars to go under and also occupies a part of the roadway. The company took the position that if an extension were desired the city had to provide the street and in consequence it declined to share in the cost of altering the grade. The Grand Trunk is understood to take the position that when the bridge was built it conformed to the requirements of the law. The city objected to bearing the whole cost, estimated at \$16,000, and so the subject was dropped. Since then a new application has been decided on asking the commission to order the work and apportion the cost between the city and the two railway companies. Meanwhile the street railway has concluded arrangements with the government for the route by way of Holland avenue and consequently the Preston street project has apparently fallen through.

16/07/1908 *Ottawa Citizen**Ottawa Electric*

Collision between cars 256 and 246 on Sussex street opposite Government House Gate.

16/07/1908 *Ottawa Citizen**Ottawa Electric*

To guard against the danger of car trollies slipping off the conducting wire at railway crossings the street railway is installing a new protective safety device. One of them was installed at the crossing near the water works early this week. It consists of a wire net in the shape of a trough inverted over the stretch of conducting wire that overhangs the crossings. The wire net is connected with the conducting wire and also carries the current. The overhanging edges of the net are intended to catch the trolley should it slip off sideways. If the trolley should leave the wire the edges of the net would catch it and it would then pick up electricity from the net. This would prevent interruption of the current. This is installed only on the line where the cars have to take the up grade. On the other side the cars are on the down grade and do not need it. The taking of these protective measures is the result of the serious accident that occurred a short time ago at the St. Patrick street crossing.

25/07/1908 *Ottawa Citizen**Ottawa Electric**Paye as you enter*

Pay as you enter. New Street Car out for the First Time Yesterday.

One of two being built by the OER - was out to have its picture taken --

29/07/1908 *Ottawa Citizen**Ottawa Electric**Coburg barns*

The Ottawa Electric Railway has concluded the purchase of the property on Coburg street where the new car barns are to be located. It is intended to go ahead at once with the building.

17/08/1908 *Ottawa Citizen**Ottawa Electric*

Passenger put off car No. 253.

20/08/1908 *Ottawa Citizen**Ottawa Electric**Coburg barns*

The contract for building the new car barns of the Ottawa electric railway on Coburg street has been awarded to Holbrook & Sutherland who will do the job on a percentage basis rather than by bulk tender. The building will have a frontage of 66 and a depth of 225 feet and will accommodate about fifty cars. Operations will go ahead without delay.

22/08/1908 *Ottawa Citizen**Ottawa Electric**Pay as you enter cars*

The Ottawa Electric railway is putting into commission today a couple of new cars of the "pay-as-you-enter" type. They are large, roomy and solidly constructed having been manufactured by the Ottawa Car company. The rear vestibule is spacious and there the passenger pays as he boards -- more.

26/08/1908 *Ottawa Citizen**Ottawa Electric**Britannia station*

The new station of the Ottawa Electric Railway company at the village of Britannia to take the place of the one destroyed by fire will be on the north side of the tracks instead of the south side where the old one stood. The people of Britannia have given to understand that a fine brick building is to be erected there for the use of the people and will be a vast improvement to the one which was destroyed. The present concrete platform on the north side of the tracks will be the platform for the new station. It is understood that the work will be begun very soon as the present condition is very dark at night and inconvenient.

10/09/1908 *Ottawa Citizen**Ottawa Electric**Experimental farm*

Unless the Ottawa Electric railway is given permission to build a loop at the south end of Elgin street it will revert to a bob tail service on that street. This was the statement made yesterday by one of the officials of the company.

Good progress is being made on the Holland avenue extension to the Experimental farm and it is expected that it will be completed by the first of November. The winter service will then go into effect and will consist of one car running between the farm and the corner of Holland avenue where the cars now turn to go to Britannia. For the summer there will be a regular service with cars running from Sparks street. If permission is secured for a loop at the end of Elgin street cars will run to the farm by way of Albert, Preston, Somerset and Holland avenue. There will be a loop at the farm end and so it is imperative that there be a loop at the other end of the line. It is also imperative for catching visitors to the city that the cars for the farm pass Sparks street. Therefore if the loop cannot be secured at the south end of Elgin street there will be two cars placed on the Elgin street line, one on each track, giving a service of about twelve minutes. The Albert street cars would then be sent around the George street loop and out to the farm. No application for the loop has yet been made to the city council as it will not be required until spring. The Albert street cars will then not go to the front of Union station, only to the corner of Briard street except in the case of specials and extra cars.

15/10/1908 *Chesterville Record* *Ottawa Electric*

An appeal will likely be taken by the OER against the verdict of \$5,500 given by the jury to Miss Lena Morin of Mechanicsville, who lost a limb as a result of the accident on the Britannia line on May 24. It is claimed that the verdict is an excessive one. It is pointed out that Miss Morin has not been incapacitated from resuming an office position, and that the amount of the verdict, if invested at 6%, would yield her each year practically as much as she was receiving from her former position.

Some time ago the court gave a verdict of \$1,500 in favor of Mrs O'Leary whose husband was killed by walking in front of a Somerset Street car. The verdict was appealed and has now been carried to the supreme court. In the meantime Mrs. O'Leary has died but the fighting of the appeal will probably be continued.

13/11/1908 *Ottawa Citizen* *Ottawa Electric* *Experimental farm*

The Ottawa Electric railway has completed its extension to the Experimental farm and is operating a limited service for a few days pending the inauguration of the regular schedule. It has not yet been decided what cars will run to the new terminus but it is not unlikely that those going around the George street loop will go there. More.

08/12/1908 *Ottawa Citizen* *Ottawa Electric*

Accident involving car No. 44.

03/02/1909 *Ottawa Journal* *Ottawa Electric*

Few persons in Ottawa ever stop to think how many street cars pass the corner of Elgin and Sparks streets during the day.

Mr. W.J. Sayer, who attends the switch at the corner, recently counted the number carefully and found that 2,476 cars passed within 24 hours.

They begin running at 4 o'clock in the morning on some parts of the system and there are cars in operation as late as midnight. Taking an average for the eighteen hours about 148 cars pass at that corner every hour. During the busier portion of the day there are more than this and the number will probably go near to 200 to the hour.

The cars on the Britannia run, on that from Union station to Ottawa East, and in fact on all parts of the system except the route from the Experimental Farm to a point where the Britannia cars are met, pass the corner of Elgin and Sparks streets. They are constantly whizzing by there and it is a good point to watch them and get an approximate idea of the traffic.

Some cars make ten trips a day and others about twenty, according to the distance they have to cover, and it would be somewhat difficult to estimate the distance they do cover.

A very conservative estimate, however, would be 7,000 miles a day: so that in the aggregate the cars here in a single day cover the distance from Ottawa to London, England and back every day.

Although the traffic is so heavy and the trips are made so frequently, there are few accidents.

24/03/1909 *Ottawa Journal* *Ottawa Electric* *Experimental Farm branch*

A vote of \$10,500, a farther amount required for construction of the Experimental Farm branch of the Ottawa Electric Railway was approved in committee of the Commons last night.

Mr. Fisher said the vote was to cover the cost of the portion of the line, a mile or so in length, within the boundaries of the Farm. The Chief Engineer of the Railway Department had computed the total cost of the work at \$39,882. The arrangement was that the same fares would be charged as on the city lines of the company. The cars would carry mail for the Farm.

Mr. Fisher said his department had sanctioned the project of the Farm line because there had been an insistent public demand for it. The company had agreed to construct the line to the Farm borders only on the condition that the Government would lay the line within the Farm limits. Five hundred dollars of the vote will be spent for fencing.

11/05/1909 *Ottawa Journal* *Ottawa Electric* *Experimental Farm*

The Ottawa Electric Railway Co. has started a fifteen minute street car service to the Experimental farm from the George Street loop by way of Somerset Street. Upon completion of the Elgin Street loop the cars will run by way of Elgin and Albert Streets.

13/05/1909 *Chesterville Record* *Ottawa Electric* *Chesterville*

Chesterville. Remember the grand excursion over the CPR to Ottawa via Kemptville Junction on Wednesday June 2nd, under the auspices of the Winchester W.C.T.U. for hotel funds. Fare from Avonmore \$1.15, Finch \$1.10, Chesterville \$1.05. Arrangements have been made with the Ottawa Electric Railway Co. to carry passengers to Britannia-on-the-Bay, where there are splendid facilities for picknicking, boating and other amusements. Come along, bring your lunch baskets and have a day's outing at this famous resort. Train leaves Avonmore 7.25 a.m., Finch 7.35, Chesterville 7.46. Returning leaves Union Depot, Ottawa, 8 p.m. For full particulars see posters.

08/06/1909 *Ottawa Journal* *Ottawa Electric*

Flat wheel on car No. 93.

24/06/1909 *Ottawa Journal* *Ottawa Electric*

Collision between cars 500 and 230.

02/11/1909 *Ottawa Citizen* *Ottawa Electric*

Action Against O.E. Railway

Arises out of passenger carrying parcel

Man refused to pay extra and so was put off

Writ issued claims damages from company

A writ launching a very interesting case will be issued by Mr. John R. Osborne on behalf of Mr. David Rotkin against the Ottawa Electric railway company. Rotkin claims that he got on a streetcar on Gladstone avenue with a parcel in his hands. He put his ticket into the box, and then the conductor told him that he had to put in another ticket because the parcel was so large. He refused, and to use the plaintiff's own terms "He grabbed me by the whiskers and threw me out." He is suing for \$500 damages.

Superintendent Hutcheson to the Citizen said, that passengers were allowed to carry personal baggage not too large without extra charge on the cars. However, bulky parcels were charged for, by the passenger being required to put in an extra ticket.

This case should prove an interesting one, the manner in which Mr. Rotkin was handled, and the question of the size of the baggage coming into evidence.

NB. Page one of the Citizen shows the date erroneously as 1990, other pages show 1909.

20/01/1911 *Ottawa Journal* *Ottawa Electric*

Car No. 84 hits a fire reel

10/06/1911 *Ottawa Journal* *Ottawa Electric*

Rumor of merger of Ottawa Electric Railway Company, Ottawa Light, Heat and Power Company and Ottawa Car Company. Long article.

People on Sparks street were rather startled about two o'clock yesterday to see a strange looking street car coming up the tracks of the Ottawa Electric Railway. The strange part of the car is that it was not painted the color of Ottawa cars, red and yellow, but a bright green and yellow. The car was the one which has been built for the Edmonton Radial Railway by the Ottawa Car Co. It with the others of its kind, have been manufactured for the western city, will be shipped in a few days/ The run up Sparks street was just taken to make sure it was in good working order.

14/10/1911 *Ottawa Citizen**Ottawa Electric*

A COLLISION WITH THE CARS

As a Result Man and Wife Were Injured.

A double collision resulting in severe injuries to two persons occurred near the J. R. Booth lumber yards yesterday afternoon about 4 o'clock, when an Ottawa electric car bound for Hull smashed into one of the Booth lumber wagons and then into a horse and buggy.

Odeon Cousineau, who was driving the lumber wagon, related the following story of what occurred to a Citizen reporter who called on him at his home at 7 Philomen street, Hull.

"I had a load of 3-inch lumber on my wagon and was just coming out of the lumber yard when I heard a car bell ring, and I waited just in the entrance of the yard. A car passed bound for Ottawa, and hearing no other bell I thought the track was clear and whipped up my team to cross the tracks. There is a small grade from the yard entrance to the tracks which are about 30 feet away, and just as my horses were on the rails I saw a car coming along about fifty feet away. I whipped up my horses to save them if possible and jumped from the load. The car smashed the rig and threw the horses to the ground, but they were not hurt."

Cousineau escaped with a badly sprained left arm, sustained when he jumped from his wagon. Miss Bernard and Miss Hill, two professional artistes who are performing at the Odeon theatre at Hull who were on the car at the time of the accident, stated that their car was traveling at a fair rate of speed and had just crossed the bridge over the old slide, close to the Booth lumber yards, and when the car was about 100 feet from the entrance to the yard, a team drawing a load of lumber suddenly came out from the yard on to the tracks. The motorman rang his gong and applied his brakes, but was too late to stop the car, which crashed into the rig. So great was the shock that the conductor was thrown from the front of the car, and falling on the motor-man threw him to the floor where he lay stunned. The conductor was either thrown, or jumped, from the car, and to add to the confusion, the power became reversed somehow and the damaged car started to back down the track uncontrolled.

A horse and buggy containing Mr. and Mrs. W. Rink of the Mountain Road, South Hull, which had been following closely behind the car, could not be got out of the way in time, and the car backed into the vehicle, throwing the occupants out into the roadway, and smashing the buggy to pieces.

Mr. Rink and his wife were picked up in a semi-conscious condition and hurried to the Protestant hospital, where it was found the former had sustained an ugly gash in his head and cuts on his arms, while the latter was considerably bruised and suffering from shock. The shock from the second smash, luckily, threw the trolley from the wire and the car came to a standstill

16/10/1911 *Ottawa Journal**Ottawa Electric*

Accident to car No. 90.

25/10/1911 *Ottawa Journal**Ottawa Electric**Ottawa Car*

The Ottawa Electric Company are having a large double truck steel sweeper constructed, which is to be used in the more severe storms of the coming winter. This is the first one of its kind to be used by any electric railway in Canada, and is to be built entirely of steel. It will also be more powerful than the present wooden sweepers now in use which in a very heavy storm are sometimes tied up. This new sweeper will be an immense help to all sections of the service.

There are at present forty-two pay-as-you-enter cars in operation and it is not likely that more than this number will be used this winter. The old ordinary cars cannot be changed into pay-as-you-enter cars as the new cars have to have a specially constructed base.

26/03/1912 *Ottawa Journal**Ottawa Electric*

Sparks street will be abandoned and tracks placed on Wellington street providing agreement can be obtained with the government. Article.

28/03/1912 *Ottawa Journal**Ottawa Electric**Ottawa Car*

Strike at Ottawa Car Works settled--

06/04/1912 *Ottawa Journal**Ottawa Electric*

Car 112 derailed.

08/04/1912 *Ottawa Journal**Ottawa Electric**Ottawa Car*

Plans have been prepared and work will be started immediately by the Ottawa Electric Railway Company on the construction of 20 new steel cars.

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12/04/1912 *Ottawa Journal**Ottawa Electric*

Federal government has decided not to allow tracks on Wellington, temporary tracks may be allowed during rebuilding of Sparks Street--

18/04/1912 *Ottawa Journal**Ottawa Electric*

Owing to a short circuit of the electrical apparatus, car 505 of the Ottawa Electric Railway was completely destroyed by fire on the Somerset street bridge at an early hour this morning.--

The destroyed car is two years old --

29/04/1912 *Ottawa Journal**Ottawa Electric*

Accident to car 536.

13/05/1912 *Ottawa Journal**Ottawa Electric*

Temporary car tracks will be allowed on Wellington street.

23/05/1912 *Ottawa Journal**Ottawa Electric**New Edinburgh*

As the result of the recent heavy rains which have prevailed in and around Ottawa, the old store house or car barns, as the building is familiarly called, situated on Stanley avenue, New Edinburgh, last night fell down.

Not entirely, however, for the main portion of the building is still standing as erect as ever. The southern wall, facing on the beautiful lawn and garden of Miss I. Lumsden, fell in with a crash last night, totally obliterating a fine bed of flowers which the above lady had nourished.

The building in question is an old one, one of the first in fact that the Ottawa Electric Company built in the city. It is being used for storage purposes. Some time ago a portion of wall on the north side gave way and fell in on the yard of the fire station. No attention was given this occurrence, however until last evening, when several tons of brick loosened and fell as the result of the damp weather.

The damage to the building is only slight, and it is probable that the Electric Company will repair it at once. Men were at work clearing away the debris this morning.

17/07/1912 *Ottawa Journal**Ottawa Electric*

Accident to car No. 530.

01/08/1912 *Chesterville Record* *Ottawa Electric*

The weather on Wednesday was most favorable for the upwards of 500 excursionists who took advantage of the trip offered by the Sunday Schools of Winchester and Chesterville. About 250 boarded the train at Chesterville and these were joined by over 100 at Winchester and other contingents at Inkerman, Mountain, Kemptville etc. The Union station at Ottawa was reached at 10.30 o'clock.

By arrangement the Ottawa Electric Railway had special cars in waiting and the majority went immediately to Britannia Park, many taking advantage of the opportunity to go directly to the city. This park is a most beautiful one with every convenience for a pleasant day in the open. Ottawa is a beautiful city and with its electric car service visitors can go to a variety of attractive spots such as Parliament Hill, Rockcliffe Park, Chaudiere Falls, Experimental Farm and in the neighbourhood of government driveways. The excursion party left Ottawa at 8 p.m. sharp last evening and arrived at Chesterville at 10.30. All were delighted with the day's experiences. The Sunday School officials were greatly pleased and the two schools will net a substantial profit from the venture.

24/08/1912 *Ottawa Journal* *Ottawa Electric*

Photo of new switch at Sparks and Elgin - story.

03/09/1912 *Ottawa Journal* *Ottawa Electric*

Elgin street cars on double track--

09/10/1912 *Ottawa Journal* *Ottawa Electric* *Plaza Bridge*

Cars soon to run on Plaza

In as short a space as three weeks possibly two, the cars may be running right through over the Rideau street section of the Plaza.

City engineer Kerr and Mr. Williams, a Public Works Department engineer, visited the Plaza today to settle the grades for the tracks that are to be laid.

It is thought the Street Railway Company will start work on this at once, which will mean the removal of tracks from Wellington Street near the Chateau Laurier in a few days.

12/11/1912 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

The one hundred men who went on strike at the Ottawa Car Company' factory returned to work today.

Their grievance has been settled satisfactorily, the men being granted ten hours pay on Saturday, and realizing the difficulty of getting to work on time during the winter months, the company recommended by Mr. W.K. Jeffries, will allow them one hours pay during the week to make up for time lost in this way.

28/11/1912 *Ottawa Journal* *Ottawa Electric* *Plaza Bridge*

With the actual beginning of the work of laying the rails across the Plaza this morning it may be taken for granted that conflicting reports regarding the running of the cars across the new square this winter are now laid to rest.

Definite action will be hailed by the merchants and public generally with great relief. The cars will probably be running early next week.

A number of men are hard at work this morning laying the connections at both the Rideau and Sparks streets ends. This will be completed in about a week. In the meantime the cars will run as far as Elgin street and there a transfer will be given to connect with the Rockcliffe, St. Patrick and Rideau street lines.

Mr. O'Toole of O'Toole and McGillivray, contractors, said today that the Plaza was now completed with the exception of the stone fence and this will be finished by Saturday.

Then the great derricks, the fences and the piles of rubbish which have marred the beauty of this part of Ottawa for so long will be removed and the Plaza will be revealed in its completed state.

29/11/1912 *Ottawa Journal* *Ottawa Electric* *Plaza Bridge*

Now that the work of laying the rails for the Plaza tracks has actually begun, the Ottawa Electric Railway is sparing no labor to rush this work to completion. "We have engaged all the men we can lay our hands on," said Superintendent Burpee this morning, "and are trying to finish the work by Monday. Night and day gangs are continually at work and the connection for one of the two tracks is already made. We expect to experience more difficulty at the Rideau street end as there it will be necessary to lower the grade considerably and consequently much excavating will have to be done..

However, we are making a great effort to have the cars running on the Plaza by Tuesday next."

This includes a picture taken from a window of the Grand Trunk station over the Plaza bridge.

02/12/1912 *Ottawa Journal* *Ottawa Electric* *Plaza Bridge*

The work of connecting the rails for the Plaza tracks is still progressing with all possible speed. Both connections at the Sparks street end are already made while only one connection remains at Rideau street.

The tracks are now being filled in under the direct supervision of Superintendent Burpee who said this morning the cars would be running on Wednesday.

12/12/1912 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

Twenty new cars ordered for OER.--

19/02/1913 *Ottawa Journal* *Ottawa Electric*

Accident to car No. 329.

08/06/1913 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

The Ottawa Electric Street Railway Company has fifteen more big steel cars under construction similar to the five green cars at present running on the Britannia line.

Some of the new cars will shortly be put into operation and will run on the Bank street and Britannia lines.

24/07/1913 *Ottawa Journal* *Ottawa Electric* *Experimental Farm*

The single street car track on Preston street from Broad street to the Experimental Farm is now completed and should soon be in operation.

06/08/1913 *Ottawa Journal* *Ottawa Electric*

Work stopped on Preston street because G.T.R. has not yet received the double crossing.

10/10/1913 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

The Ottawa Electric Railway is going to repaint all the old big double-truck pay-as-you-enter cars a light green the same color as the present new cars are painted.

Already car No. 538, which originally was red and green, is now running on the Somerset street line repainted.

The cars will be taken into the repair shed one by one or possibly two at a time and re-painted. This will have all the big cars the same color as is the case in Montreal.

The great need of a heated station on the electric railway line was never more needed yesterday and today. With the eleven minute service in operation many streetcar passengers were forced to withstand the full force of the elements, while waiting on a car. Some of the passengers took refuge in the open station room on the north side of the tracks.

Some stations on the Britannia line are not much use as shelters.

About 5,000 people live in the different villages and hamlets lying between the western limits of the city and Britannia. The majority of these people are wage earners and have to come to the city to earn their daily bread. A few may have their motor cars or horses and carriages, but the greater percentage have to use the cars of the Ottawa Electric Railway Company. These people are compelled to come into the city in all weathers and invariably this line has a heavy traffic. The distance is about five miles and scattered over this distance are some twelve stopping places and seven small buildings called stations. The intention of those who erected them probably was to provide shelter for passengers waiting for the cars in bad weather. A general inspection proves to one that while the majority of them might shade one on a hot day they are practically useless in rainy or cold weather. The five are situated at Holland avenue, Westboro, Clarella Park, McKellar Townsite, Richardson avenue, Britannia Highlands and Britannia village.

The only two which provide anything like comfort are at Holland avenue and Britannia village. The former being at a divisional point of junction where a portion of the traffic is transferred from one car to another during winter, and sometimes in summer, is said to be altogether too small for the purpose intended. The other serves very well in the winter, but is locked in the summer, and therefore is useless at that time of year.

Holland Avenue

A Journal representative went over the line yesterday and to his mind the stations on the whole are totally insufficient to accommodate the public which daily uses the road. At Holland avenue one finds a small brick building about 15x20 feet into which 50 people might crowd. As it is at a junction, should the unavoidable delay of several cars cause a large number of people to stand there on a bad day, some of them would likely have to stay outside. It has a brown tile floor and a wall seat running around two sides of the room. The walls up as far as one can reach are overlaid with white tiles. A small clock decorates the wall and an old fashioned telephone also hangs on the wall. Were it twice the size it would be a very good station of its kind.

A Disgrace.

"This station is a disgrace," said one resident of the village of Westboro to The Journal. He was, however, inclined to blame the boys for the disfiguration of the building, and was glad a constable had been appointed to keep them from congregating there in the evenings.

The station itself is a small frame structure of a dog kennel type, merely a hood over a small platform, about 6x12 feet. One might find some shelter there if the wind was blowing from the north, east or west, but when a driving wind from the south (the side next to the track) was blowing, it would be no protection whatever, as the rain would "drift" into the building. There are two openings at each end, ostensibly for windows, but the glass and sash have long ago disappeared. The floor is very dirty and even on a cold day there was a very unpleasant smell. Some of the boards are broken and the place has a generally uninviting appearance.

Chinese Pagoda

Although not finished and apparently only in course of erection is the station at Clarella Park. It slightly resembles a Chinese pagoda, and although very small, this was the only fault that one could find with it. Apparently its building was stopped with the advent of cold weather.

McKellar Townsite

A small frame building, covered on three sides, the end open, does duty for a station at McKellar Townsite. It is plain and rude and the painter, when he decided to "daub" the outside, used the liquid very sparingly. A rude bench-like seat was placed around the walls and the floor was comparatively clean.

Wayside stations

In many of the rural communities of this country, especially in the cheese producing districts, the farmers, have placed milk stands or covers in which to stand a milk can until a driver passing calls to take it to the cheese factory. Such stands are not unlike the structure which the Ottawa Electric Company have reared on their line at what is known as "Richardson's Crossing". It is a square, or nearly square, box painted white with a tar roof. When the Journal man dropped in for a minute he was told by a person there that it simply seemed like a shelter and that was all. Fortunately it had a door and a window in the door, but two panes of glass were broken. A notice was posted up inside "please observe cleanliness, etc."

A house without windows or doors is not very comfortable except in summer. Such is the state of the little rectangular box known as the station at Britannia Highlands. A judge's stand at a race course would be a palace compared to it.

Two doorways without doors are directly opposite and two square openings serve as windows as far as light is concerned, but do not keep out the cold or the rain. A proof of this was the remains of a miniature snow bank which is slowly melting away.

The station at Britannia village, like its sister at Holland avenue, is a brick structure, and it is the cleanest of them all. Its tile floor was without a spot, and its walls were clean. "No one could censure the Ottawa Electric Railway here," said the reporter to himself, but he soon found out his mistake. Making inquiries among the residents he was told that this station (the best on the line) was kept locked from the first of May until November. 1. Why and wherefore the residents did not know, but they said that if it were not for the two grocery stores, kept by Messrs. Nesbitt and Cummings, passengers would often have to stand out in the rain until a car came. But in justice to the station itself it might be said that it had a very wide cornice, and if people backed up against the walls they might escape the dropping from the eaves.

At the terminus of the line, as it is well known, the company have a very adequate covered platform.

Accident to car 609.

FIVE WERE INJURED IN STREET CAR ACCIDENT

Four woman and one man were slightly hurt or bruised in the derailment of the hind truck of a Bank street car at the corner of Albert and Bank streets, Saturday evening Those injured were standing at the corner of Albert and Bank streets. A Bank street car crossed the switch with the front trucks, but the switch closed and the rear truck swung onto Albert street. Striking those waiting at the corner.

Mrs. Welsh, 559, Albert street, and Mrs. Bates, 17 Hill street, were badly bruised and taken to their homes in a cab, called by Inspector Reid of the Ottawa Electric Railway. Mrs. Gardner, 122 Wellington street, Mrs. McAllister, 198 O'Connor street and Mr. Walter Williams of the department of labor, sustained bruises. Mrs. McAllister lost her handbag containing \$12 in the accident. The prompt work of the motorman in the application of the emergency brakes prevented a serious accident. The car was replaced on the tracks by the wrecking crew. .

HAD TO WALK WITH THERMOMETER AT 96

With the mercury hovering around the 96 mark, hundred of residents of the Capital were compelled to either walk or lay off for the day when an Ottawa Electric car was derailed on the curve at the Holland avenue turn at noon today, putting the Britannia and Somerset street line out of commission.

The derailment occurred at 12.20 an hour at which many of the residents around Holland avenue, in Hintonburg, and along the line had arrived at their homes for lunch and the only service available on either of the two lines until 1.30 was a "Jigger", which could not begin to accommodate the crowds. Consequently, many walked, while others decided, in view of the heat, to call it a day, and took the afternoon off.

While the cause of derailment is not stated, it is thought that the intense heat had the effect of pulling the rails, which have not yet been fastened permanently, out of position. The back wheel of the car slid from the track in such a manner that it was impossible to quickly remedy the trouble. Aside from a slight shaking-up, none of the occupants of the car were injured.

13/08/1917 *Ottawa Journal**Ottawa Electric**Holland*

TIE-UP ON BRITANNIA LINE KEEPS CROWD WAITING

The Ottawa Electric Railway Company was the subject of remarks more forceful than polite for over an hour on Sunday afternoon, when traffic on the Britannia line was completely tied up as the result of the derailment of a car on the temporary line at the Holland avenue turn. From 5.22 until 6.25 o'clock, those along the line who wished to return to the city, and those in the city who wished to visit points along the line, wilted.

As was the case when a car was derailed at the same point about a week ago, the rear truck went off the track.

04/07/1919 *Ottawa Journal**Ottawa Electric**Rockcliffe*

Two heavy draft horses gave the soldiers at Rockcliffe and Inspector Bowden of the Humane Society considerable trouble near the military camp this morning, when they wandered on to the Ottawa Electric Railway bridge and got their legs caught in the ties.

Some time around dawn, the horses, the owner of which is unknown, wandered onto the tracks leading from the park to the rifle ranges. They went onto the bridge near McKay's lake and got their feet down between the ties. It is about 40 feet to the bottom of the gully which the structure spans, and a few feet either way and the animals would have been dashed to pieces at the bottom. They were held tight however when discovered this morning.

It was necessary to cut the ties and rails to get the horses out. Under Lieut. J. J. Gates and Lieut. A. McCracken and the men of the Garrison Company, with Inspector Bowden, saved the animals from serious injury. Sgt. W.C. Coote tied the feet of the horses and they were canted onto a tent floor and drawn off the bridge by a truck driven by Pte. Hillman.

The horses which had got a considerable distance out on the bridge before becoming caught, are now held at the military camp. They had no harness but one had a slip pasted to its hip bearing the number 57. They are in charge of Inspector Bowden.

Had the animals got on at night and the cars been running a serious accident might have occurred.

04/10/1919 *Ottawa Journal**Ottawa Electric*

Accident to streetcar 96.

22/11/1919 *Ottawa Citizen**Ottawa Electric**Rideau and Dalhousie*

STREET CAR SMASH: - BUT NO ONE INJURED

Big Somerset street Car Ran Into Smaller One at Corner of Rideau and Dalhousie Streets.

A serious streetcar smash, which caused considerable excitement but fortunately did not result in the injury of passengers or the street car crews, occurred at the corner of Dalhousie and Rideau streets at 11.30 yesterday when a 30-ton Britannia line car, west bound on Rideau street, crashed into the side of a 12-ton car of the Hull-St. Patrick line, as it was rounding the curve to proceed north on Dalhousie street.

Almost the entire side of the smaller car was caved in and smashed. Every window in its side was broken and the smaller car was shoved off the rails. The damage to the large car consisted of a bent fender and the ripping off of the front step. There were four passengers on the larger car and about half a dozen on the other. All escaped without injury, except for a shaking up.

Trolley Came Off.

Car No. 312 of the Britannia line was running west on Rideau street at a moderate rate of speed. The motorman, Mr. A. Cayer, noticed car No. 52 of the Hull-St. Patrick line running east on Rideau and begin to round the curve into Dalhousie street. When part way around the curve and broadside of the tracks, on the north side of Rideau street the trolley suddenly came off, causing the car to come to an unexpected dead stop.

The Somerset street car was only a short distance away and, though the motorman threw the power into full reverse, the momentum of the car, aided by a greasy rail, caused it to skid into the stationary car. The crash and the falling glass from the windows quickly attracted a large crowd and for a short time it was thought someone was injured.

Cars Tied Up.

Inspector Tobin and other officials of the Ottawa Electric Railway were quickly on the scene, and directed the placing of the St. Patrick car back on the rails. While this was being effected the cars north and east on Rideau street began to line up and at one time the string on the north bound track extended almost halfway to Cumberland street.

Car No. 312 was in charge of Conductor Alexander Moore and Motorman A. Cayer. The crew of the smaller car was composed of Conductor Edward Beauchamp and Motorman Dan. Bigras. It is estimated that the damage to the smaller car will amount to about \$500.

10/06/1921 *Eastern Ontario Review**Ottawa Electric*

Street car conductors in Ottawa have been ordered to desist from putting their hands about the waist of a lady to aid her in boarding a car. The Railway Company are now wondering why so many Ottawa ladies walk instead of using the railway.

18/11/1921 *Ottawa Journal**Ottawa Electric*

Car Service Delayed

Street car service in Ottawa was practically paralyzed for 45 minutes last night owing to a derailment of an eastbound Bank street car on the temporary tracks on Rideau street, opposite the Union depot, at 9.15. The fender falling and catching in some timber caused the front truck to jump the track.

03/02/1922 *Ottawa Journal**Ottawa Electric*

The St. Francis ratepayers association sent a petition to the Ottawa Board of Control to try to get the Ottawa Electric Railway to construct a new track, cutting off from the Somerset line at Bayswater, heading north along Bayview Road to Scott Street, and west to Westboro station along the CPR right-of-way.

This petition never went anywhere.

However, this is the first note indicating that Westboro station exists.

REVOLVING WINDOW FOR USE IN WINTER

The OER is trying out an invention by a local resident, a former motorman, which so far has proved very satisfactory, and which, it is expected, will prove of much value during the winter months.

The invention, which originates with Mr. Michael P. Cumerford, 74 Besserer Street, consists of a revolving center window for the front of the street cars, arranged by two pinions in the center. By means of a small knob, the motorman, when the window becomes covered with frost, can swing the winnow around, and dispose of the frost covering. At present when the window becomes frost glazed, the motorman has to stop his car, get out, climb upon the fender, and scrape the frost from the glass with an instrument provided for the purpose.

The new window is being tried on car 116 on the Preston Rockcliffe route, and Superintendent A. J. Tobin is impressed with its utility, while the motormen believe that it is a splendid thing.

"Apart from the feature mentioned, the window will prove an excellent medium for ventilating the street cars when necessary," said Assistant Superintendent C. W. Carson, for the company.

02/04/1923 *Ottawa Citizen**Ottawa Electric*

Sussex street car service was tied up for about an hour when car 538 jumped the rails at the corner of George and Sussex streets about nine o'clock last night. The cause of the derailment was when the car broke the switch. After the first truck of the car crossed the switch and before the second arrived there the switch opened, causing the rear truck to turn off the main track. The sudden lurch caused the car to jump the rails. No one but the crew was on the car at the time.

21/09/1923 *Ottawa Citizen**Ottawa Electric***CARS DERAILED ON TEMPORARY TRACKS**

The temporary tracks laid by the O.E.R. while the Bank street paving is in progress, was responsible for several derailments of cars yesterday morning, and the consequent tying up of street car traffic for upwards of two hours. The traffic was first disrupted when a Bank street car failed to negotiate the new switch at Fifth avenue and was derailed. The wrecking car sent to help it met a similar fate at Second avenue, and thus caused a complete tie-up of traffic. In the evening around six o'clock two more Bank street cars were derailed at Pretoria avenue when turning from the regular to the temporary tracks, and much delay was caused.

28/09/1923 *Ottawa Journal**Ottawa Electric***Complain of Delays Due to Derailment****To Be Routed Over Temporary Tracks for Three Weeks**

Track laying and paving on Bank street, which has been in progress for one week already, will take at least three weeks longer it was said last evening by officials, and street cars will continue to be routed over the temporary track while the new rails are being laid.

There has been considerable complaining about the number of delays due to derailments and about the difficulty experienced by passengers while essaying a descent from the steps of the trolleys down to the crossings at various street intersections. One has to be fairly agile in order to make this descent safely and it is difficult for elderly or inactive persons to alight with any degree of ease. Several narrow escapes from serious accidents have been reported.

The new west rail is now being put down and the east rail has yet to be laid. When the east rail is being laid the temporary track will be laid on the west side of the street.

A traffic officer was stationed at the foot of Roseberry avenue yesterday afternoon to prevent a repetition of the experience hundreds of motorists had the night before when they were allowed to go up Roseberry avenue which has no outlet. Bank street is closed from Roseberry avenue south and motorists have to be rerouted eastward on Pretoria avenue or westward on Chamberlain avenue to reach Ottawa South.

However, complaints reached The Journal last evening that the same thing was happening and that there was no notice posted by the city, or no traffic officer to keep motorists from going up Roseberry avenue with the result that many turned into Roseberry only to find themselves forced to turnaround and come back to Bank street again.

01/11/1923 *Ottawa Citizen**Ottawa Electric**Hull loop***HULL LOOP TO COME UP ON MONDAY NEXT**

The question of the construction by the Ottawa Electric Railway, at the Chaudiere terminus of its lines, of a loop whereby the company would be able to provide a better car service for the Ottawa-Hull traffic and the larger double truck cars, will likely be brought to a head at the meeting of the Hull city council on Monday night. (5/11)

Nothing stands in the way of the construction of the loop now except the sanction of the city council, to enable the company to go ahead with the work. The Hull Electric Company, with its exclusive franchise over the streets of Hull, has stated it will not oppose the loop, and the E. B. Eddy Company is prepared to permit the city to allow the company to use a small portion of the Eddy park fronting on Main street, necessary to complete the loop and for the erection of a waiting room. The loop has been passed upon favorably by the engineer of the Board of Railway Commissioners and plans for the construction of the loop have been submitted to the Hull city council.

The O. E. R., in return for the construction of the loop, which it is stated will cost several thousands of dollars, addition to the cost of the new cars which will have to be placed on the line, is asking for further a total exemption of taxed for a limited period or else a fixed assessment for thirty years. This is the only point upon which the company and the city have not yet agreed.

09/07/1924 *Ottawa Journal**Ottawa Electric**Ottawa Car*

A note that the new streetcars for the Ottawa Electric Railway being built by the Ottawa Car Company would be ready from the builder in time for the Central Canada Exhibition the following month.

Threatening Fire in Chaudiere Area

Blaze at O.E.R. Shop on Middle Street. Horses Are Rescued from Stables.

Loss which exceeds \$6,500 was caused by fire which broke out in the blacksmith shop of the Ottawa Electric Railway stables, 198 Middle street, at 10.17 p.m. on Tuesday. Damage to the building itself was not heavy but some valuable motors and other machinery suffered badly. The loss is covered by insurance. Had it not been for the timely arrival of Mr. James Wright, of Hull, who happened to be motoring past the scene just as the smoke poured out into the street, a much more serious fire would have resulted. As it was he awakened the stableman and the two of them had plenty of time to get seven horses out of the stables and turn in an alarm.

Firemen under Chief Robert Burnett and District Chief Bradley were quickly on the scene with the firefighters. They battled the fire with four water streams and it was shortly under control.

The room in which the fire occurred has a heavy plank floor in which the blaze evidently smoldered for some time. The room is not used at night and is seldom entered. Chief Burnett thinks the fire may have been caused by a spark falling on the floor just before the blacksmiths left work at 5.30 p.m. In the heavy wood floor he says, it might have smoldered for some hours before assuming big proportions.

Besides the blacksmith shop, the building, a large two-storey affair, includes the company stables and a large quantity of feed was stored on the upper floor. There was imminent danger of the fire catching in the feed but this was averted after strenuous efforts on the part of the firemen.

A pet cat, belonging to some of the employees at the stables, made its escape through a hole in the wall, taking with it a young kitten.

07/01/1926 *Kemptville Weekly Advance* *Ottawa Electric*

WORKMAN IS BLINDED BY ELECTRIC FLASH

Peculiar Accident to W.J. Bradley At O.E.R. plant

Ottawa, Jan. 6. - Mr. W. J. Bradley, 50 Smirle avenue, operator at the Center street sub-station of the Ottawa Electric Railway Company, is in the Civic Hospital as the result of a peculiar accident.

Mr. Bradley, who went on duty at six o'clock yesterday morning, was working on an electric machine known as a compensator, around seven o'clock, when the heavy current jumped and blinding flash ensued, which affected Mr. Bradley's eyes so badly that for the present he is totally blind.

He was removed to the hospital by fellow employees, in a company car, and was attended by Dr. A. S. McElroy. At the hospital early this morning it was reported that his condition was favorable.

19/03/1926 *Ottawa Journal* *Ottawa Electric*

Street Car Stops being Changed

New White Posts are being Painted Now

"Staggered" street car stops on the Ottawa Electric Railway will be put into operation very shortly, as the work of changing the stop signs on telegraph posts and electric light standards is about complete.

Under the new system the number of street car stops will be reduced about 17 per cent., and should materially speed up the service, according to company officials. It was advocated by the Ottawa Traffic Committee and adopted by Board of Control and Council.

Cars will stop only under the new plan, which means that people living on certain streets will have to walk a block.

30/04/1926 *Ottawa Journal* *Ottawa Electric*

Accident to car no 635.

11/05/1926 *Ottawa Journal* *Ottawa Electric*

Streetcars 814 and 821 collide on Powell avenue.

18/05/1926 *Ottawa Journal* *Ottawa Electric*

Accident to streetcar No. 831 on Bronson.

26/07/1926 *Ottawa Journal* *Ottawa Electric*

Accident to streetcar 825.

29/07/1926 *Ottawa Journal* *Ottawa Electric*

Streetcars 312 & 802 collide at Bank & Albert.

03/08/1926 *Ottawa Journal* *Ottawa Electric* *Cascades*

Meeting of Hull West council

The council was consulted by a representative of the Canadian International Paper Company, with regard to the moving of the CPR tracks in the neighbourhood of Cascades. The removal of the tracks will straighten out a tortuous curve, as well as materially shorten the line. But as the moving of the tracks will necessitate moving the power transmission line towers as well as the Bell Telephone Line and also affects the highway crossing the council deemed it best to postpone a definite decision until a more complete investigation of the matter has been affected [sic], and until the opinion of the residents of Hull West in the neighborhood of Cascades had been ascertained.

It was thought, however, by many, that the request of the company will be granted as soon as the investigation has been completed.

07/08/1926 *Ottawa Journal* *Ottawa Electric*

Accident to streetcar 804.

02/11/1926 *Ottawa Journal* *Ottawa Electric*

OER car 632 involved in an accident.

11/11/1926 *Ottawa Journal* *Ottawa Electric*

One man Preston Rockcliffe street car, No. 510, which figured in last night's hold up. As the back doors swung open to receive two would be passengers a large revolver was levelled at the operator, V. Landry and W.E. Scobie, car starter, who was going to the head office of the O.E.R. with money and tickets amounting to \$844. The bandits made off with the grips containing this booty. Five persons were arrested this morning in connection with the hold-up (picture of car).

13/11/1926 *Ottawa Journal* *Ottawa Electric*

Accident involving streetcar No. 533.

14/12/1926 *Ottawa Journal* *Ottawa Electric*

Accident to OER streetcar 692.

05/01/1927 *Ottawa Journal* *Ottawa Electric*

Accident involving OER car 691.

24/01/1927 *Ottawa Journal* *Ottawa Electric*

Accident involving OER cars 651 and 825.

09/03/1927 *Ottawa Journal* *Ottawa Electric*

Accident involving OER car 824.

06/04/1927 *Ottawa Journal* *Ottawa Electric*

Derailment to OER car 652 with picture.

13/04/1927 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

Twenty new double truck cars have been ordered by the Ottawa Electric Railway from the Ottawa Car Manufacturing Company... Will be similar to the 800 class cars adopted as standard in Ottawa in 1924 with the addition of what is known as the "treadle" at the rear end. Full article.

30/04/1927 *Ottawa Journal* *Ottawa Electric*

Accidents to O.E.R. cars 669, 832 and 826.

28/06/1927 *Ottawa Journal* *Ottawa Electric*

Accident to O.E.R. car 688.

25/08/1927 *Ottawa Journal* *Ottawa Electric* *Chaudiere*

BOLT DERAILS CARS CAUSING TIE-UP

More than a score of passengers on a southbound Hull-St. Patrick street car received a scare about 11 o'clock last night, when the front truck left the rails just as the car had cleared the railway crossing into the J. R. Booth, Ltd., mills, south of the Chaudiere bridge. The derailment was caused by a large bolt which was lying on the rail. The rear truck of the car remained on the tracks, the car swinging around at right angles to the road, completely blocking all traffic in both directions. It was 45 minutes before the wrecking crew succeeded in getting the car back on the track and automobile and other vehicular traffic was resumed.

20/09/1927 *Ottawa Journal* *Ottawa Electric*

Accident to O.E.R. car 835.

26/09/1927 *Ottawa Journal* *Ottawa Electric* *Rockcliffe*

Page seven (excerpts only).

27 OER street cars and part of barn burn in \$200,000 fire.

causing damage estimated at \$200,000 and apparently started by clandestine smokers, fire wiped out one of the three sections on the car barns of the OER on Princess Louise Avenue, within a short distance of Government House, Rockcliffe, at 5.30 o'clock on Sunday afternoon. The loss is covered by insurance.

Twenty-five summer streetcars, all ready for emergency service, a rail bonding car and a rail welding car, with the barn itself were destroyed while firemen from seven city stations aided by OER employees fought to save the other two units of the shops and to prevent the flames from spreading. The fire gutted a familiar landmark at the western entrance to Rockcliffe Park, seriously depleting the rolling stock of the OER and threatening to destroy shops being prepared for an early opening having been closed for two years, to accommodate increasing street railway equipment.

So fiercely did the flames ravage the buildings, fanned by a strong wind from the river, that the interior soon resembled a raging furnace. The collapse of the roof sent showers of burning embers into the dense growth of evergreen trees on Pine Hill, behind the sheds and only the energetic work of the firemen in running 100 feet of hose up the steep hill saved these trees and others on Rideau Hall grounds from destruction. Had the flames got a start in these trees, it is felt that the entire park might have been fire swept.

Only an hour before a passer-by saw flames shooting from the roof of the nearest unit to Princess Louise Avenue, a watchman of the OER had been sent on an inspection tour of the premises. He smelled smoke in the barns. He made a thorough search, suspecting that someone had entered and was smoking on the premises. Although he went through every car in the three units he failed to locate the culprit or culprits. About four o'clock the watchman locked up the building and went away.

J.M. Ahearn visited the scene.

Cars were all conditioned for emergency use. Ready for motormen to step on to them and take them out. Of the summer type and were by no means out of date. Building could not be reconstructed for \$25,000. 210 feet long by 60 feet wide, had five tracks. The centre unit, the next to that which was destroyed was cut off from the south wing by a two-foot brick wall. This alone saved the centre which was closed two years ago, but was not being reopened to take care of the increased rolling stock of the company. The barns were constructed about 15 years ago.

Ahearn had his suspicions. Electrical power had been turned off. Reason to believe that persons gained entry to the building for various reasons, and had even gone to the extent of digging under the doors on occasion. The company has clues to the identity of at least one such visitor.

Owing to the location of the fire there were reports that Rideau Hall was in danger. By 6 o'clock there was a large crowd present. Police were quickly at the scene and a cordon was formed around the place to keep children and others away from the zone in which the wind scattered sparks. The roof of the burning section of the car sheds and its double doors were the first to burn despite the efforts of the firemen to confine flames to the interior. By six o'clock the roof had entirely gone and spectators were able from the front to look into the blazing interior of the long sheds where the street railway company's rolling stock was, even then, only masses of twisted iron and charred framework.

Only stout walls saved the whole shed of three sections.

Much more in a similar vein.

OER soon to rebuild barn destroyed by fire.

Picture.

Caption: All the remains of 25 summer type streetcars and other equipment in the large barns of the Ottawa Electric Railway Company at Rockcliffe, near Rideau Hall, after the fire which swept the sheds late yesterday. To the left of the picture are two other sections of the car barns, housing trams which escaped the flames. This view, taken from the front, shows the depth of the barns, which are served by five tracks, and the extent of the damage, estimated at approximately \$200,000, but covered by insurance.

Take inventory of cars burned without delay.

Company did not lose all of its summer cars in Sunday blaze.

Types that were lost were coming obsolete.

Reconstruction of the fire devastated car barns of the company at Rockcliffe will probably be commenced at an early date, it was announced this afternoon by Major Burpee, vice president and general manager of the OER.

Major Burpee, who was not in the city yesterday when the fire occurred, obtained full details of the occurrence between his regular duties this morning, but stated at noon that no complete inventory of the loss has been made.

"We are having a complete inventory of the contents of the car barns made for the adjusters of the insurance companies, whom we expect here shortly to go over the place," the general manager said. Major Burpee said the building and its contents were insured by practically every company on the fire underwriters association list.

"We will naturally recondition the building which is needed for our stock," he stated.

Asked whether the destruction of so many summer type cars at the barns would mean the end of such vehicles in Ottawa, Major Burpee expressed the opinion that not all the summer cars were in the section burned. He believed there would be other such vehicles in the other two sections which escaped the flames.

:Of course that type of car is becoming obsolete," he stated. "We are asked - all transportation companies are - not to construct any more trams which have not a definite front entrance and exit."

Continued on page seven.

SECTION O.E.R. CAR BARNS AND ALL EMERGENCY ROLLING STOCK AT ROCKCLIFFE ARE DESTROYED

With Damage Estimated at Around \$200,000, Fire Is One of Biggest Ottawa Has Experienced in Years. Twenty-five Cars and Other Equipment Destroyed. Loss Covered by Insurance.

WOODS IN RIDEAU HALL GROUNDS ALSO IN DANGER OF TAKING FIRE

Firemen's Quick Dash With Hose Stream Up Pine Hill Probably Kept Conflagration From Sweeping Rockcliffe Park. Handi capped by Difficulty in Getting Water as Scene Outside City Limits. Origin of Fire Not Known, but Rigid Inquiry to Be Conducted by O.E.R. Company.

One of the biggest fires which has occurred in Ottawa in recent years broke out at about 5.20 o'clock yesterday afternoon in the Rockcliffe sheds of the Ottawa Electric Railway Company and caused a loss which is estimated at about \$200,000 by Mr. J. M. Ahearn, assistant manager and purchasing agent of the O.E.R., who appraised the damage last night.

Fanned by a brisk wind which blew from the west, the showers of sparks which arose from the blaze threatened that section of Rockcliffe Park woods behind the sheds, which is known as Pine Hill. Once, in fact, the bush did catch and the firemen had to run three hundred feet of hose in amongst the trees and up a steep hill before they could extinguish it. Had the direction of the breeze been slightly different the trees on the grounds of Rideau Hall would also have been endangered.

Starting from an unknown source near the front door of the west section of the building, the conflagration soon assumed large proportions and swept through the entire section of the building, destroying 25 emergency cars, a bonding car, and a track grinder.

In this part of the building, which was soon reduced to a raging mass of flames, were stored those cars which are used to carry unusually heavy traffic caused by the advent of some big event. Everyone of them was in perfect working order, ready for instant use, and their loss is quite a blow to the company, for although they are fully covered by insurance, their immediate working value is nil.

Blazing Roof Collapses and Woods Catch Fire From Shower of Embers

The first alarm came in by phone to station No. 6 on Sussex street, at 6.20, and within a few minutes the whole section of the building was beyond hope of saving. The rest of the building was saved by the thick brick wall which intervenes between it and the section destroyed, and by the efforts of the firemen who speedily torn down all wooden connection along which the flames might spread to the adjoining parts of the structure.

With the big front doors open the burning section of the building resembled a huge furnace. A gusty wind blowing from across the river drove through the opening into the building and forced the flames along before it. Then when the roof fell in the draft blew showers of sparks into the air over the rear of the building and into the tall evergreen trees which densely cover the hill immediately behind the sheds.

For a time, even before it actually caught, it looked as if the bush might go up too, as thousands of glowing sparks were landing in the trees.

Occasionally a branch would catch and blaze up a little as the huge crowd which had gathered watched anxiously, fearing that before the end of the evening the beautiful park would have become a prey to the ravaging flames which the wind would have swept right across the hill.

It did catch finally; about three hundred feet from the border of the lumber, and firemen had to scramble up the side of the hill with a long length of hose before they brought the new blaze under control and finally extinguished it.

Water Hard to Get.

All hope of saving the stricken part the building was removed at once, not only had the conflagration got a tremendous start before the fire department could reach the scene, but water was not to be obtained without the greatest difficulty.

Chief Burnett pointed out to The Citizen that the scene of the fire was outside the city limits, and that there are few hydrants in the neighborhood. He said that the department did not hesitate to go to the fire even though it was outside the city limits, and, he added, even had it hesitated, would have been called later to protect the Rideau Hall property which is within the city limits.

From Rideau Hall

Hose lines had to be run from the front and back gates of Rideau Hall down to the scene of the fire, and before one of the big pumps was put on the hydrant end of the lines the pressure was very poor.

Firemen worked from the roof of the building overlooking the blazing section and poured what water they could on to the flames. But it seemed to do very little good until the fire began to burn itself out. Towards the end when it was smouldering, a great mass of embers[sic] and hot ?i with the steel frame of the roof and the skeletons of the cars silhouetted against the glowing red, sharp gusts of wind swept the length the building and sent shower of sparks flying over the trees behind,

Crowd Runs to Safety

It was just as the flames were beginning to die down. The coping around the outer edge of the roof, or what had been the roof, fell to the ground.

Starting near the front of the building it peeled off and landed with a roar in the dry grass behind the structure. The grass immediately caught fire and blazed up along the side of the loop which runs around the structure, while the overhead wires which was supported on ? iron posts embedded in the coping fell away and sagged towards the ground, causing spectators who had ventured close to scamper away to safety.

Thousands of Spectators

Other Spectators, part of the great crowd of many thousands which had been attracted by the dense columns of black smoke which arose from the burning shed and by the red glare which, reflected from the clouds of smoke, could be seen from all over lower town and many other parts of the city, besides points up the Gatineau, passed behind the building in order to see what was happening on the other side. Occasionally they would get around without difficulty while at others showers of sparks would begin to fall on them as they ran me gauntlrt somewhat apprehensive of being singed.

In all four streams of water were used by the firemen and a total of 7.200 feet of hose was run out through which the water was forced by two of the big gasoline pumps.

All Emergency Cars.

Mr. Ahearn told The Citizen that the loss of rolling stock suffered in this fire is somewhat of a blow to the company for it consisted of all the emergency cars which could be brought out at a moment's notice, and, though they are covered by insurance, there must necessarily be a delay before they can be replaced.

He added that it was most fortunate that the flames had not spread to the adjoining section of the building, as this will be used as housing space for the new rolling stock which the company will put in operation later this fall.

The Rockcliffe sheds, Mr. Ahearn explained, had been more or less in ? for some time except as a storage place for these emergency cars. With the coming of the new rolling stock, however, they will be reopened and will be as active as any other of the barns in the city

The fire will probably mean the final passing of the old open car in Ottawa, as they are no longer built. They were to be seen at exhibition time and at other times when the rush of

traffic was extraheavy and necessitated the use of a large number of extras. Previous to this they were run chiefly on the Hull-St. Patrick line during the summer months before the advent of the new St. Patrick street bridge and the big double truck cars on that line. Many of the cars destroyed were of the open type.

RESIDENTS FEEL THAT CAR SHEDS ARE AN EYESORE

Rockcliffe People Consider Time Opportune To Shift Them. Following Fire.

THINK NATURAL BEAUTY OF PARK IS MARRIED

A suggestion that the Ottawa Electric Railway car barn be moved from Rockcliffe Park and situated in some section where they would not be such an "eyesore," was received today by The Journal from various prominent residents of Rockcliffe Park district.

The consensus appeared to be that now was the psychological time, following the destruction by fire on Sunday afternoon of one of the three large car sheds, for steps to be taken toward this end.

Gives Three Reasons.

A prominent Rockcliffe resident said to The Journal that removal of the car barns was desirable for three particular reasons: First, their detrimental effect upon the beauty of Rockcliffe Park; second, their proximity to Rideau Hall Grounds, and thirdly, the fire risk because of them.

Rockcliffe Park, he pointed out, was civic property, not Government property, as was generally understood. Rockcliffe, village, of course, quite distinct from the park. The park was acquired by the city many years ago. The Ottawa Electric Company, however, own the site [sic] of the car sheds, and also the light of way, having acquired them from the Keefer estate many years ago.

That the car barns certainly did not enhance the beauty of the park entrance, he said. It was a pity, he felt, that the natural beauty should be so marred. He had long thought upon the desirability of removal of the sheds, but now, he felt, was the time for action, before the Ottawa Electric Railway Company went to further expenditure in rebuilding the barn destroyed by fire.

Was a Danger.

Some experience, he thought, should have been derived from the fire on Sunday afternoon, as to the risk resulting from the car barns. The danger of a forest fire of no small proportions was most marked, he said, and had the fire once gained a firm hold in trees beside the barn, it likely would have swept through the greater part of the park, fanned by the strong wind which was blowing. He was high in his praises of the work done by the Ottawa Fire Department in halting the advance of the flames, and protecting the trees.

The situation called for immediate action, he felt. By a comparatively small outlay at the present time, the city could obliterate the detrimental effect upon scenic beauty, and the fire hazard. Hesitation of a few weeks, or months, would necessarily make the outlay heavier, should the barns be rebuilt. The iron was hot, and residents of the neighborhood felt that now was the time to strike.

HAVE NO COMMENT" ON CAR BARN PROPOSAL

O.E.R. Has Heavy Investment Involved at Rockcliffe

The suggestion that the Rockcliffe car barns, which were partially destroyed by fire a few days ago, be removed altogether from the entrance to the park, was received without comment by officials of the street railway company today. Manager Fred Burpee stated that the matter was not under consideration, although he supposed that if parties interested in the acquisition of other people's property were to make a reasonable offer it might be taken under advisement. The company had a very heavy investment in the Rockcliffe barns, however.

Another gentleman connected with street railway activities was of opinion that the entrance of the park would undoubtedly be improved if the barns were removed. "The move is bound to come sometime in the future," he stated, "although whether this is an opportune time or not I cannot say. The location of the barns suits the railway's needs admirably, and the question is whether the purchase price would provide enough funds to buy an equally suitable site within the city limits. Then there is another matter that is perhaps not considered. This is the fact that the company pays township taxes on its Rockcliffe property. If it moved the barns into the city it would be forced to pay municipal taxes. All these are matters to be taken into consideration, and while the company may be in full sympathy with all efforts to beautify the city and Rockcliffe Park it must be borne in mind that it owes a first duty to its shareholder."

The question of the removal of the Rockcliffe barns is not a new one. It has been brought to the attention of the company on many occasions and a large number of visitors and residents have commented on the location of the barns so close to the entrance to the park. The site was acquired by the company many years ago from the Keefer estate and the barns were in operation before this park was taken over by the city.

ROCKCLIFFE BARNs ARE BEING REBUILT

New cars to be ready first of year.

Work on the rebuilding of the Rockcliffe car barns which were partly burned on September 25, will be completed within six weeks, according to J. M. Ahearn, assistant general manager of the Ottawa Electric Railway Company last night.

Mr. Ahearn said that the debris was cleared away by Friday night last and work on the reconstruction had started on Saturday. Within three weeks the roof will be in position and the remainder of the work finished by December 1. Few changes will be necessary in the barns, except to build up from three to four feet of brick wall joining Princess avenue. No structural changes are contemplated, Mr. Ahearn said.

Owing to the increase in business enjoyed by the railway within the last two years, Mr. Ahearn stated that it had been found necessary to reopen the shops at the Rockcliffe barns. They were closed when the Champagne shops were opened, but are again in operation. The contractors for the work are John Sutherland and Sons, of Ottawa.

Mr. Ahearn said that the 20 new "treadle" type street cars which are being built by the Ottawa Car Manufacturing Company will probably be ready for use by the beginning of next year. They are nearing completion and will be placed in service as soon as possible, he said.

Official test, new OER car, treadle type.

Equipped with every modern device, first of 20 makes trial run.

Replete with every modern device known in street car construction making for comfort and safety, the first of a fleet of 20 new cars to be operated by the Ottawa Electric Railway was given an official trip yesterday afternoon.

It is expected that most of the new cars will be in readiness to place on runs by December 12, starting with the Elgin Bronson route.

Are treadle type.

The cars, known as the double truck treadle type, contain many new features heretofore unseen by local riders. They are of the pay-as-you-enter design with treadle steps for exit in the rear. Although the front entrance can be used as an exit, it is preferred that passengers use the rear exit. An electric sign, which illuminates when the car is halted immediately warns persons about to board the car that it is of the pay-as-you-enter type.

Seating accommodation has also been improved, the seats being covered with solid leather with a back rack which prevents over crowding. The car will seat 49 persons, 22 in the forward facing seats and 25 in the side seats. The car can be converted so as to employ a motorman and conductor if required.

Will not operate.

The steps, instead of being one solid piece, are made of leather strips designed in a grating effect. This is to prevent snow caking on the step.

There is also a mirror in the operator's compartment which allows him to have the rear exit under observation at all times, and the car will not start when the treadle is being used.

In the operator's compartment the front window is of the swivel type, an invention of Mr. Cummerford, formerly a motorman employed by the Ottawa Electric Railway. This style of window ensures perfect vision in wet or snowy weather. The other windows in the car are absolutely weatherproof and have brass sills.

Automatic ventilation.

Ventilation throughout the car is automatically controlled, filters having been installed in the ceiling at regular intervals.

Motorman J. Miles piloted the car on its first official trip yesterday. Mr. Miles has been with the Ottawa Electric Railway for 21 years. Others on board were Major F.D. Burpee, vice-president and general manager; Allan J. Torbin, superintendent; Austin Bill, Frank B. Beatty, departmental superintendent, Ottawa Car Manufacturing Company; B.A. Baldwin, Master Mechanic, Ottawa Electric Railway and W. Hogg, Ottawa Car Manufacturing Company.

On another page there are also two pictures.

15/12/1927 *Ottawa Citizen**Ottawa Electric*

Request made by Rosedale Municipal Association

It was decided to write to Major Burpee in regard to having the starting station at the end of Elgin Street moved to the corner of Main and Clegg.

16/12/1927 *Ottawa Journal**Ottawa Electric*

Sixteen new cars are put in service

Sixteen of the new treadle-type cars were placed in operation for the first time this morning by the Ottawa Electric Railway Company.

The cars were operated on the Bronson-Elgin route and company officials reported that they were entirely satisfied with the results. Although some passengers were rather confused as to the treadle step plan of exit, little or no delay followed the inception of the new service.

Several other cars of the same type are to be placed on other routes in the near future.

17/12/1927 *Ottawa Journal**Ottawa Electric*

Accident involving car no 312.

30/01/1928 *Ottawa Citizen**Ottawa Electric*

Injured as truck and streetcar collide.

Melville Harris, 214 Nepean street, had two teeth knocked out and his leg bruised when the Standard Bread Company's truck which he was driving was struck head on by a Gladstone avenue street car near Bronson avenue. The front of the truck was considerably damaged but the street car fared better. Mr. Harris was proceeding west on Gladstone avenue and when about one hundred yards from Bronson avenue the truck skidded to the south street railway track. Before he could get to his own side, his truck was hit head on by the street car which was travelling east. Mr. Harris declined medical assistance.

08/09/1928 *Ottawa Journal**Ottawa Electric*

Car is derailed when axle breaks

A broken axle caused the derailment of an Ottawa Electric Railway street car on Beechwood avenue near Marier road yesterday afternoon. The breaking of the axle caused the front trucks to become detached from the car and then rolled a few feet to the side walk. Only one passenger was being carried at the time and she was unhurt. Traffic was tied up for two hours on the main line, although an auxiliary service was provided

01/02/1929 *Ottawa Journal**Ottawa Electric*

OVR streetcar skids to edge of Somerset Street bridge when rear axle drops without warning

Twelve passengers kept cool and reached safety

30 foot drop to CPR tracks was possibility

Rear wheel wheels of swung over north side of bridge.

A broken axle on the rear truck of Britannia street car no 312 caused the streetcar to leave the rails, the rear end swinging out over the edge of the Somerset Street Bridge just after midnight, causing excitement among 12 passengers.

There was no panic. Some of the women passengers screamed at the sudden and unexpected jolt and swing. As the car settled down at a standstill none lost any time in making an exit.

The passengers at the front did not notice what had happened as soon as those near the back of the car. A Poulin, barber, 943 Wellington Street, said he was seated at the rear and did not notice anything wrong until the car gave a sudden lurch throwing some of the passengers from their seats. Had close call.

Conducted Lawrence McAteer remained at his post as the rear of the car jolted about. Noticing that the back door of the car opened out into a drop of 30 feet. He quickly directed passengers out of the front door. The passengers did not realize what a close call they had until they got off the streetcar and were surrounded by smoke coming from a C.P.R. engine which was passing under the bridge. They realized the car gone a little further its suspended weight would have carried it over the bridge. About half of the rear of the vestibule of the street car was suspended over the bridge.

Railing was tone.

When the car came to a stop part of the rear truck had broken through part of the flooring of the old bridge, and this railing was torn down for several yards. The rear truck of the car rested on the outside of the wooden framework of the bridge. This seemed to be all that was holding the car from plunging over the side of the bridge to the railway tracks about 50 feet below.

Owing to the late hour at which the derailment occurred there was no great street car tie as most of the cars had already gone to the barns. Traffic from uptown was turned back from the top of the bridge and a jigger service was maintained to Holland Avenue where cars were switched to Britannia and the Civic Hospital.

The O.E.R. wrecking car was rushed to the scene. The wrecking gang worked most of the night in order to have the line cleared for this morning.

The street car was in charge of Motorman Patrick Summers and Conductor Lawrence McAteer.

EXPERIMENTAL FARM LINE

Editor. Ciftren: The weekly booster of the Ottawa Electric Railway in his last article entitled "'Keeping faith with the community" seems to have overlooked the existence of a place in the vicinity of Ottawa known as the Experimental Farm. It is now the sixth week since the car service to the Farm was discontinued, the ostensible reason being that the traffic receipts did not pay for the costs of operation. In justice to the company it must be admitted that many things have happened since the agreement of 1908 was drawn up which could not reasonably have been foreseen at that time. The war added very markedly to the cost of all kinds of materials used for construction and maintenance. The recent increase in the number of automobiles was responsible for a very derided reduction in the revenue derived from passengers fares. The closure of the Arboretum against skiers during the winter months still further reduced the receipts from this section of the line and seems to have brought matters to a climax.

Notwithstanding these extenuating circumstances the railway company was morally bound to adhere rigidly to its agreement until a new one was formulated after a full discussion of all the factors bearing on the question. If a new agreement is now drawn up what guarantee have we that the company will pay any more respect to it than they did to the previous one? Who is going to compel them to adhere to it? Of course the difficulty might be surmounted by the insertion of some such clause as "This company reserves to itself the right to abrogate this agreement without notice as and when it sees fit."

On the question whether the withdrawal of the car service to the Experimental Farm constitutes a breach of the agreement made with the city, the street railway committee of the municipal council continues to preserve a dignified silence. Possibly they feel that this question can only be settled satisfactorily after a series of observations on the motions of the heavenly bodies. J. ADAM. Ottawa. Jan. 15, 1930

28/02/1930 *Ottawa Journal**Ottawa Electric*

CAR IS DERAILED CAUSING TIE-UP

South-bound street car service was held up for 20 minutes last evening by the derailment of a Holland car at Bank and Somerset streets. East-bound cars on Somerset street were also blocked, but not as long as the cars on Bank street. The derailment happened about 9.30

As car No. 819 was turning west from Bank to Somerset the rear truck jumped the track. The wheels on the left side of the street slipped on to the nearest rail on the opposite track, thus preventing Laurier cars on Somerset street and Bank and Bronson cars on Bank street, from passing.

An emergency crew was rushed to the intersection and after 20 minutes work succeeded in clearing the switch. East-bound cars were able to proceed first. North-bound cars on the Rideau and Ottawa East lines were not delayed.

25/04/1930 *Ottawa Citizen**Ottawa Electric**Ottawa, Experimental Farm*

Build fence over Farm Tracks Loop

Department of Agriculture now uses right of way for chicken run

Seeing that the Ottawa Electric Railway has shown no indication of resuming the former jigger street car service to the Experimental Farm, from the Carling avenue loop, the Department of Agriculture has taken over the right of way.

Acting upon instructions from Deputy Minister Dr. J.H. Grisdale, employees of the farm have erected a fence across the tracks adjacent to the loop, and upon the rails where street cars used to run, fine healthy poultry are now housed, or run around pecking at the ties.

"We are using the right of way for an extension project of our poultry section," said Dr. Grisdale, but we have not interfered with the rails or the trolley wire. Nothing further will be done pending the arrival back in the city of the minister, Hon. Dr. Motherwell."

It is understood that the right of way and also the rails and trolley wire are owned by the Dominion Government which bought them when the jigger service was installed and paid the O.E.R. to construct the line to the farm.

Officials of the street railway company had nothing to say on the matter this morning.

30/09/1930 *Ottawa Journal**Ottawa Electric*

Car Service Tied Up

The derailment of car No. 616 at the corner of Bank street and Gladstone avenue at about 6.30 yesterday evening caused street car traffic to the Glebe and Ottawa South as well as along Gladstone avenue to be interrupted for more than an hour. The derailment it is believed, was due to the car "splitting" the switch at the corner.

16/10/1930 *Winchester Press**Ottawa Electric**Hull*

Shot to Death

William Bertram Marshall, 25 years of age, one of the best known and most popular young men in Ottawa sports circles, was shot through the heart and killed instantly by an unknown assailant at 10.15 o'clock Wednesday evening at the Hull terminal of the Ottawa Electric Railway. The murderer escaped in an automobile, and police have very light clues to work upon. Marshall had gone to Hull with his chum, Arthur Ash, 426 McLeod street. The shooting followed an argument after the automobile driven by the murderer had run into the fender of Ash's car in which he and Marshall had gone to Hull after spending the evening in Ottawa together.

Covered in greater detail in the Ottawa Citizen same date.

Loss is \$30,000 as O.E.R. barn the scene of fire.

Many streetcars, mostly old stock are destroyed at Rockcliffe.

The north section of the Rockcliffe street car barn, together with a large amount of rolling stock of Ottawa Electric Railway Company was destroyed in a spectacular blaze which kept firemen from six city stations busy for an hour and a half yesterday afternoon.

Total damage is estimated at approximately \$30,000 although difficulty was experienced in placing an estimate in the streetcars destroyed owing to the depreciation in recent years.

Lost in the blaze were six of the latest type street cars (the 800) valued at \$12,000 each when new; one large green car of the same value, six pilot cars, several of the old type open passenger cars and other obsolete rolling stock.

Damage etc.

The fire, which was one of the most spectacular seen in Ottawa for some time past, was first noticed by a passerby who turned in an alarm at No. 6 Fire Hall on Sussex Street. Four stations responded to the alarm at 4.01 p.m. but at 4.12 o'clock Fire Chief S.B. Blackler sent for assistance and firemen from Stations 2 and 8 were despatched.

When firemen reached the barns the fire had secured a good hold and flames were shooting through the roof while thick black clouds of smoke were carried by a northerly wind over Rideau Hall grounds.

Firemen found considerable difficulty in that there were no hydrants nearby and lines of hose had to be laid from Rideau Gate at the corner of Sussex Street and from Maple Lane to the scene of the fire, distances of more than a quarter of a mile.

The north section of the barn was blazing furiously when firemen reached the scene and Chief Blackler and his men concentrated their efforts on saving the other two portions of the barn which contained streetcars of a more valuable nature.

Tackling the fire with three lines of hose, firemen soon had it under control and prevented it spreading to the interior of the centre portion although a section of roof was destroyed. As soon as tons of water were poured into the building dark heavy clouds of smoke came pouring out and could be seen for miles around.

Within a short space of time almost 3,000 people had congregated around Rockcliffe Park. At times flames shot high into the air, while sparks flew in all directions as steel framework fell with a clattering noise.

Within an hour there was nothing left of the northerly section of the barn but smoldering ruins.

It was largely due to the efficient work of the firemen that the centre portion of the building was saved. In this building were six "800" cars, ten "jiggers" and other rolling stock.

A brick wall extending from the floor to the wooden roof also proved a great asset in keeping the flames back although fire on the roof spread to the centre section and was quickly quelled by a line of firemen.

Firemen were kept on guard in this section to keep the flames from getting a hold and their efforts being successful in preventing a much more serious fire with considerably greater loss.

At 5.30 the return was rung. Firemen were present from stations 2, 3, 4, 5, 6 and 8 while approximately 5,400 feet of hose was used.

No cause could be found etc.

26/07/1934 *Ottawa Citizen**Ottawa Electric*

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Early this morning linemen of the Ottawa Hydro Company and the Ottawa Electric Company and the Ottawa Electric Railway were still working at top speed in an attempt to repair major breaks in their lines caused by the falling of the roof of the Marine Signals Building

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23/06/1937 *Ottawa Journal**Ottawa Electric**Rockcliffe*

\$60,000 loss at OER barn at Rockcliffe

Two of three sections are burned and old cars are destroyed.

Two of three sections of the Ottawa Electric Railway car barn in Rockcliffe were gutted by a spectacular fire this forenoon, the loss including contents being estimated by Major F.D. Burpee, vice-president and general manager of the company at approximately \$60,000. The loss is fully covered by insurance.

Forty old type streetcars, the small type double enders stored in the barn, were destroyed with other equipment.

The barn was valued at \$100,000 and was built around 30 years ago.

More

Believed by Major Burpee to have been caused by a cigarette stub or a small fire lighted by tramps who have often been chased out of the barn, the fire broke out in the centre section. Because of the height of the building, about 20 feet, and the roomy space encouraging draft, the flames spread quickly. The roof is of tar and gravel and the fire leaping through the centre roof soon resulted in billowing clouds of black smoke that could be seen from remote sections of the city.

The old cars in this section quickly fell prey to the flames but two of them had been removed with the aid of one of the large modern cars a short time before. The three sections are separated by brick walls and the exterior of the structure itself is brick. The flames, however, ate into the centre section roof and across and down into the south section. It was soon evident that the latter section could not be saved so firemen concentrated on the north side, trying to save part of the centre section and the north section.

However, both south and centre sections were gutted and the east end of the north section also was damaged.

The side and rear outer walls as well as the inner walls had no windows making fighting of the fire difficult.

More

Several of the cars destroyed were the old fashioned open-sided type so popular years ago for the trips to Britannia and Rockcliffe Park. The other small closed types mainly were used as work cars, although the equipment was stored in the barn for emergency transportation purposes. The cars standing on eight track sections were destroyed.

27/09/1937 *Ottawa Journal**Ottawa Electric**Rockcliffe*

Residents feel that cars sheds are an eyesore.

Now is the psychological time to remove them.

- detrimental effect upon the beauty of Rockcliffe Park.

- proximity to Rideau Hall grounds.

- the fire risk because of them.

The OER owns the site of the car sheds and also the right of way having acquired them from the Keefer estate many years ago.

Could have swept through the greater part of the park.

Dr. E. M. Young Critically Hurt By O.E.R. Car

Physician's Automobile Is Hit At Magee Avenue Crossing, Westboro.

Dr. Ernest M. Young, 32, of 147 Strathcona avenue, Westboro, was critically injured at 11.30. o'clock this morning when an Ottawa Electric Railway car crashed into his automobile at the Magee avenue crossing in Westboro.

Taken to Civic Hospital unconscious, Dr. Young was stated to be suffering from severe head injuries, the full extent of which are not known, and from cuts and bruises about the face and body.

Carried 116 Feet

According to the report made by County Contable John Brown, Dr. Young was travelling south on Magee avenue. His automobile was directly on the tracks when the street car, eastbound, crashed into the machine and carried it 116 feet along the right-of-way. The street car was in charge of Motorman Fred Lauzon, 252 Frank street.

Tubman's ambulance conveyed the injured man to the hospital where he is being attended by Dr. H. B. Moffatt.

Dr. Young was still in an unconscious condition this afternoon. He was alone in his car when the crash occurred.

When the street car struck Dr. Young's machine, the automobile became wedged under the front part of the street car and was practically demolished as it was bumped along over the ties.

Ottawa Electric officials stated it was raining at the time of the crash, which may, have obstructed the doctor's view. The street car, they said, was travelling at approximately 20 miles an hour at the time and was brought to a stop within 116 feet, considered a quick stop in view of the downgrade at the scene. Motorman Lauzon reported to his superiors that Dr. Young failed to stop at the crossing although there is a stop sign at both sides of the Magee avenue crossing. The operator noticed the motor car, he said, when his street car was about 10 or 15 feet from the crossing and the emergency brakes were set immediately.

Second Collision.

Street railway men stated today's crash was the second one in which Dr. Young had figured. On April 22, of this year, they said, his car was slightly damaged, and he escaped injury when his machine was struck at the Strathcona avenue crossing.

Dr. J. S. Nelson was quickly on the scene following the crash this morning and rendered first aid.

04/03/1939 *Ottawa Citizen*

Ottawa Electric

Elgin Street

Asks About Operation Of Busses on Elgin St.

Ald. Arthur J. R. Ash has filed a questionnaire for the Mayor concerning the operation of buses on Elgin street and the street lighting. He asks the following questions:

Has the city taken any steps to: discuss with the Ottawa Electric Railway the possibility of using buses in place of tramways on Elgin street? If not, is it the intention to do so, or leave the tramways operate?

Has the city discussed with the Ottawa Electric Co. or the Hydro Commission regarding their electrical work on the Elgin street widening?

Agreement Reached for Buses on Elgin Street

Decision Arrived At for Sub-stitution of Motor Vehicles For Electric Cars and Scrapping of Tracks. Government Will Pay Company

Approximately \$25,000

Scrapping of the Elgin street tracks of the Ottawa Electric Railway, and substitution of buses which will serve the Elgin street area and Ottawa East will be carried out in the very near future, The Citizen learned last night.

At a meeting yesterday afternoon between officials of the company and the Department of Public Works the government accepted a proposal put forward by the O.E.R. for the operation of buses on the Elgin street line in place of streetcars.

To Purchase Buses.

The government is paying the company a sum in the neighborhood of \$25,000 which will go towards the purchase of buses. The company will bear the cost of removing its tracks between Queen and Sparks streets.

Thus the way is opened for the city to complete its part of widening Elgin street from Queen street to Laurier avenue.

So far as the service is concerned the buses will operate over the present street car route and the company will endeavor to maintain a service on a par with that provided by its street cars.

Officials of the company, following the meeting with the government, wrote the Board of Control stating that it was removing the street cars from Elgin street and substituting buses, and asking the city to waive mileage charges on the track affected.

As the company will be virtually abandoning approximately a mile and a half of track, and as the managed charges made for the city amount to \$1,000 per mile annually, a small saving for the company of around \$1,500 a year may result. However, according to the agreement between the company and the city the former cannot remove its track without the consent of City Council.

It is understood that the matter will be dealt with by council as expeditiously as possible.

Only About Half Cost

An official of the O.E.R. informed The Citizen that the cash compensation allowed the company by the government would amount to only about half the cost of the six new buses required. "Actually the company is getting nothing for the tracks it will have to scrap" this official pointed out, "and the government is paying a substantial amount less than it would have to pay for new switches and other equipment if it had been decided to continue streetcars." The official pointed out that the scrapping of the Elgin car line would mean an immediate substantial saving to the city on the repaving now planned as it would be able to lay a much lighter type of pavement than would have been required were street cars to be continued. When the city decides to repave the entire street it will likewise have to lay only a light pavement. It was further pointed out that the company would have to employ six bus operators to maintain the same service provided by four street car operators.

At the annual meeting of the Ottawa Electric Railway Company Friday morning T. F. Ahearn. M.P., president, indicated the company would be willing to speed up negotiations with the government.

Mr. Ahearn said that in recent years there had been much talk of substituting buses for street cars and the company felt that the Elgin street project would be in the line of an experiment.

No Opposition Expected

No opposition is expected from the city. The decision to operate buses will obviate the necessity of calling for tenders on the two plans for the paving of Elgin street. Pending a decision the Board of Control had decided to call for tenders on the two plans, one with a double track the center of the street, and the other with a boulevard in the center. with a roadway, boulevard and sidewalk on either side. Tenders now will be called for only the latter plan.

The Dominion government will pave Elgin street from the south side of Queen street to Wellington street after the company lifts the present rails. The government also will relieve the city of any cost for the switch to connect the Queen street line with the tracks to the south of the National Memorial.

Tracks will be lifted by the company from Elgin street between Queen street and Laurier avenue or possibly Gloucester street but while the rest of the line will not be used it is likely the tracks will be left in place until the time comes for the repavement of Elgin street south of Laurier. With the substitution of buses plans for a traffic circle at Laurier avenue are facilitated.

Plowing of Snow

Another matter which will have to be decided between the city and the company is the plowing of snow on Elgin street, Hawthorne avenue and Main street. On streets traversed by street car tracks the company plows back the snow to the curbs at its expense. The snow then is removed by the company but the city is billed for the cost of removal. With no tracks, the city likely will be called upon to plow the snow and for this purpose it may be necessary to purchase an extra plowing and scraping unit..

May Extend Bus Service to Riverdale District

Extension Will Be Gradual, O.E.R. Official Intimates Elgin Street Buses To Turn at Clegg Street in Ottawa East, Board of Control Is Informed

Long article

City Asks Extension of Buses to Belmont Ave

If Company Accepts, Council Will Be Asked to Ratify Agreement on Elgin Street Changes. Official Says City's Plans Would Make Comparative Test of Bus Service Impossible

Long Article

Control Board Voices Anxiety Over Elgin St.

Failure to Reply by O.E.R. as to Institution of Buses Concerns Controllers. Claim Buses Cannot Be Substituted for Cars Without City's Consent. Delay in Work May Result

Mayor Stanley Lewis and other members of the Board of Control expressed considerable dissatisfaction at their meeting; yesterday that no reply had been received from the Ottawa Electric Railway Company in respect to the city's proposal in connection with the instituting of buses on the Elgin Street line in place of street cars. It was asserted that failure on the company's part to reply to the city's proposal meant holding up the work of paving Elgin street.

Received No Word.

When the board met yesterday afternoon Mayor Lewis stated that he had received no word in answer to the city's proposal which was sent to Redmond Quain, K.C., vice-president of the O.E.R. last Thursday. The Mayor said that he had written Frank Ahearn, president of the company on Wednesday of this week asking if the company would accept the city's proposal but that Mr. Ahearn in his reply had not referred to matter. As a result the Mayor had sent a second letter to Mr. Ahearn, which was mailed at noon yesterday. When the board met at three o'clock no reply had been received.

Mayor Lewis said that in view of the fact that tenders for the paving of Elgin street had been received and opened and that the commissioner of works would probably have his recommendation as to which tender to accept ready for the board at the present meeting, failure on the part of the O.E.R. to reply to the board's proposal might hold up the work.

Made City an Offer

An official of the O.E.R., speaking to The Citizen, following the meeting, said that the company had no statement to make for the present. The official added: "We made the city an offer and apparently they can't see their way clear to accept it. We didn't think the letter from the board called for reply, but, I suppose, if they want one we can make one."

Following a conference with Mayor Lewis and the other members of the Board of Control last week, Mr. Quain wrote the Mayor that the company was prepared to operate a bus service as far as Clegg street, Ottawa East, and that it would undertake, on September 1, to make a one-month test by extending the bus service beyond Clegg to a place agreed upon by the city.

The board then countered with a proposal that the bus service, when substituted for street cars, be operated to the Intersection of Riverdale and Belmont avenues at least, the city agreeing that after one year's trial, if the service operated at a loss; the company would be permitted to make application to the Board of Transport Commissioners to abandon the service beyond Clegg street. This was part of the proposal forwarded to Mr. Quain on Thursday last.

Not Without City's Consent

The city, in its proposal, took the stand that buses could not be operated in replacement of street cars without the consent of the city. If the company agreed to the terms proposed the city would waive mileage charges and would bear the extra cost which the snow removal would throw on the city. The company was asked to remove its poles and tracks on Elgin street from Queen street to Gloucester street prior to the paving of this part of the street, and to remove the tracks and poles from other sections of the route any date fixed by the city.

The board held that the company could not discontinue its service or alter its nature without the approval of the corporation the expressed by bylaw. Letter to Mr. Ahearn

On the 22nd, no reply having been received from Mr. Quain Mayor Lewis wrote the following letter to Mr. Ahearn:

"Dear Mr Ahearn:

con-j the Board of Control forwarded to Mr. Redmond Quain, vice-president of the Ottawa Electric Railway company, a basis for dealing with the plan of bus lines in place of street cars on Elgin street which I consider proposed a very reasonable arrangement between the city and the railway. "In view of the fact that tenders are being received by the Board of Control on Thursday of this week for the necessary paving on this street I would respectfully suggest that you give the matter your personal attention. I should not like anything to arise that would prevent the city from proceeding with the paving work between Queen and Laurier as we have a very time at our proposal in which to complete the work in view of the impending visit of the King and Queen."

Mr. Ahearn's Reply.

Mr. Ahearn sent the following reply, which was received yesterday:

"Dear Mr. Mayor:

"I have just received your communication of the 22nd and wish to thank you for it. As soon as we concluded our negotiations with the Dominion government, the company immediately ordered six of the most modern buses from the Mack Truck Company, and we have succeeded in having the delivery advanced by nearly two weeks so that they ought to arrive in Ottawa between the 10th and 12th of April next.

"I asked Mr. J. M. Ahearn manager of the Ottawa Electric Railway Company, yesterday to try and see Mr. Askwith as soon as possible with a view of arranging ways and means of keeping our service going on Elgin street until the buses can be put into operation, and at the same time help him in every way possible with the work that his department will have to do. I can assure you that we are prepared to put the new buses on the Elgin street line at the first possible moment so that Mr. Askwith will be able to get on with his work on the boulevard."

Discussing Mr. Ahearn's letter the Mayor and members of the board appeared to think that Mr. Ahearn had overlooked the real issue. The Mayor informed the board he had sent a second letter to Mr. Ahearn and read a copy, as follows:

"Dear Mr. Ahearn: "I am in receipt of your letter of the 22nd March acknowledging mine of same date and I thank you for the spirit of co-operation you express in it.

"I am hoping you have had an opportunity to consider the Board of Control's communication sent to Mr. Quain last week and submitted as a basis of settlement between the Ottawa Electric Railway and the city. As I said in my letter of yesterday this proposed what seemed a reasonable arrangement and we are waiting for the company's reply which is necessary before we can proceed with the work. I attach a copy of our letter and I shall appreciate it if you can arrange for us to receive an immediate answer."

While the commissioner of works probably will have his recommendation regarding which tender to accept ready today, it is questionable whether the Board of Control will be ready to present its recommendations to City Council until it has received definite word from the O.E.R. regarding the city proposal.

Council Gives Approval Compromise Bus Plans

Votes Unanimously to Ament Terms for Operation Of O.E.R. Buses on Elgin Street. Contract for Paving of Street Awarded. Thoroughfare To Be 159 Feet Wide.

Operation of a bus service on the Elgin street line by the Ottawa Electric Railway Company to replace the present street car system was given unanimous approval by City Council in a special session at five o'clock yesterday afternoon,

Long article

Does Not Believe Buses To Be Used Over Main Routes

T. F. Ahearn, However, Hints They May Be Operated on Hull Line as Well at Elgin Street.

T. Frank Ahearn, M.P., president of the Ottawa Electric Railway, announced this morning that the six new buses obtained by the company for the Elgin street line would be placed in operation Tuesday morning. [Apr. 25] He added that a total of 10 or 11 buses would probably be used during the rush hours, the new buses being supplemented by others already owned by the company. In selecting men to man the buses the company has given preference to its most competent drivers, said Mr. Ahearn, as the route was an important one and it was the company's desire to give the best service possible.

Mr. Ahearn added that the buses were the best the company had been able to procure and had been purchased only after a careful study had been made of buses used in Montreal, Toronto, and other Canadian cities. They were particularly suitable for icy streets and the severe winter weather obtaining in the Capital.

"I think they will provide a very good service," said Mr. Ahearn. "Of course there are a few tilings to be ironed out and it will take us a little time to get the schedule adjusted perfectly, but I believe that in a very short time everything will be running smoothly."

May Run on Hull Line

Asked if he foresaw the use of buses on other lines of the company in the near future, Mr. Ahearn said that it was possible buses might be used on the Hull line in the event of the Wellington street tracks being removed by the government. All depended, of course, on how the bus service on Elgin street worked out.

Mr. Ahearn did not believe, however, that buses would ever supplant street cars on the main routes in the Capital. The bus was not as satisfactory a type of conveyance as the street car in the winter when unfavorable weather conditions prevailed. Even in such cities as Los Angeles, where ideal conditions for the operation of buses existed, street cars were still found to be the most satisfactory means of handling large crowds, he said.

This morning the Ottawa Electric Railway announced the route to be followed by the buses. For the present, and until the work on Elgin street is completed, buses will be diverted from Elgin street via Nepean to Metcalfe, to Queen, and north on Bank to Wellington, returning via Metcalfe and Nepean to Elgin street..

25/04/1939 *Ottawa Citizen**Ottawa Electric**Elgin Street*

New Buses Prove Very Satisfactory

The new Elgin street bus service was inaugurated at six o'clock this morning.

More

25/04/1939 *Ottawa Journal**Ottawa Electric**Elgin Street*

Caption to picture

This is one of the new fleet of six modern passenger buses which the Ottawa Electric Railway Company put into service on the Elgin street line at 6 a.m. today. Since the service was experimental on the first day, the company augmented the fleet with six of the older buses. D.N. Gill, assistant manager, reported the change from the trams was made smoothly. With C.W. Carson, superintendent, he drove over the route in one of the buses. Until Elgin street was been reconstructed and paved between Queen and Gloucester streets, the service will be from the Main and Clegg street loop, to Ottawa East, to upper town, by way of Elgin, Nepean, Metcalfe, Queen, Bank, Wellington, and then south on Metcalfe.

26/12/1939 *Ottawa Journal**Ottawa Electric**Dalhousie*

Alfred Plante, 60, of 226 Clarence street was fatally injured when he was; reported to have walked into the path of a street car on Dalhousie street just north of Clarence street on Saturday at 11.15 p.m..

02/08/1941 *Ottawa Journal**Ottawa Electric*

Tram Jumps Tracks Snarling Traffic

Twelve street cars were held up and traffictangled for 20 minutes along Connaught Square when the rear wheels of a west-bound street car, turning up the Sparks street side of the switch near the National War Memorial left the tracks at 11.30 p.m Friday. Employes of the Ottawa Electric Railway were not long in getting the car back on the tracks. The derailment was caused when the switch had opened after the front wheels had crossed it, sending the rear wheels along the Queen street tracks.

04/11/1942 *Ottawa Journal**Ottawa Electric**Wellington loop*

OER begins construction of the Wellington loop.

11/04/1944 *Ottawa Journal**Ottawa Electric**Dalhousie*

Tram Jumps Track Strikes Automobile Traffic Delayed

When its rear wheels jumped the track as it turned off of Dalhousie street shortly after 8 o'clock last night, an Ottawa Electric street car swung crosswise on St. Patrick street, damaging a parked car and tying up traffic for about half an hour.

Driving the street car north on Dalhousie street, Operator Henri Deslaurier, of 163 McGillivray street, told police he had stopped at the corner of St. Patrick and was turning on. that street-when the accident occurred. The rear wheels of the car left the tracks on the turn, causing the rear end of the car to swing to the north side of St.. Patrick street, blocking the entire width of the street.

In swinging, the front right corner of the street car struck the left front fender of an automobile belonging to E. Chartrand. of 316 Daly avenue, which was parked about 25 feet from the corner on St. Patrick. Damage to the automobile was estimated at \$35.

The street car was loaded with passengers but as it was travelling slow at the time of the mishap no one was injured. O.E.R. officials said they were unable to determine any reason for the derailment. By means of buses the company was able to maintain schedules until the car was returned to the rails by a wrecking crew.

Constable H. Maloney investigated.

15/11/1944 *Ottawa Journal**Ottawa Electric**Sparks and Bank*

Derailement Fails To Disturb Sleeper

One passenger appeared quite oblivious to the whole situation when the street car on which he was a passenger was derailed at the corner of Sparks and Bank streets shortly before seven o'clock last evening. Traffic was tied up for fifteen minutes when a southbound Britannia street car split the switch while turning the corner and its rear truck tried to follow the northbound tracks The street cars were quickly re routed by Queen street and passengers on the derailed car .were transferred all transferred -- all but one. Sprawled in a seat one man slumbered while a wrecking crew pulled the car back on the track and was still asleep when it set out on its normal course again

OER Officials Silent On Tram Co. Sale

Officials of the OER were silent last night on Mayor Stanley Lewis' advocacy of a city-owned transportation system to be made possible through the purchase of the present utility company's assets.

Statement Later.

T. F. Ahearn, president of the OER, said he would have no further statement to make until such time as the matter had been discussed with the directors, and probably the shareholders of the company. Mr. Ahearn said it was unlikely any statement would be forthcoming from the OER today. It would probably come at a later date.

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11/01/1946 *Ottawa Journal**Ottawa Electric*

Minto Girls Entertain Tram Passengers

A ride 'n a Laurier avenue street car shortly after four o'clock Thursday afternoon turned out to be a "musical jamboree" for more than 20 passengers when three school girls, averaging eight years old, began singing such tricky tunes as "Chickery Chick", "Bell Bottom Trousers", "Don't Fence Me In", and "The Trolley Song".

The girls, on their way to the Minto Skating Club with hooks and skates, displayed perfect rhythm and diction. Smiling faces turned constantly towards the rear of the car where the "pig-tail trio" seemed to be having a whale of a time.

An army sergeant soon joined in the chorus but the girls waved him off for being off-key.

30/01/1946 *Ottawa Citizen**Ottawa Electric*

Will Put Back Clocks on Trams

The Ottawa Electric Railway will eventually get their clocks back.

Despite the whispered word of some unsportsmanlike persons to the contrary, Dave Gill, the railway's general manager, insists the OER did not remove the clocks for fear persons would notice a slow-down in the service.

"We were forced to take them out when we ran out of spares to replace the clocks which would not run" Mr. Gill said.

When does the OER expect delivery of new clocks?

"You tell me when we're getting the buses, I'll tell you when we're getting the clocks," he countered.

13/02/1946 *Ottawa Journal**Ottawa Electric*

Emmett Milloy Dies-of Injuries In Tram Incident

Emmett Milloy, 32, Connaught Gardens, Aylmer, died in Ottawa General Hospital at 12.20 : this morning from injuries received when he was believed to have been struck by a Hull Electric Railway tram in the company's terminal in the tunnel adjacent to the Chateau Laurier three hours earlier.

Operator of the car believed to have struck Mr. Milloy, A. Richer, 73 Berry street, Wrightville, told police that when he started the car after letting off some passengers, he felt a bump against the car. He immediately stopped the tram and got out but upon investigation did not find anything which could cause the bump. He then re-entered the tram and proceeded around the railway loop.

A short time later another street car entered the tunnel and the operator, J. Chef, saw a man lying between the rails. Mr. Chef notified the inspector in charge at the terminal, and he in turn summoned Gauthier's ambulance.

Mr. Milloy who was unconscious, was then taken to Ottawa General Hospital where he was found suffering a fractured pelvis, fractured ribs and an internal hemorrhage. He was treated by Dr. J. P. Bonfield and Dr. L. J. Mulvihill.

26/02/1946 *Ottawa Journal**Ottawa Electric*

Loaded Tram Jumps Track

Three persons narrowly missed being struck by the rear of a street car, when it was derailed at the corner of Bank and Sparks streets about; 5.30 p.m. Monday. The truck of the fully loaded tram passed through an open switch while it was turning off Sparks street, to go south along Bank. When the car was derailed, the back end swerved across Bank street and came to a stop within a few feet of a large plate glass window of Robinson Clothes Limited.

The swerving tram struck an automobile owned by H. Borobridge, 290 Clemow avenue and knocked it ahead about 15 feet. A parking sign on the west side of Bank street was also sheared off. As a result of the accident, traffic was held up for about half an hour.

An OER tow truck was despatched to the scene and made several unsuccessful attempts to replace the car on the tracks. Then another street car was brought into action and succeeded. The slightly damaged tram was then removed to the car barns.

Derailment of the tram occurred during Ottawa's busiest hour when hundreds were pouring from their offices, and drew a large crowd to the scene.

Considerable excitement prevailed for a time

05/03/1946 *Ottawa Citizen**Ottawa Electric*

First Of Series Of Rebuilt Trams Now Completed

First of about 50 rebuilt street cars which the Ottawa Electric Railway intends to put into service this year has been completed and will be demonstrated to the Civic Traffic Committee this afternoon.

Committee members and representatives of the press will be given the opportunity of examining and possibly having a free ride in the car.

Dave Gill, general manager of the OER, said the rebuilt street car differs from those now in use mainly in the seats, which are of a maroon and nickel finished metal construction with blue leather upholstery. Another innovation is the addition of grab straps to the wooden rail at the back of the car. Grab straps went out about the time of the changeover to the one-man operated cars.

The rebuilt cars will be all re-floored and finished in battleship linoleum. The layout of the seats and the interior and exterior paint job will remain the same as on those cars new in use.

Estimated cost for rebuilding 50 cars is \$100,000.

20 Uninjured as Tram Jumps Bridge Tracks

For the second time in less than a week, an OER street car jumped the rails on the north side of the Chaudiere bridge, and about twenty passengers, enroute to Ottawa, received a thorough shaking shortly after three o'clock Monday afternoon.

The derailment occurred almost at the scene of last Wednesday's accident, when a Hull-bound tram crashed through the railing and almost plunged 45 feet to the on-rushing waters below.

In the latest mishap, the street car was proceeding in the opposite direction when the rear truck wheels slipped off the tracks and sent the car lurching towards the roadway, adjoining the rail bed. No one was hurt and little damage was caused, either to the tram or the trestle.

Street car traffic along the bridge was interrupted for more than an hour until a wrecking crew had jacked the tram up and removed it to the barns for repairs.

About 20 persons had boarded the tram at the Hull terminal loop. With Claude Villeneuve, of 2 Western avenue, Ottawa West, at the controls, the car was proceeding slowly towards the Capital when it suddenly reared up and jumped off the rails.

The motorman said there was considerable confusion inside the street-car, as the passengers, apparently aware of the near-tragedy that resulted in the last accident, made a concerted effort to escape through the front and rear doors.

However, they were quickly calmed by Motorman Villeneuve, who assured them that there was no danger of the car plunging into the swirling channel below.

Villeneuve said that the derailment was quite a jolting experience. "After that, I'm quite ready to take on Big Sid at the Rodeo. I'd be a cinch to win that \$100 prize they are offering to ride that bull for ten seconds," he said.

Contrary to earlier reports that the accident was caused by a broken axle, this was discounted by the operator of the tram. An investigation will not be completed until late today, on account of the Labor Day holiday, during which most of the OER officials were off duty.

At a late hour yesterday, S. R. Banning, chief adjustor of accident claims, said it was possible that the rails over which the tram was running may have been weakened by the heavy wrecking equipment employed last Wednesday to right the other street car, which went off the tracks with 70 passengers aboard, injuring three pedestrians when it crashed through the guard railing and almost plummeted over the embankment.

20/09/1946 *Ottawa Citizen**Ottawa Electric*

Trying New Clock For Ottawa Trams

There is a "time test" going on in Ottawa at the present in which nearly all residents are interested.

In an experiment to decide whether or not to instal clocks in all Ottawa Electric Railway street cars again, one tram, No. 880, has been chosen to "test" a new time piece. Officials of the company are apparently not satisfied with the service given by street car clocks before the war and the behavior of this single clock during the next few days will decide the question of clocks for all trams of the system.

25/09/1946 *Ottawa Journal**Ottawa Electric*

Tram Jumps Track Traffic Tied Up

Traffic on the Britannia-George loop street car line was held up for almost an hour on Tuesday when a tram carrying about 30 persons jumped the track at Harmer avenue about 6.15 p.m.

The car was travelling very slowly when the accident occurred, as it was just starting up after discharging passengers at Harmer avenue. Cause of the derailment is unknown. The car was operated by R. Young.

Repair crews were summoned and soon had the tram back on the tracks but as both the street car and the rails had to be inspected traffic was held up for a considerable time.

Passengers were accommodated however when a bus service between Holland avenue and Britannia was started about 10 minutes after the derailment.

07/11/1946 *Ottawa Journal**Ottawa Electric*

Double Green Lights To Replace Present Light on Trams

Electric Railway cars will be equipped with two green lights up front this Winter instead of a single blinding light, Allan T. Lewis, vice-president, told union representatives at a conciliation board meeting yesterday.

"We have been experimenting with all kinds of lights until the cars looked like circuses", said Mr. Lewis. The double green lights proved the best. General Manager David Gill promised union representatives that windshield wipers would be installed on street cars as fast as the company could get them. The union also asked for heaters in the vestibules and for the front windows. Mr. Gill said the company was trying out one car with an insulated front vestibule.

26/11/1946 *Ottawa Journal**Ottawa Electric*

Tram Jumps Tracks At Uptown Corner

Considerable excitement was caused at 8.40 o'clock this morning at the intersection of Bank and Sparks streets when an OER tram eastbound from Hull, jumped the tracks just as it rounded the turn, swung toward the sidewalk on the southeast corner and snapped a lamp post before coming to a halt.

The derailment, which tied up traffic until a derrick could be brought over from the Albert street OER barns, was caused when the wheels of the street car's front truck struck a loose bolt lying on the rails. Workmen quickly placed the tram back on the rails, and service was resumed within four minutes.

A Hydro crew removed the broken lamp post.

23/01/1947 *Ottawa Citizen**Ottawa Electric*

Tram Trucks Expected Soon

Windshield Wipers For All Street Cars

The Ottawa Electric Railway's \$2,000,000 revamping of its street car system will start at the end of this month with the arrival of a number of new high-speed trucks, it was learned this morning.

Replacement of the present trucks with the new high-speed ones will begin immediately on arrival.

Another immediate innovation will be in installation of wind shield wipers on all street cars. At present only two street cars have been equipped with wipers, and they have been so successful, all street cars will be equipped within three months.

Experiments are being made on street car No. 810 with a pull-cord signal stop as used on OER buses. This is with the view of replacing the old type push button bell system.

The pull-cord signal bell system is the same used on the new streamlined PCC cars operating in Montreal and Toronto.

No new buses are expected to be purchased by the company this year, as it was indicated that the OER will concentrate on bringing its present street car service up to the newest possible standards.

The company program calls for new street cars to be built by the Ottawa Car and Aircraft Company, conversion of the 900 and 800 classes to a more modern vehicle, elimination of the old wooden Toronto Transportation Company cars, and gradual elimination of the oldest steel cars of the 600 class.

Tram-Bus Causes Derailment \$500 Damage

Several persons narrowly escaped serious injury and damage of about \$500 was caused when an OER bus collided almost head-on with a tram on Confederation Square, just east of the War Memorial, at seven o'clock Saturday night.

Girouard Ladouceur, of 386 Albert street, driver of the bus, told Sgt. Reginald Raby he was proceeding east across the Plaza and was about to make a left turn onto the one-way road just east of the War Memorial when the crash occurred.

The tram was travelling west in charge of Ludger Parent, of 144 Fisher avenue. The front of the bus collided with left front side of the tram. The whole front end of the bus was crushed and part of the interior damaged. The vehicle finally wound up against the east curb. The tram was damaged less severely but the front trucks were derailed.

Several passengers were on the tram at the time. One of them, Joseph Girouard, 63, of 530 Rochester street, was thrown to the floor by the impact and suffered a bruised left shoulder.

The bus driver told police he had stopped his vehicle preparatory to making the turn and had then proceeded on signal from the operator of an east-bound tram. He said he had not seen the west-bound tram.

31/03/1947 *Ottawa Journal**Ottawa Electric***Derailment Halts Britannia Line Traffic**

Tram traffic on the OER Britannia line was tied up from 9.15 to 11.20 p.m, last night when the rear wheels of an eastbound car went off the rails near Churchill avenue.

Several passengers in the tram were shaken up, but no one was hurt

OER officials said it required considerable time to replace the wheels on the rails owing to a free drop of several inches to the ground. In the city, the drop would be prevented by pavement around the rails.

Buses were put on the line until the tram was restored to the rails.

25/04/1947 *Ottawa Citizen**Ottawa Electric***Modernized Trams Now Operating On Hull Circuit**

Three Ottawa Electric Railway streetcars are now in service on the Hull-St. Patrick run after being refitted with the new type high-speed trucks, a fourth, which has also been refitted with the new speed truck, is presently in the paint shop and will soon be on a regular schedule on the Hull line. The new trucks are of a higher speed and quieter than the old, as the result of having a different type herringbone gear and pinion.

All the 22 cars of the 900 class of the OER are to be refitted with the new type truck.

Work is continuing in the reseating and reflooring of all the company's streetcars. The new style seats have been installed in about one-half of the OER streetcars, and the remainder are expected to be resealed by the end of the summer.

A recent innovation on OER streetcars, the installation of windshield wipers, which has proven successful is to be extended to all streetcars.

Already about two-thirds of the entire number have been fitted with wipers.

At present the company is experimenting with pull cords for passengers to signal the streetcars to stop. This is expected to replace the old type push-button system.

18/06/1947 *Ottawa Journal**Ottawa Electric*

For the Marian Congress, the Ottawa Electric Railway is running its trams all night.

24/06/1947 *Ottawa Journal**Ottawa Electric***OER Traffic Records Broken By Marian Congress Crowds**

Chalking up a record that left previous transportation highs far behind, Ottawa Electric Railway street cars and buses carried a grand total of 1,579,298 persons during the week of the Marian Congress, an average of 225,614 a day.

During this time there was not a single serious accident David N. Gill, general manager, told The Journal.

Saturday Set Record.

High day for the week - and for all time in the history of the OER was Saturday, June 21, with a total of 272,529 persons. Sunday, free of ordinary weekday traffic, saw the greatest volume of Congress-bound passengers with 268,828.

08/08/1947 *Ottawa Citizen**Ottawa Electric**Westboro***Passengers Leave Burning Tram On Britannia Line**

Forty passengers hastily abandoned an OER street car on the Britannia line when a small blaze broke out in the rear of the tram shortly before 8.30 o'clock last night.

Nepean firefighters, employing chemical extinguishers, quickly quelled the blaze which was believed to have started in the motor. Traffic was interrupted for about 15 minutes before the immobilized street car was pushed to a side track.

The incident occurred near Golden avenue in Westboro while the car was westbound. As smoke poured up into the rear, the operator brought the tram to a halt, while the passengers made a hasty retreat through the front door. There was no panic and no one was injured.

On arriving at the scene, the Nepean fire department, brought the blaze under control before any serious damage resulted.

After traffic was restored all passengers from the first tram were transferred to another car to resume their journey.

12/09/1947 *Ottawa Citizen**Ottawa Electric**Coburg Street***Runaway Tram Crashes Barn**

A runaway OER tram was almost the cause of a serious accident, while backing into the Co-bourg street car barns, about 6.30 o'clock last night, when it crashed through the rear wall of the building, scattering bricks for a considerable distance along Augusta street. No one was hurt by the flying debris, and the street car stopped dead, a 15-foot plunge to the ground below being averted.

Moving up a wooden ramp after entering the barns from Cobourg street, the tram, in charge of Ben Greenberg, 359 Rideau street, jumped a wooden block as it neared the rear of the building and went hurtling against the brick wall, which faces Augusta street. The rear trucks of the tram left the rails, almost sending the empty conveyance to the cement landing under the platform.

Before brought to a halt the back of the tram plowed into the wall, ripping a hole about 15 feet square. The shower of bricks and mortar sent up a huge cloud of dust, while pieces of debris were hurled over a widespread area.

An inquiry into the mishap was immediately started by OER officials. It was learned that the tram plowed into the wall after the motorman momentarily took his hands off his controls to brush a cinder from his eyes.

29/09/1947 *Ottawa Citizen**Ottawa Electric***Little Confusion as Ottawa reverts to Standard Time**

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Even the new clocks in the OER trams were back on standard time

City to purchase OER if vote is favorable

By unanimous vote the City Council, at a special meeting held last night, decided the city should take over the Ottawa Electric street railway system on Aug. 13, 1948, at a price to be determined by arbitration in accordance with the terms of the agreement between the city and the OER, or by mutual consent.

The purchase of the assets of the street railway company is, however, contingent upon the ratepayers giving authority to the city, by vote, to purchase the transportation company. It stated last night that the vote of the ratepayers will be taken as early as possible in 1948. According to the agreement between the city and the OER the vote must be taken before Feb. 12, 1948, by which time the city must give the street railway company notice of its intention to take over the assets of the company.

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16/12/1947 *Ottawa Citizen**Ottawa Electric*

Fire In Tram Delays Traffic

Street car traffic in the west- end was interrupted for about 20 minutes last night as a result of a fire outbreak in the motor of a Britannia tram, shortly after 6.30 p.m.

Proceeding westward on Albert street, near Empress, the passenger-laden tram was brought to a halt when flames suddenly flared up from underneath and believed to have been caused by a short circuit in the motor. The occupants quickly disembarked in an orderly manner, while an alarm was turned in. On arriving on the scene, firemen quickly quelled the blaze before serious damage could result.

Traffic was resumed after an OER repair crew, with the assistance of, another tram, towed the demobilized street car back to the Champagne barns.

13/01/1948 *Ottawa Citizen**Ottawa Electric*

Renew Contract Between OER And Hull Council

Hull City Council last evening unanimously agreed to renew a contract with the Ottawa Electric Street Railway Company permitting the company to continue to operate its street cars from Ottawa to Hull until 1952. After this date, the council at the request of the company may agree to renew the contract yearly.

The main clauses of the contract are: the company agrees to pay a business tax of \$1,000 a year; use same type of cars as those operating on other lines in Ottawa; maintain its right of way and terminus in Hull in good conditions; give a six minute service from 6 a.m., to midnight. The adoption of the contract was proposed by Ald Henri Gauthier and E. Beriault.

The various clauses of the contract had been studied at a recent meeting and last evening the only change requested was that bilingual operators be maintained on the Hull line.

17/02/1948 *Ottawa Citizen**Ottawa Electric*

Ottawa Votes to Buy OER by a Majority of Four to One

Nobody seemed surprised that Ottawa property holders had voted for the city to take over the Ottawa Electric Railway on yesterday's plebiscite, but what did surprise not a few was the 4 to 1 mandate.

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28/07/1948 *Ottawa Citizen**Ottawa Electric*

Ottawa's New Street Cars

For the first time for 23 years Ottawa Electric Railway patrons are riding in new street cars and are somewhat thrilled by the experience. These are nothing like Toronto's newer cars with rubber inserts in the wheels and automobile control, that makes them almost as silent as motorcars. Ottawa's Cars sound almost like the old "chariots," grind and jerk to a stop in much the same fashion and resemble them not a little in appearance.

But they are bright and shiny and new and, truth to tell, it is a pleasant change to travel in them. They have lights over the seats, and windows that open from the top. There are four of them, transferred from one route to another so that more passengers can sample their newness. The Ottawa Transportation Commission, of course, will pay for them, under the purchase agreement, when the public take over their own line a few days hence. The OER says they are not quite sure what they will cost it has not received the bill yet from the Ottawa Car and Aircraft Company.

If Ottawa's transportation experience were any guide, these brave new trams would be giving "yeoman service 30 or 40 years hence, enviously competing with their newer colleagues. But under public ownership most people hope that this is not to be. Citizens look forward to better things. Public transportation has been improving elsewhere and long before the new cars are ready for the junk heap, Ottawa should have sleek, quiet, roomy trolleybuses taking people about. The city's narrow streets and congested downtown sections demand such vehicles. No doubt, before long, the OTC may supply them.

Passengers hope, too, that waiting in rain, sub-zero coldness and blizzards, will be made more bearable by reasonable provision of shelters at car-stops. If the four new cars herald something of this, if they are a symbol of better things to come, they are doubly welcome.

13/08/1948 *Ottawa Citizen**Ottawa Electric*

Big Deal Consummated In Matter Of Minutes

Ottawa today possesses its own transportation system. The historic transfer which saw the 57-year-old Ottawa Electric Railway pass into history and the advent of the new Ottawa Transportation Commission, took place shortly after midnight in a simple but impressive ceremony at the city hall.

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02/03/1949 *Ottawa Citizen**Ottawa Electric*

Trams Fight Losing Battle With Buses

Ottawa eventually will have trolley-buses, W. R. Crelghton, OTC chairman said today in commenting on the "bus vs. street-car" controversy aired at Board of Control yesterday.

Asked if he did not think Ottawa streets were suitable for trolley-buses. Mr. Crelghton replied: "I believe we could handle them here without difficulty.

"Where trolleybuses are concerned, it's not so much the width of the streets that matters as the curves on the proposed routes."

Mr. Crelghton would not guess as to when the trolley-buses would be introduced here.

Losing Battle

David N. Gill, OTC general manager meantime showed statistics indicating Ottawa trams are fighting a losing battle with the buses. The OTC, he said, now has 70 buses with four more on order.

Mr. Gill agreed the trend here and in other cities was for more buses and fewer street-cars. He thought the time would come when there would be no more of the old-style trams in the Capital.

As an indication of the infiltration of buses into the Ottawa transit scene. Mr. Gill recalled that the new bus service in Mechanicsville had started today. The OTC was also carrying out a survey, studying the possibility of a another bus service for the Lees avenue, Mann avenue, Robinson avenue and Hurdman's bridge areas.

Track-Jump Tangle Tally: \$1,000

A derailed tram on Bank street, just north of Somerset' street, tied up traffic for 40 minutes and caused more than \$1,000 damage when it plowed into two parked cars at six o'clock last evening.

The tram, one of the "Methuselah models" pensioned off by Toronto some years ago finally came to rest wedged between the second of the two parked cars and southbound tram.

Police said the derailment was apparently caused when a switch failed to function properly as the operator, Irving Robinson, 84 Bronson, avenue, was swinging north on to Bank from Somerset.

There were no passengers in either of the parked cars at the time. Passengers on both trams escaped injury.

Constable Kenneth Spratt walking along the east side of Bank street at the time, said the derailment did not become apparent until the rear end of the tram suddenly veered to the east side of the street some 120 feet north of Somerset.

Out of control, the rear end successively crashed two parked cars on the east side of Bank, owned by Jean A. Riopelle, 575 MacLaren street, and Lawrence McLean. 218 Russell avenue, respectively.

Damage to the Riopelle car, which was jolted against a fire hydrant, was \$750; to the McLean McLean car, \$200. The derailed tram suffered \$100 damage.

The front end swung to the west and, came to rest against the side of a second tram, operated by George Tanner.

Constable Spratt was aided by Sgt Reginald Raby and Constable Prosper Bruyere.

03/09/1951 *Ottawa Citizen**Ottawa Electric*

National Rly, Historical Men Visit Capital

The Midwest Chapter of the National Railway Historical Society, Inc., 330 members strong, visited Ottawa Sunday afternoon.

Behind Locomotive No. 2222, a 1927 model far removed from the Super Chief, they "roared" into the Capital from Montreal, where they are holding their annual convention.

Dressed in striped, peaked engineers caps and colorful windbreakers bearing railway badges and crests, they swept through the Union Station and out to George Loop, where they went on a street-car tour of the city.

Playing right along with the "historical" aspect, OTC General Manager Dave Gill placed four of Ottawa's real old timers at their disposal, including one of the wooden-sided "Toronto Boneshakers", and the oldest car still in use in Ottawa.

Touring Rail Lines

The society, which has its headquarters in Akron, Ohio, has toured most of the railway lines in the United States and Canada. The group yesterday was headed by W. L. Hay, chairman of the convention, and the president, G. E. Hooper, of Baltimore, Md., an executive of the Baltimore and Ohio Railway.

Their tour took them out the OTC's lines to Britannia, and Hull. They also visited the Parliament Buildings, stopped off at the Ottawa West railway yards of the CPR, and paid a brief visit to the OTC car barns near the yard.

The special train on which they travelled from Montreal made up of old time wicker-seated, open-ended coaches and a diner, arrived at the Capital via the line through Montebello. Returning, they took the route through Vankleek Hill.

The group also toured Montreal and nearby points by ancient streetcars.

21/01/1952 *Ottawa Citizen**Ottawa Electric*

Three Shocked

Three persons suffered shock and traffic was snarled for more than half an hour when an OTC tram and an E.B. Eddy company freight car collided at the Eddy Street siding in Hull about 7.35 pm Saturday.

Treated at the Sacred Heart Hospital but allowed to go home were: Roland Gagnon, the tram operator, of 68 Rouville Street, Hull, Aline Lepine, of 402 Allen Boulevard, Eastview; Mrs. Paul Radakir, of 61 Russell Avenue.

The accident happened when the tram, northbound, crossed the train tracks of the E.B. Eddy Company on the Hull side and was struck on the right side by the westbound freight car.

The impact knocked both vehicles off their rails and shook the top of the freight car loose from its heavy wheels. Neither vehicle tipped over but the jar caused injuries to the tram operator and two women passengers.

With the freight car blocking Eddy Street and the north entrance to the Chaudiere Bridge, traffic was stopped for about 40 minutes until the heavy vehicles could be moved.

While no immediate reason for the accident was forthcoming, the Hull police are continuing the investigation. Saturday's accident was the second in less than a year at that level crossing. Last year two freight cars collided and tied up traffic for a considerable time.

The accident Saturday was investigated by Constable Herve Gauthier.

23/07/1955 *Ottawa Journal**Ottawa Electric*

Tram-Truck Collision injures Four

Four persons were injured last night when a heavily loaded dump truck collided with an OTC tram on Somerset street, ripping 10 feet of the steel side out of the street-car.

The accident was at 9.15 on the south side of Somerset, 100. feet east of Percy street.

The injured

Injured was truck driver Robert Stanley Boyce, 25, of 168 Cambridge street; tram operator Keith Roe, 23, of 201 Friel street, and two passengers on the tram - Mrs. Alice Argue, 45, of 34 Murray street, and Ruby MacLaren, 20 Spencer street.

Boyce was admitted to Ottawa Civic Hospital suffering undertermined internal injuries. Mrs. Argue and Roe were treated at hospital for shock, cuts and bruises, but were allowed to return home. Miss MacLaren suffered leg cuts and bruises but was not taken to hospital.

The streetcar was proceeding east on Somerset and the truck, loaded with sandstone and grass sod, was travelling west. Police believe Boyce had been going south on Bay street and had turned right to go west on Somerset.

Tram ripped open

The left front corners of the two vehicles met and a large section of steel plating on the left side of the tram was ripped off by the box of the dump truck. The truck is owned by Foster R. Laughren, 105 Lebreton street, a landscape contractor. Bouce is employed by the firm.

Twisted steel, sandstone and glass were strewn about the street for 50 feet. Traffic was tied up for nearly a half-hour before OTC wreck trucks could clear the debris. A special tram was despatched to pick up the 18 uninjured passengers from the damaged streetcar.

Mrs. Argue and Roe were taken to hospital by Wilson's Ambulance.

Damage to the street car was estimated at close to \$1,000 and to the truck at \$500.

Constable Thomas Glenn investigated.

1 Killed, 11 Hurt in Rush Hour

Pupils Among Injured

[photo - caption: The scene after the Churchill-Byron crash]

A fully loaded gravel truck rammed a 20-ton OTC tram sending 10 to hospital and a train killed a Gatineau man in Hull and injured his companion during the rush hour this morning.

Emile Lachaine, 55-year-old Gatineau building contractor died at the CPR's St. Henri Street level crossing when his small panel truck was demolished by a Montreal-bound passenger train at 9 a.m. His nephew, Robert Demors, 16, also of Gatineau was severely hurt.

Ten Go To Hospital

Half-an-hour earlier a heavy gravel truck had smashed into the rear section of an OTC tram at Churchill and Byron Avenues in Ottawa's West End.

[The article continues, but I stopped transcribing it.]

On page 7 of that same paper, there were two photos: CPR 1261 with wreckage of panel van on its pilot and a picture with the caption "inside the wrecked tram" from the OTC accident.

04/02/1958 *Ottawa Citizen**Ottawa Electric*

TRAFFIC JAM AS OTC TRAM DERAILED

Rush hour street car service suffered an upset shortly before 4 o'clock yesterday afternoon when a tram making the turn at the Plaza jumped a switch.

Some 30 cars piled up behind the derailed car tying up traffic in a solid line from Elgin Street to Bank Street.

Heavy snow in the switch was believed the cause of the derailment A wrecking crew speedily put the derailed car back on the rails but, as a result of the tieup, cars were off schedule for some time until they could be re-routed.

23/08/1958 *Ottawa Journal**Ottawa Electric**Beechwood*

Ottawa Tram Nudges Shop Front

A tram which jumped the tracks on Beechwood avenue at McKay street about midnight stopped inches short of crashing through a store front and left 67 feet of gouged pavement and six feet of split rail. No one was injured.

A car driven by Guv Gravelle, 37, of 24 Carillon street was damaged by the tow-bar when the rear-end of the tram spun around.

Mrs. Ann Oakley, 336 Fairmont avenue, and two unidentified male passengers left the scene before the arrival of police. None reported injury to motorman Harvey Hubert Brown, 45, of 50 Bell street.

Brown told Constable Vern Johnston he was westbound on Beechwood when he felt the big vehicle lurch and veer sharply toward the sidewalk.

OTC officials said they believed the derailment was caused by a wheel.

The tram stopped at the store front of Art's Smoke Shop, 27 Beechwood, a few inches in front of two plate glass windows.

Police measurement indicated the trolley travelled 31 feet on one rail before jumping off.

Force of the derailment split several sections of rail totalling about six feet.

Workmen put the street car back on course in an hour after towing it from the sidewalk with another tram.

06/11/1958 *Ottawa Journal**Ottawa Electric*

Ten of Ottawa's oldest streetcars - some of them veterans of 44 years service on the Capital's streets, are on their way to the junk yard.

As part of the Ottawa Transportation Commission program of converting from trams to buses, these huge steel and wood trams were sold by tender and are being reduced to salvage.

One by one they are taken to the OTC's Richardson Road siding where they are stripped of their wheels and towed by truck to the wrecker's yard at the corner of Scott and Bayview Road.

It was originally intended to sell 10 of the old 600 class of street car built between 1913 and 1917.

It was later decided to keep three of the 600 class and dispose of three later-built trams that had been in accidents and would prove costly to repair.

All of the cars involved were built in the Capital by the former Ottawa Car Company.

They were offered for sale by tender to M. Zegerman [sic] and Company Ltd. for \$300 each.

Carted off to the scrap yard are seven 600-class trams built in 1914 and 1915; two of the 800-class, 806 built in 1924 and 843 delivered in 1925 and one of the 900-class 902 delivered in August, 1933.

The three 600 class trams got a reprieve and will be replaced as soon as the next group of new buses is delivered here. OTC manager of transportation, William Purdy told the Citizen today.

The big 600's plied mainly the Britannia line, carrying thousands of happy, carefree small fry and picnickers to the park and beach, over the decades. On weekdays they carried hundreds to work in the city's business section each day.

With their demise goes many a nostalgic memory, perhaps of harmless flirtations and budding romances struck up while hanging onto swaying straps in a crowded aisle.

The article is accompanied by two pictures showing a wheel being cut and a car being lifted off its trucks.

31/01/1959 *Ottawa Journal**Ottawa Electric*

Picture of 683 partially off a highway truck. "Desire" is in the destination blind.

Desire didn't quite make it.

This old OTC tram, christened "Desire" for her last trip, fell off the float truck hauling it to a junkyard yesterday afternoon. "Desire" destined to be cut up for scrap, created her last traffic snarl at the foot of the Wellington Street Viaduct at Bayswater Avenue. She was finally hoisted back on the truck and dragged to the rapidly filling graveyard for Ottawa's ancient trams.

05/05/1959 *Ottawa Citizen**Ottawa Electric*

Ghost Trains "Tip-Toe" Across City

If you see the old street car trundling down Sparks and other streets these days don't feel that the OTC has some second thoughts on its new bus services.

Some eyebrows were raised this morning when a street car was seen moving westerly along Sparks Street.

OTC General Manager explained that the car was definitely making its last run this time right to the scrap heap at Richmond Road and Richardson Avenue. There are still a number that will have to make the final run from Cobourg Barns near Charlotte and Rideau.

Mr. Brady also said that the OTC now has in service 10 buses with double rows of seats on either side of the vehicle. Their main function will be for sight-seeing and charter runs within the city. These have a 51-passenger capacity, while the other 100 new buses have seats for 45.

Loses Legs Under Train, Man Passes

A 45-year-old man, George Joly of Rockcliffe Emergency Shelter, died early this morning in Sacred Heart Hospital in Hull, three-and-a-half hours after he was run over by an OTC tram near the Chaudiere Bridge.

He was taken to the hospital shortly after 10 o'clock, a few minutes after the accident occurred. On arrival, he was said by hospital authorities to be in a "critical condition". In spite of emergency medical treatment, he succumbed at 1.20 a.m.

The accident occurred near the north entrance of the bridge, directly opposite the Gatineau Power company's plant, just inside the Hull city limits.

Joly is believed to have fallen between the rails of the OTC west tracks shortly before the accident happened. He was not noticed by the OTC operator, R. Sabourin, of 20 Joliette Street, Eastview, until a split second before the street-car passed over the spot where the man was lying.

The victim's left leg was amputated by the south-bound tram as it passed over his body.

The injured man was taken to the hospital by Carleton Ambulance Co., and examination disclosed that his right leg was also crushed as a result of the accident, and he was suffering from numerous internal injuries.

Joly was treated at the hospital by Dr. J. Pichette, of Hull. The OTC operator told police that he had started on his run toward Ottawa, and was about to enter the bridge when he noticed a man's form lying on the tracks parallel, to the east rail. Although he threw the car in reverse it was impossible to brake the heavy vehicle in time to avoid the accident, he said.

Sabourin explained that the scene was almost in complete darkness. He stated that the beam of the street-car's headlight was too high to pick up the man's figure on the tracks.

Unaware that the accident had occurred within the Hull city limits bystanders advised the Ottawa police of the accident, and Constables Kenneth Duncan and Kenneth Johncox were rushed to the scene.

Noticing the plight of the injured man the two officers came to his assistance, and using their batons and emergency bandages applied tourniquets in an attempt to stop the flow of blood while awaiting medical assistance,

Hull-police were then notified and Constables A. Sauve and E. Lavergne ordered Joly taken to the hospital. Hull police completed the investigation.

10/05/2006 *Ottawa Citizen**Ottawa Electric*

With pictures of Bruce Dudley and streetcar.

Cars, buses hastened the demise of trusty streetcar

From 1870 to the early 1890's, horse-drawn cars formed the one-line Ottawa transit system.

By 1929, Ottawa's streetcar network served much of the area inside the then-city limits.

The wooden cars ran on rails around Confederation Square, along Wellington, Rideau and Elgin streets and, from 1897 to 1954, to Hull via the Inter-provincial Bridge.

Other lines, including the one to Britannia, didn't open until 1900, the year service was extended east to the Rifle Range, east of Rockcliffe Park.

The southernmost line crossed the Rideau Canal on Bank Street, but looped around several South Ottawa streets, short of the Rideau River. Another line ran to the Experimental Farm.

On May 2, 1959, the last of Ottawa's streetcars made its final run on the Britannia line, bringing an end to almost seven decades of streetcar service.

The history of the service is thoroughly documented in Bill McKeown's book, *Ottawa's Streetcars*, launched yesterday at OC Transpo headquarters.

Mr. McKeown, a native of Ottawa and resident of Japan since 1964, died there on Oct. 31, 2004.

The lifelong railway enthusiast writes of a period of failed plans, successful plans, competitors and backroom deals.

Before the service officially ended, it had become a shadow of its once prosperous self, a victim of the bus, which offered greater route flexibility, and the growth in private cars.

The most extensive abandonment of routes came in 1939 under the influence of the French town planner Jacques Greber, retained by the federal government to give Ottawa the look of a capital city.

Mr. Greber, in his wisdom declared streetcars passe, noting that Paris had torn up about 270 streetcar lines.

"Greber conveniently forgot to add that Paris was, literally, honeycombed with rail transit lines, albeit under the streets in the form of the Metro, where Ottawa had no such alternatives," Mr. McKeown noted dryly.

The book also looks ahead to the promise of light-rail transit, basically using updated streetcars.

While the O-Train's single route runs north-south, with an extension to Barrhaven, experience from earlier days would indicate a need for what many today say is essential, an east-west route.

Ottawa resident Bruce Morgan, a volunteer with the Ottawa Streetcar 696 Restoration, is one of those.

The group has been working to restore a 1917 streetcar that could be a special attraction on any light-rail system by 2008, when they hope to complete their labour of love.

Mr. Morgan said an east to west route would be a dramatic change and improvement for the system.

A north-south route "won't benefit the majority of people of Ottawa at this time," Mr.

Morgan said.

He predicts an east/west connection is only matter of time.

"The bottom line is always going to be dollars," said Mr. Morgan, who strongly believes that if Ottawa wants a successful rail-transit system, it needs a dedicated right-of-way, or should run underground, due to traffic congestion.

"I think, despite high costs there will be a tunnel under the city," he said.

The 256-page hardcover book is co-published by Railfare DC Books and the Canadian Railroad Historical Association.

It includes more than 300 photographs, collected by the author, of the city's streetcar history.

Before buses ruled the road, Ottawa's streets were laid with tracks to carry streetcars that zipped through the downtown core and beyond. Though it's been 50 years since the cars were decommissioned, long-buried rails dug up recently during construction on Centretown streets are recalling the reign of the streetcar at a time when the Sparks Street BIA is urging its comeback alongside Ottawa's future billion-dollar transit makeover.

Holly Layte, along with members of the heritage committee, which she chairs for the Sparks Street Business Improvement Area, will be presenting a business plan to the BIA management board this December to reintroduce streetcars to Sparks Street.

Though modeled after the traditional streetcar, the proposed system will have an update on technology. The eyesore of overhead wires is a thing of the past, Layte says.

As one option, cars are able to run on circuits that pass from the track underneath them something the project may consider, Layte says.

The initial plan is for the new system to run from LeBreton Flats to the new convention centre at Colonel By Drive. Phase two includes a loop through Gatineau and the ByWard Market.

Layte says she believes Ottawa needs to revive the streetcar as part of the city's heritage, but it would still be a viable form of transportation and garner tourist attention.

"The renewal of the streetcar throughout North America is actually quite astonishing," she says. "Streetcars to Ottawa are like coffee and cream."

Though the project is only in the planning stage, she says they hope OC Transpo would adopt the system as a supplementary transit service.

With the push for rail elsewhere in the city, the project has added potential.

"The city should have never taken up the rail," says Somerset Ward Coun. Diane Holmes. "It's clear the citizens of Ottawa like rail."

The city itself has been pushing for a light-rail option following the success of the O-Train, she says, which has been running since 2001.

At the centre of that debate is what type of system best suits the needs of OC Transpo's almost 350,000 average weekday ridership.

The options range from automated light-metros like Vancouver's SkyTrain to streetcars the likes of Toronto's.

Colin Churcher, an Ottawa-based rail historian, says when the city decided to scrap the old rail system, the cars and rails were decrepit and in dire need of repair, which would have cost the city a lot of money.

But OC Transpo's website records that at its peak in 1929, the railway had a 30 million yearly ridership over more than 90 kilometres of track.

Considering the city's renewed interest in rail, Churcher says: "I guess we were caught in the times. If we'd known then what we know now, maybe we would have thought twice before we got rid of them [the streetcars]."

He said with new technology there are ways for rail to be sustainable and functional. "It doesn't have to be ugly," he says.

While the future of the Sparks streetcar project is uncertain, Centretown residents are backing the return of rail to the city, whether it is the renewal of the streetcar or light-rail transit.

"We need a downtown rail system," says Shawn Menard, Centretown Citizens' Community Association president. "I think it will only benefit Centretown citizens."

Menard says the CCCA has endorsed a streetcar-type system. A modernized version of what existed 50 years ago, Menard says, could fit the city once more.

Heritage streetcar told to hit the road after city reclaims garage space

Heritage enthusiasts who've been working more than two decades to bring a relic of Ottawa's transportation past to life say the project is now in peril because OC Transpo wants to reclaim space at its garage.

Rheume Laplante is the co-ordinator of the long-gestating Streetcar 696 Restoration Project, named after the last remaining 600-series streetcar that serviced Ottawa between 1915 and 1959.

Streetcar 696 wound up at a railway museum in Quebec, left to rot under a tarp, until it was brought back to Ottawa. In 2000, Laplante and others began building a replica, using mostly newly manufactured parts.

Their goal is to operate the 15-metre-long streetcar as a historic display in Lansdowne Park.

"It means a lot," said Laplante, a retired OC Transpo worker. "My dad used to go on the streetcars. He was talking about it all the time ... It brings back good memories."

Needs to go by end of June

But Laplante said the restoration group was told by OC Transpo in April the replica would need to be moved out of the agency's Merivale garage on Colonnade Road, at the group's expense, by June 30.

"This is an OC Transpo project. It's not my project," Laplante said. "It was my goodwill to work on this project."

The news they were getting the boot, he added, came only a year after the project was publicly lauded by former Mayor Jim Watson and the previous city council.

"I feel I've been betrayed and disposed of," Laplante said.

Larry McNally, the group's secretary-treasurer, agreed.

"We are months away from finishing the rebuild of the car body. Now the whole project is in the air," McNally said via email.

OC Transpo has supported the project for many years by agreeing to store the replica for free and allowing the group to use city tools and utilities, according to a statement from the city.

"Due to operational needs, however, including renovations as part of the ongoing transition to zero-emission buses, OC Transpo is no longer able to donate space to host this project," said Robert Lafontaine, the city's program manager of transit facilities maintenance, in the statement.

The city is consulting departments to see if a temporary location can be found until the group can find a new permanent home, Lafontaine added.

City has 'run out of options'

In an email Laplante received Saturday from Mayor Mark Sutcliffe's office, the mayor's director of issues and outreach, Scott Moffatt, said the need for space is "legitimate" after the city agreed to house their streetcar for nine years.

Alternative locations have been discussed, Moffatt said in the email, which Laplante shared with CBC News.

But none of the city-owned options would allow for the streetcar to be worked on.

"I do not believe it makes sense for the city to move the streetcar from one location to another unless the new location provides volunteers with the ability to continue restoring the streetcar," Moffatt added.

While offering to help with the move, the mayor's office strongly encouraged the group to investigate private storage options.

"I am sorry that I was not able to come to a more favourable resolution for you and your team of dedicated volunteers," Moffatt's email concluded.

"We certainly appreciate your commitment to this project, but the city has simply run out of options to be able to continue supporting the restoration."

David Jeanes, treasurer of the citizen transportation advocacy group Transport Action Canada, said he's hopeful "the real estate issue" can be resolved.

"The fact that OC Transpo wants to use [the garage] for a different purpose doesn't balance the important heritage value to the City of Ottawa and to OC Transpo," said Jeanes, whose group supports the restoration project and has provided it funding.

"People often forget that Ottawa used to be in an industrial city. It also represents our transportation history ... and the volunteers responded to a call from OC Transpo."

Tornado among prior setbacks

Laplante says he's not willing to move the streetcar, despite what the city says. Nor is working on the project outside an option, he added.

According to Laplante, the impending eviction is just the latest setback that's hampered progress on the restoration project in recent years.

First, the 2019 tornado damaged the streetcar, he said. Then the COVID-19 pandemic hit.

The project's volunteers are mostly retired, Laplante added. Four of them have died since the project began.

"I'm lucky to keep the ones I already have," he said.

Captions to pictures

This photo of Streetcar 696, housed at OC Transpo's Merivale garage, was taken in 2020, just a month before the COVID-19 pandemic, which hampered progress on the restoration project. (Submitted by Gerald Gaugl)

Rheume Laplante, the co-ordinator of the long-gestating Streetcar 696 Restoration Project, is an OC Transpo retiree. He's pictured here with the streetcar replica in 2017. (Giacomo Panico/CBC)

Larry McNally, the restoration group's secretary-treasurer, provided this alternate view of the replica taken in 2020. 'We are months away from finishing the rebuild of the car body,' he said Sunday. (Submitted by Gerald Gaugl)

Ottawa city council recognized the Streetcar 696 Restoration Project last year. (Jean Delisle/CBC)

David Jeanes is with citizen transportation advocacy group Transport Action Canada and says the project has 'important heritage value' for the nation's capital. (Guy Quenneville/CBC)

This photo shows the replica as it stood back in 2017. (Giacomo Panico/CBC)

Streetcar '696' restoration project in limbo

For more than a century, Ottawa residents hopped on streetcars for work or play. One of the last remaining - number "696," - is facing a bumpy ride to restoration.

The made-in-Ottawa Streetcar is stored inside of an OC Transpo bus garage on Colonnade Road where volunteers have been restoring it for more than 20 years.

"It's part of Ottawa History," said Rheume Laplante, the project's co-ordinator.

Laplante says the project is nearly finished but its future is unknown. Volunteers have been told the streetcar has to move by the end of the month "otherwise they're going to drag it out."

In a statement to CTV News Ottawa Robert Lafontaine, the city's program manager of transit facilities maintenance says the space is needed.

"The City has been working with the volunteers of the Streetcar 696 Project for many years and has supported the project through in kind donations of space, minor use of hydro and water and the temporary use of some tools and equipment where such use would not impact operations,"

Lafontaine said. "Due to operational needs, however, including renovations as part of the ongoing transition to zero-emission buses, OC Transpo is no longer able to donate space to host this project."

He adds the city is looking to see if another temporary location can be found until the group finds a permanent home.

"Now, the whole project is up in the air, we have no idea what's going to happen," says Larry McNally, another volunteer with the project.

Volunteers say they have spent around 150,000 hours working on the streetcar and about \$250,000 in materials and services has been donated through sponsorships.

"It's not our streetcar, it's the city of Ottawa street car," says another volunteer, Gerald Gaugl.

Michael Kostiuik is with Canada's Capital Streetcar, a group that would like to see heritage-style streetcars downtown. "It'd be nice if they can finish the restoration to make it a fully operational streetcar, so the public can see what our streetcars used to look like."

Caption to photo:

Historic image of streetcar 696. (Courtesy: Rheume Laplante)

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Ottawa Electric

Heritage streetcar to stay put in city-owned garage - for now

Streetcar 696 was set to be ejected from Merivale garage Friday

A painstakingly crafted replica of a streetcar that trundled through Ottawa decades ago will be able to stay in its current home for now as the city hatches a plan for its long-term future.

Streetcar 696 was facing eviction from OC Transpo's Merivale garage on Colonnade Road by the end of June.

Volunteers had been using the space to work on the replica, named after one of the last cars to operate in Ottawa before streetcar service ended in 1959.

But earlier this month, they told CBC they'd received notice that they'd have to find a new home for the streetcar, at their own expense, by June 30. OC Transpo wanted to reclaim the space, citing "operational needs" that included renovations as part of the city's transition to a zero-emission bus fleet.

At transit commission yesterday, however, OC Transpo general manager Renée Amilcar said the streetcar would be able to stay at the garage until city staff figured out a permanent solution.

"[That should come] as soon as possible, because we absolutely need the space," Amilcar said.

"We should have had access to that space at the end of this month, unfortunately. We're trying to find a solution, so hopefully at the end of next month we should have [one] to propose."

'Such a cool project'

The COVID-19 pandemic delayed the restoration efforts, with volunteers unable to access the garage for long stretches of time, said David Jeanes, treasurer of citizen transportation advocacy group Transport Action Canada.

Jeanes told transit commission that even so, that work is now almost done.

"I would say that the replica as built is the property of the city. And so I think you should be concerned as to what happens to it," Jeanes said.

Capital Coun. Shawn Menard told Jeanes it would be great to eventually display Streetcar 696 at the Horticulture Building at Lansdowne Park, given the long history of streetcars running down Bank Street.

"It's been such a cool project, and to let a piece of our history just kind of fade away this way, after all the work that's been put in, it doesn't make much sense," Menard said.

"I think we need, through the city, to be facilitating the space for you to finish the project."