

ONTARIO WEST
SHORE ELECTRIC
RAILWAY.

Ontario West Shore Railway

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The **Ontario West Shore Railway** is a historic railway that operated in Ontario, Canada.

The company started construction on a railway line between Goderich and Kincardine in the early 1900s, however the line was never completed. The company's president was J. W. Moyes of Toronto, Ontario.^[1] Moyes was neither wealthy nor a railroad man.

Huron, Bruce and Grey Electric Railway

In 1902, Moyes incorporated the Huron, Bruce and Grey Electric Railway, then proceeded to lobby local municipalities for capital.^[2] He asked the town of Goderich for \$50,000, the township of Ashfield for \$50,000 and \$25,000 each from Colbourne and West Wawanosh townships.^[3]

The initial scheme was to build a railroad from Goderich to Dunlop. From Dunlop, the line was to branch to Amberley and Dungannon. A third branch would be built from Saltford to Blyth. Freight and daily passenger service would operate on all lines.^{[4][5]}

Each municipality held a vote on the scheme. Goderich approved the \$50,000 investment,^[6] while the townships rejected the plan.^{[7][8]}

Goderich to Kincardine

In 1906, after the company was renamed the Ontario West Shore Railway, the municipalities provided funding for a single line extending from Goderich to Kincardine. Goderich commits \$150,000, Kincardine \$50,000, and the townships commit money as well.^[1]

In 1908, work on the track is started in Port Albert.^[9] By the end of summer 1911, the railroad was completed from Goderich to Kintail.^[10] At that point, one car of freight per day, mostly grain, was being loaded along the track.^[11]

In January, 1912, the company defaulted on their bonds to the municipalities.^[12] The line was never completed.

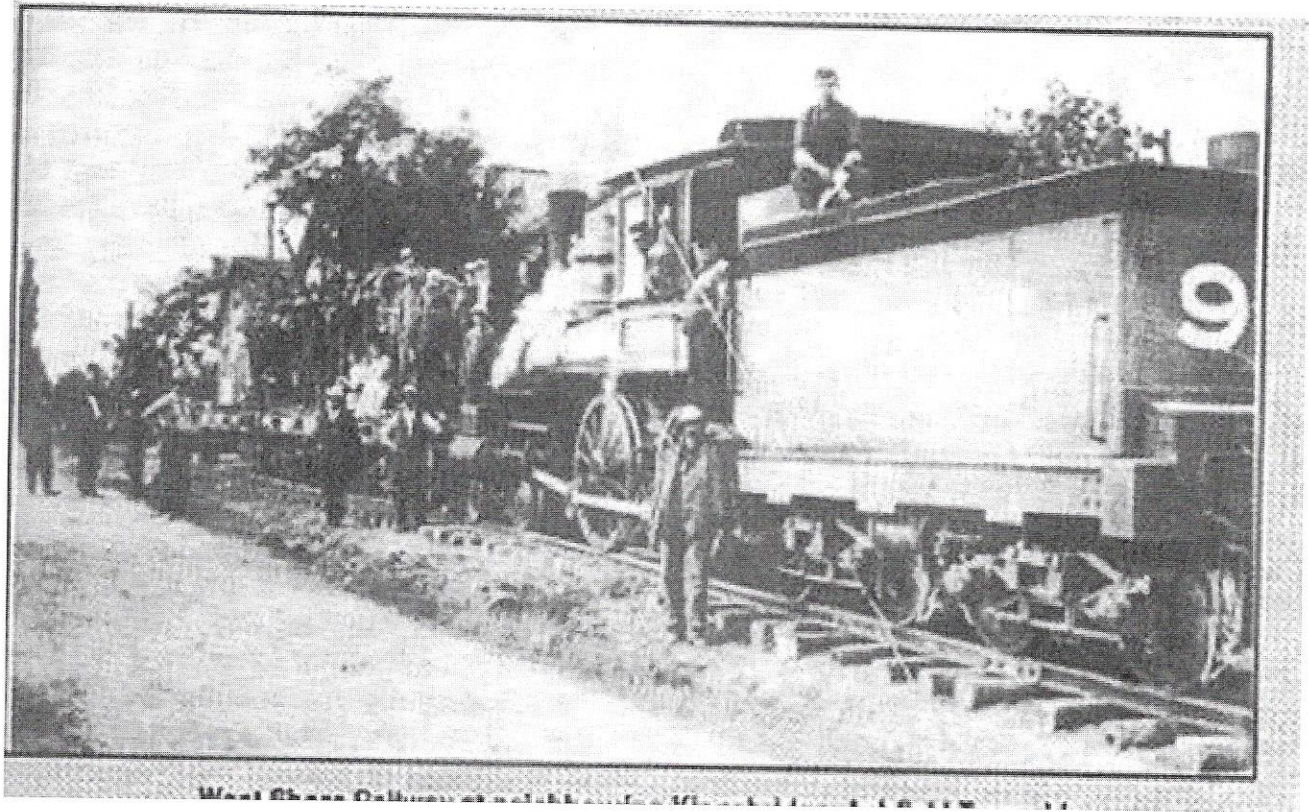
References

1. The Goderich Star, August 28, 1908
2. The Goderich Star, March 7, 1902
3. The Goderich Star, April 11, 1902
4. The Goderich Star, July 4, 1902
5. The Goderich Star, November 14, 1902
6. The Goderich Star, December 5, 1902
7. The Goderich Star, December 19, 1902
8. The Goderich Star, January 23, 1903

9. The Goderich Star, October 2, 1908
10. The Signal (Goderich), August 10, 1911
11. The Signal (Goderich), November 23, 1911
12. The Signal (Goderich), January 4, 1912

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West Shore Railway at Lakewood, West 1st Street, 1911

by stone road to the point where the Michigan Central Rd. crosses.

Ontario West Shore Electric Ry.—A deed of mortgage dated May 1, given to the Toronto General Trusts Corporation, to secure an issue of bonds amounting to \$15,000 per mile of the projected line, has been filed with the Ontario Railway and Municipal Board. At a recent meeting of the Goderich, Ont., Town Council, when the guarantee of the company were signed, profiles of the route between Goderich and Kincardine were produced. J. W. Moyes, C.E., Toronto, stated that it was proposed to begin work from the Goderich and Kincardine ends, and to work north and south from Port Albert. It is claimed that the route will be an easy one, and permit of the hauling of the heaviest trains. At Prince Albert it is proposed to construct a trestle up the river at the steep hill, and to run a short spur into the village. (June, pg. 431.)

Ottawa, Rockville and St. Lawrence R.

1908

ings; \$118,461.86 standing charges; and
 \$218,898.48 surplus for same period 1906-07.

Ontario West Shore Electric Ry.—A
 meeting of shareholders is called for Mar.
 23, for the purpose of electing directors,
 to issue bonds, debentures or other securities
 to the extent of \$15,000 a mile of single track
 of the railway, extension and branches,
 and to secure same by mortgage deeds.
 Cameron & Killoran, Goderich, Ont., are
 acting for the company.

St. Thomas (Ont.) St. Ry.—Receipts for

MARCH 1908

gian Central Rd. crosses.

Ontario West Shore Electric Ry.—A deed of mortgage dated May 1, given to the Toronto General Trusts Corporation, to secure an issue of bonds amounting to \$15,000 per mile of the projected line, has been filed with the Ontario Railway and Municipal Board. At a recent meeting of the Goderich, Ont., Town Council, when the guarantee of the company were signed, profiles of the route between Goderich and Kincardine were produced. J. W. Moyes, C.E., Toronto, stated that it was proposed to begin work from the Goderich and Kincardine ends, and to work north and south from Port Albert. It is claimed that the route will be an easy one, and permit of the hauling of the heaviest trains. At Prince Albert it is proposed to construct a trestle up the river at the steep hill, and to run a short spur into the village. (June, pg. 431.)

Ottawa, Brockville and St. Lawrence Ry.—C. B. Fox, connected with the London, Eng., engineering firm of Sir Daniel G. Fox,

1908

Montreal and Southern Counties Electric Ry.—A public meeting of the inhabitants of St. Lambert, Que., held Dec. 29, passed a resolution asking the town council to pass the by-law granting the company a franchise in the town, and on Dec. 30 the town council approved of the by-law. W. B. Powell, representing the company, said \$200,000 had been expended upon the project, and the necessary capital for construction had been secured. A vote of the taxpayers on the by-law was taken Jan. 21.

Morrisburg Electric Ry.—Application will be made to the Ontario Legislature for an act amending the company's act, chap. 130, of the statutes of St. Edward VII., by authorizing the extension of the main line to Ormond in Winchester tp., Dundas county, and on through the tps. of Winchester, Osgoode and Gloucester to Ottawa, passing through or near Kenmore, Metcalfe and Greeley, then along the Gloucester macadamized road; and also by extending the line from St. Therese in Winchester tp., to connect with the main line in Osgoode tp. I. Hilliard, Morrisburg, Ont., is solicitor for applicants.

Mount McKay and Kakabeka Falls Ry.—A press report states that construction will be resumed on this line in the spring. When work ceased for the winter about three miles of track had been laid. The line is projected to connect Fort William, Ont., and Kakabeka Falls on the Kaministiquia River, a distance of about 20 miles. The portion of the line immediately under construction will connect the city with an amusement park, which the company is laying out about six miles from the city. G. R. Duncan, Fort William, is the company's engineer.

Ontario Inter-Urban Ry.—Application will be made to the Ontario Legislature for an act extending the time within which the company may construct the various lines which it is authorized to construct by its act of incorporation. S. S. Martin, Toronto, is solicitor for the applicants.

Ontario West Shore Electric Ry.—Application will be made next session of the Ontario Legislature for an act changing the name of this company to that of the Ontario West Shore Ry., and declaring valid a contract between the company and the Midland River Power Co., for the supply of light, heat and power for 30 years from July 1, 1908, and confirming an agreement with the Toronto General Trusts Corporation with respect to an issue of bonds.

People's Ry.—The Ontario Legislature will be asked to pass an act incorporating a company with this title to construct a railway to be operated by electricity or

NOTICE.—The Canadian Pacific Railway Company will apply to the Parliament of Canada at its next session for an Act:

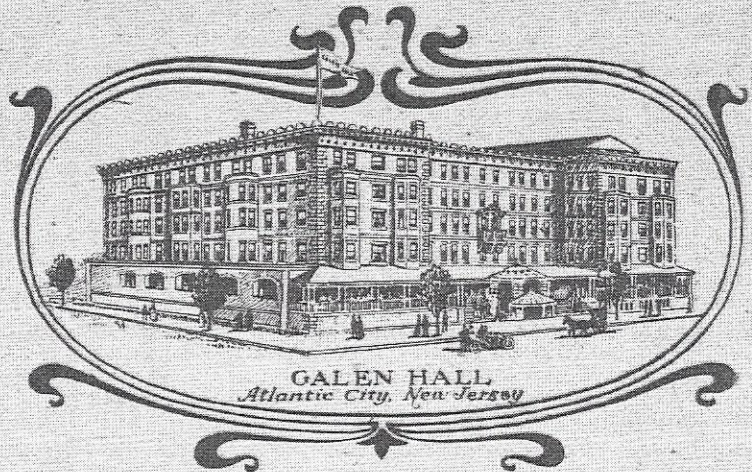
I. Extending the time within which it is authorized by Chapter 32 of the Statutes of 1902 to construct a line at or near Piles Junction, Ontario, between the tps. of Piles and Grand, and the railways which connect them, and by Section 3 of Chapter 32 of the Statutes of 1907.

II. Authorizing it to construct a line from a point on the revision of the Crow's Nest Branch in Township 9 Range 22 West

The Salt Breeze of the Sea Brings Health

GALEN HALL ATLANTIC CITY, N.J.

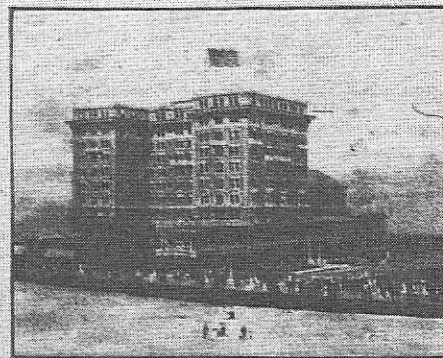
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CHALFONTE AND ATLANTIC CITY

A combination to satisfy the most exacting; to please the most particular; to suit young and old. The ocean, the board walk, the yacht, from the one: a quiet, restful and

February
1909

chises & income.

Goderich to Kincardine.—An electric line between these towns is talked of. J. J. Wright, of the Point Farm, Goderich, is interesting himself in the proposal.

Guelph.—G. Sleeman, owner of the street car line, has been approached by

payers on the by-law was taken Jan. 21.

Morrisburg Electric Ry.—Application will be made to the Ontario Legislature for an act amending the company's act, chap. 130, of the statutes of 8th Edward VII, by authorizing the extension of the main line to Ormond in Winchester tp., Dundas county, and on through the tps. of Winchester, Osgoode and Gloucester to Ottawa, passing through or near Kenmore, Metcalfe and Greeley, then along the Gloucester macadamized road; and also by extending the line from St. Therese in Winchester tp., to connect with the main line in Osgoode tp. I. Hilliard, Morrisburg, Ont., is solicitor for applicants.

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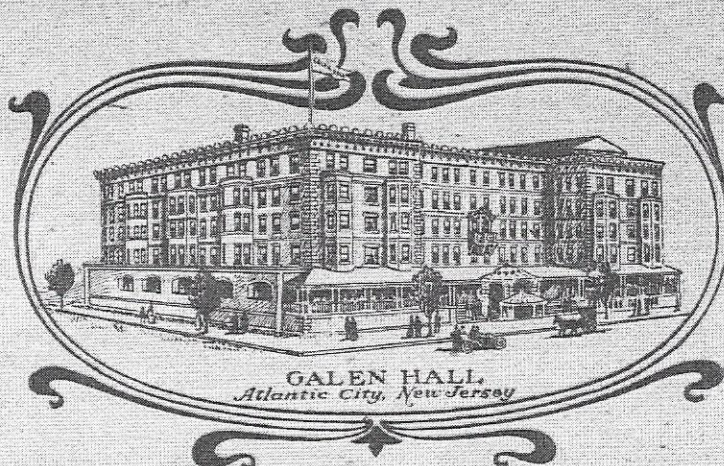
People's Ry.—The Ontario Legislature will be asked to pass an act incorporating a company with this title to construct a railway to be operated by electricity or

NOTICE.—The Canadian Pacific Railway Company will apply to the Parliament of Canada at its next session for an Act—

I.—Extending the time within which it may construct the railway which it was authorized by Chapter 22 of the Statutes of 1902 to construct, from a point at or near Piles Junction, in Township 9 Range 22 West 4th in a northerly and northwesterly direction to a point of junction with the Macleod Branch of the Calgary & Edmonton Railway at or near Alderside, in the Province of Alberta, a distance of about 55 miles; and for other purposes.

II.—Authorizing it to construct a line from a point on the revision of the Crow's Nest Pass Branch in Township 9 Range 22 West 4th in a northerly and northwesterly direction to a point of junction with the Macleod Branch of the Calgary & Edmonton Railway at or near Alderside, in the Province of Alberta, a distance of about 55 miles; and for other purposes.

W. P. BAKER, Secretary

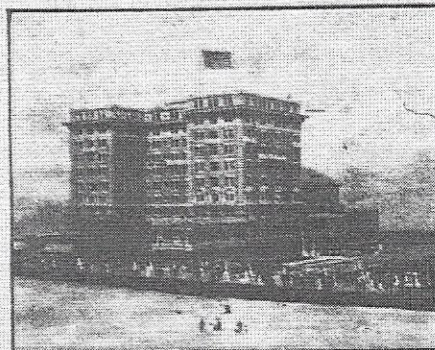


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THE LEEDS COMPANY

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On the Beach

February
1909

...Ont. This will greatly facilitate the handling of freight traffic between the two companies. (Oct., 1908, pg. 737.)

Ontario West Shore Ry.—Grading will, it is reported, be recommenced on the section of the line between Kincardine and Goderich, early in June. The heavy rains have prevented much of the work that had been outlined for the spring. J. W. Moyes, engineer, states that 4,500 tons of rails have been purchased, half of which will be landed at Kincardine, and half at Goderich, in readiness for laying from each end of the line during the summer.

The Goderich Town Council raised the question at its meeting May 7 as to how far the rights of the various municipalities guaranteeing the company's bonds, were protected, as regards the work of construction; and in response to questions on the subject, J. W. Moyes has said that the books and reports of the company are open to inspection by the municipalities concerned, and that every dollar is accounted for, and the strictest economy practiced.

Ottawa and St. Lawrence Electric Ry.
At a meeting of shareholders at Morewood, Ont. May 26 the following

1909

St. Halleybury. (May. DE. 1910.)

Ontario West Shore Ry.—We have
received information to the effect that
about 20 miles have been graded from

June 1910

[JUNE, 1910.]

THE

Goderich to Amberley, and that track has been laid between Goderich and Leamora, about three miles. The company is not yet operating cars over any portion of its line; nothing has been done in the way of erecting a power house, and it is not known when the work on the dam for developing water-power will be started. The company expects to complete the 20 miles this year, as track laying and grading is being proceeded with. It is intended to carry the line to Kincardine, so far as the present plans have been disclosed. The company has on hand a locomotive and a number of construction cars. At a meeting of the Goderich Town Council, April 26, the Public Works Committee was authorized to confer with the company's representatives and prepare a draft agreement respecting the entry of the line into the town. (May, pg. 399.)

Onawa Electric Ry.—Plans have been

June 1910

proval. There are a few points upon which the company's engineer and secretary expressed dissent at the meeting, but it is thought they will be arranged by the company. It is hoped to be able to have a by-law approving the agreement submitted to a vote at an early date.

The section of the line under construction extends from the Goderich town boundary to Prince Albert. Track has been laid to Prince Albert and ballasting has been done as far as Sheppardton. Beyond Prince Albert grading work is in progress but no more track laying will be done until the bridge has been built across the river. This will be of steel on stone piers with trestle approaches. Reports from Kincardine state that right of way is being secured through Huron tp. and that grading will shortly be started. There are 26 cars of rails lying at Kincardine station for the line. The project for the extension of the line from Kincardine to Tiverton, Port Elgin and Owen Sound, it is said, will shortly be taken up by J. W. Moyes. (Nov. pg. 965.)

Ottawa and Kingston Electric Ry.—

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from the municipalities. (Mar., pg. 233).

Ontario and West Shore Electric Ry.—

Two special meetings of the Goderich, Ont., town council, have been held to decide on the streets which shall be utilized by the company for its lines, but no decision has been reached. Another meeting has been called and it is expected to have the matter settled at an early date so as to enable the track to be laid and the first section of the line completed by the end of the year. The company has not yet done anything in the way of building a power house. (Sept. pg. 787).

Ottawa Electric Ry.—The permit

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hydro-electric power from the municipalities. (Mar., pg. 233).

Ontario and West Shore Electric Ry.—
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1910

by the fall. (Mar. pg. 259.)

Ontario West Shore Ry.—Negotiations are in progress with the municipal council of Bayfield, Ont., for an extension of the line southerly from Goderich, Ont. (April, pg. 365.)

Ottawa and St. Lawrence Electric Ry.
—The Ontario Legislature has extended

MAY 1911

adopting the former route. (Dec., 1907, pg. 927.)

Ontario West Shore Electric Ry.—Application is being made at the current session of the Ontario Legislature, for power to extend this proposed line from at or near Grand Bend, Stephen tp., through Usborne, southeasterly through Blanchard, and Biddulph, thence southerly and westerly through West Nissouri or London tp. to London; also to construct a branch line from Usborne, or Blanshard, through Blanshard, easterly to St. Mary's, thence through Downie to Stratford; and also into and through Kincardine. (Dec., 1907, pg. 927.)

The Ottawa Electric Ry. Co.

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antee of bonds for that line.

Ontario West Shore Ry.—The propos-
ed bylaw granting the company a fran-
chise in Goderich, Ont., is being recon-
sidered by the town council. The by-
law was prepared a year ago, but it
was not pressed to a vote, as it was not
satisfactory. The company desires to
carry freight, and the council is opposed
to this, so far as the main streets are
concerned. (Nov., 1910, pg. 965.)

Oshawa Ry.—Application is being

April 1911

H. Luscombe, London, Ont., is the solicitor. (Feb., pg. 91.)

Ontario West Shore Ry.—The municipalities which have been called upon to pay interest on the company's bonds which they had guaranteed, do not propose to take any action against the company at present. It was intimated to them recently that the company was making arrangements for the completion of the line, and for the payment of interest without calling upon the municipalities. (Feb., pg. 91.)

Ottawa and Lake McGregor Ry.—The Dominion Parliament is being asked to

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The company's offices have been moved from Harwood, Ont., to Ottawa. (June, pp. 389.)

Ontario West Shore Ry.—The position of the municipalities in connection with the guaranteed bonds of this partially built line was considered at a meeting held in Kincardine, July 14, when a committee was appointed to take some action. J. W. Meyer, Toronto, the promoter of the line, was present at a meeting of the committee, Aug. 1, at which a sub-committee was appointed to interview the Provincial Government to ascertain if a subsidy could be obtained to enable the line to be completed as a municipal undertaking, and to ask the Ontario Railway and Municipal Board to make an investigation as to the expenditure of the money secured for the bonds issued for principal and interest of which the municipalities are liable under their guarantees. (Mar., pp. 144.)

Ottawa and St. Lawrence Electric Ry. A meeting of shareholders was called to be held in Ottawa, Aug. 28 for the purpose

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September 1912

be made, so that together they will form a neat working unit.

The Ontario West Shore Railway Muddle.

The Ontario Railway and Municipal Board has continued its enquiry into the methods employed in the promotion and construction, and subsequent abandonment of the Ontario West Shore Ry., a portion of which was built between Goderich and Kincardine. Canadian Railway and Marine World has already published details of what has been done in regard to construction, the bond guarantees of certain local municipalities, and the report of the Engineer of the Ontario Railway and Municipal Board on the present state of the road. The municipalities and the amounts of bonds guaranteed, are as follows,—Goderich, \$150,000; Kincardine, \$50,000; Ashfield Tp., \$125,000; Huron Tp., \$75,000. The total amount of bonds issued is \$600,000, the guaranteed portion of the issue realizing \$385,000. This was deposited with a trust company and paid out upon certificates of the engineer in charge of construction. The construction showed 16 miles of rails laid and 6 miles graded, as far as Amberley, and rails lying on the road from

February 9th 1914

Prepayment Trailer Car for Hull Electric Co.

Amberley to about 4 miles short of Kincardine. The Board's Engineer, H. W. Middlemist, after careful examination of the work, reported that work to the value of about \$260,000 at the outside had been done, and that the road in its present condition is absolutely useless. The unguaranteed ~~work~~ \$200,000, are it is stated, ~~to be~~ bank against an advance of \$60,000 to the promoter.

J. W. Moyes, the promoter of the railway company, and also of the Huron Construction Co., which had the building contract, blamed the Ontario Government hydro electric power scheme for the collapse of the railway project, as it had been the company's intention to develop the water power of the Maitland River, for the purpose of running the railway, and for the ~~local~~ supply of light and power. He stated that the Government scheme cut off this possibility, and without the extra revenue thus anticipated, the railway could not pay. He also stated that he ceased to be President of the railway company in June, 1913, and at that time handed all the papers and minute books to the company's Solicitor, S. C. Smoke, (since deceased). At a former sitting of the Board, the engineer in charge of construction had stated that the cheques

February ~~January~~ 1914

\$385,000 had been spent on the partial construction of the road, and demanded an explanation of the matter. This, Mr. Moyes stated he would supply, but that certain books and papers, which he claimed to have handed to the company's Solicitor, were missing.

A development of this point took place a few days later, when a search warrant was applied for on behalf of J. W. Moyes, to search certain premises, when a trunk and a parcel, said to contain the missing papers, were recovered from the house named in the warrant, but no reason as to why they were being held, how they came into the person's possession, or what they were, has been given. The trunk and parcel were subsequently produced before the Board. At the resumed hearing a doctor's certificate was handed in, stating that Mr. Moyes was for the time, mentally and physically unfit to attend, or to prepare the statement of the expenditure, as promised. The Chairman again pointed out the seriousness of the matter, and how necessary it was that Mr. Moyes should clear his position. After some discussion it was decided that the trunk and parcel, above mentioned, would be opened in private, and all papers therein relating to private affairs taken out and handed to Mr. Moyes, and all papers pertaining to the Ontario West Shore Ry. would be retained by the Board, and dealt

originally promoted by interests connected with the old South Western Traction Co. T. M. Little, London, Ont., is solicitor. (Feb., pg. 88.)

Ontario West Shore Ry.—An act has been passed by the Ontario Legislature vesting in T. Strothers, Dungannon, Ont., in trust for the municipalities which guaranteed the company's bonds, the franchises, rights and privileges of the company. The municipalities are already in possession of the line, which was partially constructed. An extension of time is also granted for the building of the line, which was to extend from Goderich to Kincardine, and other points on the shore of Lake Huron. (April, pg. 184.)

MAY 1914

this company engages only men for platform work for the operating department.

The Ontario West Shore Railway Muddle.

The enquiry, by the Ontario Railway and Municipal Board, into the affairs of the Ontario West Shore Ry., was resumed at Toronto, Apr. 6. At previous sittings, considerable time was wasted owing to the nonproduction of books and papers of the company, which it was alleged had disappeared, and also owing to the absence of J. W. Moyes, the promoter, on whose behalf medical evidence was tendered that he was mentally and physically unfit to present himself for examination. On the resumption of the sittings, it was stated that Mr. Moyes was still too ill to appear. Certain books and papers have been recovered, by the intervention of the police, and have been placed in the hands of accountants for elucidation, and from these the accountants state that only \$214,177.46 can be placed as having been properly applied to the company's work. Of this, \$74,000 was spent for rails, \$8,500 for ties, and about \$14,000 for

MAY

~~February~~ 1914

pany's work. Of this, \$71,000 was spent for rails, \$8,500 for ties, and about \$14,000 for right of way, etc.

On Apr. 7, P. A. Malcolmson, solicitor for the town of Kincardine, ~~asked~~ ~~asked~~ that Mr. Moyes be committed for contempt of court, for not producing all documents and bonds in his possession, although having been subpoenaed to do so, and stated that unless the bonds were produced in court, the municipalities would lose the fruits of the litigation. On behalf of Mr. Moyes, it was claimed that he had not been served with notice to produce the particular papers in question and that he had sworn he did not know where they were. He might be guilty of negligence but not of contempt. The Chairman agreed that there had been disobedience under the subpoena, and suggested that the facts be submitted in a more formal shape, as he considered the Board had been played with, until by an accident the books being examined came into the Board's possession.

Amongst the papers recovered are the progress certificates, on which payments were made out of the trust funds raised by the sale of bonds guaranteed by the municipalities, and attached to each of the 57 certificates, was a calculation slip showing the method by which the amount stated on the certificate was arrived at. These showed an ingenious method of increasing the

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[May, 1914.

amount to be certified. Under the agreements for construction, it appears that two-thirds of the amount of the progress certificates was to be paid out of the trust funds, and the balance by the contractors, and the progress certificates were to represent not more than 90% of the work actually done. The calculations showed that the actual amount expended was treated as the two-thirds portion, sufficient being added to cover the contractors' share, and this inflated amount was certified as 90% of the work actually done.

At a meeting of representatives of the municipalities concerned, at Kintail, Apr. 20, an offer of settlement was made on behalf of J. W. Moyes, but was unanimously rejected, those present deciding that the matter should be pressed to a proper conclusion. The offer was to return to the municipalities

MAY 1914

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On the resumption of the enquiry at To-
ronto, Apr. 21, evidence was given by V. M.
Roberts, the engineer who signed progress
certificates, etc., who stated that he realized
that he had done wrong in signing the cer-
tificates, but, at the time, he thought he was
justified. D. M. McIntyre, Chairman of the
Board, stated that the remedy for the non-
production of the bonds, was with the courts,
and continued to the effect that if the board
is satisfied that Mr. Moyes' health is all
right and he does not appear at the next
sitting on May 1, he will be committed.
When he appeared before, he took refuge
behind the matter of missing papers. It
may not be fair to make a report without
hearing his explanation, but if he is not in
attendance at the next sitting, the enquiry
will close.

MAY 19/4

magistrate held that when the electric car was in Beachville it was not a "street car."

Ontario West Shore Railway Offered for Sale.

This line, which was proposed by J. W. [unclear] of Toronto, who is now "absent" from the country, is offered for sale by the Trustee, Thos. Stothers, Duncannon, Ont.; tenders to be received to Aug. 15. The property consists of the railway franchise, extending from territory in Kincardine, and covering other territory in the counties of Huron, Bruce, Grey, Lambton and Middlesex. The road is built from the C.P.R. crossing, close to Goderich, to Kincardine. Grading has also been done from Kincardine to Pine River. The distance constructed and on which ties and rails are laid is about 14 1/2 miles. The material on hand consists of a locomotive, bridge material, rails, bolts, spikes, ties, posts, etc. The tenderer is to enter into a contract with the trustee for the completion of the road and making same into a running concern between Goderich and Kincardine within a time and on conditions to be agreed upon with the trustee. The tenderer to deposit with the trustee a marked cheque covering 5% of the amount of his tender, and be prepared to give a bond for the carrying out of his contract.

The Regina Municipal management does not expect to place any orders for rolling stock this year.

G. Gordon Gale, General Manager, Hull Electric Company.

same company, 1909 to June, 1914. General Superintendent, same company. He is a graduate of McGill University and an associate member of the Institute of Electrical Engineers, and of the Canadian Society of Civil Engineers.

J. P. RANNEY, Traffic Agent, British Columbia Electric Ry. Vancouver, who has been connected with the company's Vancouver city service for nearly 25 years, resigned, July 1, in order to form a ranch. He has recently purchased near Chilliwack. He entered the company's service in Sept. 1889, and was engaged on the reconstruction of a number of cars which have been purchased with the view of operating the street railway with horses, later plans providing for electrical operation. He later served as conductor and motorman. At this time, the Vancouver city lines consisted of about two miles of main line and a short spur of half a mile. During the period he was with the company, the Vancouver city lines were extended to nearly 100 miles of single track. He served as motorman until 1900, when he was appointed Traffic Superintendent. Van-2.

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into a trustee Co., in place

the Winni- lated Vice has been

August 1914
O West Shore

the city council. "It is necessary to get some enforcement," he said.

"If an accident occurs,"

Electrification of the London and Port
Stanley Railway.

The work of reconstructing the line preparatory to its commissioning by the London & North Western Railway is progressing rapidly. A good portion thereof completed. The whole line is being resaided by Mr. F. E. Marshall, who is doing a splendid job. The cattle shed, which is being built on the main line, will be ready for use in the autumn. The new steel on the rail-firm, with the exception of around the switch-sets at the main gate, has been renewed with 80 lb. rails. Canadian Northern Section, and the they are being replaced with new unreinforced steel ties. The following materials were made: 4,000 lbs. of steel, 2,000 tons of rails and 1,000 tons of steel. The following materials were made: 4,000 lbs. of steel, 2,000 tons of rails and 1,000 tons of steel. The following materials were made: 4,000 lbs. of steel, 2,000 tons of rails and 1,000 tons of steel.

Automobiles, Passenger Standing Electric

Canadian Railway and Marine World for August contained, on page 387, particulars of a case tried at Toronto, Ont., July 13, in which charges against two automobile drivers for passing an electric car when it was standing at Blackville were dismissed by the magistrate on the ground that the Motor Vehicle Act (Ontario), 1913, chap. 266, sec. 4, only applies to electric railways in a city or town, or not more than a mile from a city or town, and that the case was a half beyond the limits thereof. The following comments on the case are reproduced from the Woodstock Free Press:

Dunsmuir magistrate has decided three-year is not a street car within meaning of the law, when it reaches the street though it is a street car within meaning of the law in Woodstock or elsewhere.

According to the law, it is an "automobile" if it is a motor vehicle past a certain age.

To drive a motor vehicle past a certain age without a license or without a license is to take on or discharge a license.

At the close of last year an offering of \$250,000 of new stock was made to the shareholders. The fact that this was largely over-subscribed proved the confidence that the shareholders have in the future of this

The average number of cars in use during 1913 was 11.26, against 7.46 in 1912. The lowest monthly average in 1913 was 9 in March, April and May, and the highest monthly average was 14.2 in August.

The average earnings per car mile in 1913 were 31.7c. The total number of passengers carried in 1913 was 3,440,180, against 1,618,305 in 1912.

ASSETS	
Cash on hand	\$ 234.61
Property, plant and equipment	790,310.47
Expenditures, including insurance, etc.	
paid on account of period beyond	
Dec. 31, 1913	7,264.05
Accounts receivable	182.12

LIABILITIES.	
Bills payable	\$ 6,000.00
Accounts payable	12,575.00
To the public	\$ 61,575.00
Cash held in	\$60,948.00
Carry over last	12,511.01
Dividends unpaid	12,162.12
To the shareholders	\$609,321.00

The directors are A. A. Dion, President;
N. J. Ker, Vice President; D. R. Street,
Secretary-Treasurer; A. H. Dion, General
Superintendent; C. E. Armstrong, E. J.
Daly, P. R. Mellon, D. O'Connor, J. F.
Abernethy.

Ontario West Shore Railway.—We are officially advised that no tender was received by the Trustee up to August 15 (1910) for the purchase of this uncompleted road.

During June only one death was reported of an employee on electric railways in the Dominion. It was that of an employee of the Hamilton railway at Hamilton, Ont., when the trolley car was struck by a freight car.

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED



100

September 19/4

Woodstock

1858

The representatives of the various municipalities will, it is said, hold a meeting and confer with the Commission as to what modifications will have to be made in the plans owing to the intent of the by-law in Newmarket, and in Uxbridge (Oct. 16, 1976).

Millen Electric Ry.—operate a company with this title to build railway or tramway lines; to be operated by any power other than steam. From Edmonton northwesterly to the Ponchartraine River. Short, Woods, Hagar and Collinson, Engineers, applicants.

London, Grand Bend and Stratford Ry. A letter is reported to have been received in Stratford, Ont., from C. McAllister, who is in London, Eng., arranging the finances for the construction of this projected railway. The letter states that an assurance has been given that at such an assurance has been given that the agreement which was made out for the Grand Bend and Stratford Ry. would be supplied, and the money for construction supplied.

[illegible]

Ontario, West Shore By-Verdun
were opened Oct. 3, by a contractor named
Campbell, of Stratford, Ont., with the main
signal authorities interested in this technic-
pleated railway with a view of something
being done tracks its completion. The
contractor, it is said, has agreed to submit
a proposition to the municipalities to com-
plete the grading and to do the track-laying.

Oct. 5. That work was in progress on the extension of the line to the Maynor House, 3.5 miles, of which 1.6 miles is within the Glen Falls subdivision. Later press reports.

Toronto, Suburban Ry.—The Ontario Railway and Municipal Board advised that the proposed extension of the extension of the Metropolitan Toronto Railway from Woodbine, Ont., to the Ontario Railway and Municipal Board, Ont., was approved. The extension is to be built on the right of way of the former Toronto and Ontario Railway, which has been under construction for the last few years. It was practically completed in 1914, but owing to various difficulties the new section was not opened up. The extensions arising in connection with the Main St. subway at Woodbine, Ont., have not been divided, and it is expected that the line will be opened up to enable the line to be opened at this point. A new line has been laid at this point.

Personal Document

T. J. KENNEDY, who has been appointed President and General Manager, Arizona Central and Hudson Bay and Alameda Eastern Tr. Sault Ste. Marie, has also been appointed Vice President and General Manager, International Transit Co., and Transamerica International Traction Co., in charge of street railways and ferries.

Motor cars for section work are considered an important development towards increased efficiency, and their use is recommended by the committee on method of renewal of the Roadmasters' and Maintenance of Way Association.

The Postmaster Generalship—T. C. Casgrain, K.C., Chairman of the Waterways Section of the International Waterways Commission, has been appointed Postmaster General, vice Hon. L. F. Pelletier, who has been appointed Minister of Marine and Fisheries, on account of illness. Mr. Pelletier has also given up his seat in the House of Commons.

[illegible]

the place on the map

The damage which was done to Cable Honor's cable, on Island recently, presumably by warship, has been repaired, as cables between Fanning Island and the Canadian section will be as good as possible. During the operation, was maintained in the other direction.

Among the Express Com-

The Board of Railway Commissioners of Edmonton City and County has issued an order, dated Sept. 1, 1913, cancelling the special tariff of the Dominion Ex. Co., which provided for the transportation of its special cream traffic, C. 4502, to refund a cent a month to Edmonton between Sept. 1, 1912, and Sept. 17, 1913, inclusive, being outside the delivery period, very service having been rendered. The order reads: That rule 3 of the Dominion Ex. Co. local tariff of rates and charges, Oct. 1, 1912, and C. 4502, Oct. 16, 1912, and C. 4503, 1913, was, subject to the

[illegible]

1990

Watt Street
November 19/4

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Telegraphs ser-
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s been changed

The St. Paul, Minn. Union
buildings were condemned by the State
Fire Marshal recently and ordered to be
removed within six months. The order
was issued on the ground that the build-
ings are dangerous to human life and
surrounding property. Plans for the con-
struction of a new station by the St. Paul
Union Depot Co. have not yet been
agreed to by all the roads concerned. The
plans for a new station first prepared
have been objected to by the President of
the Chicago Great Western Rd. on the
ground that the plan of operation of the
track system would be prohibitively ex-
pensive.

Greater Winnipeg Water District Land
Settlement.—In connection with the con-
struction of the new water supply aqueduct
for Winnipeg a railway was built
from St. Boniface to Waugh on the Shoal
Lake inlet of Rainy Lake. The commis-
sioners in charge desiring to promote
settlement along the line, an arrange-
ment has been made with the Manitoba
Government, under which three and a
half townships have been acquired from
the Dominion Government in the Birch
River district, 72 miles from Winnipeg,
and are being opened for immediate set-
tlement. A land settlement office has
been opened under the charge of E. W.
Kopecki, and the government depart-
ments will co-operate in the work.

Companies.

ppointed route
Campbellton,
ppointed cash-
rth Bay, Ont.,
ppointed agent,
ear, Alta., vice
Ex. Co. has
Chandler, For-

sist of—4 G.E. 225B
1 type E.G.E. 1500 volt
1 c.p. 25A. G.E. air compressor, including
complete, straight end, and automatic air
equipment, double end, not including
pipes and fittings; 2 G.E. pantographs
complete, with main fuse in top of roof
and insulation, not including brackets and
suspensions; 2 headlights; 1 set of com-
plete cables for motors and control, but
not air equipment; 1 set of 1500 volt elec-
tric heaters, but not including conduit
cables and brackets; 2 trucks complete
with wheels, axles and brake beams, to
connect up with brake rod under car body
furnished by the builders; 1 air signal
system, not including piping; 36 seats, 24
finished in plush and 12 in fabricoid; 1
complete storage battery.

The entire bottom frame of the car is to
be made of structural steel shapes and
plates, centre and side sills to be continu-
ous, floor and side frames to include cross
beams designed to transfer floor load to
the side trusses. The floor framing will
be braced diagonally between the cross
beams, and the end and vestibule framing
will have special provision against the
effects of a collision. The corner and side
posts will be of channel construction, and
intermediate posts of I iron, side sheath-
ing, including roof, of steel plate, braced
and fastened to the bottom sills and side
plates by rivets. The inside of the car
will be of solid quarter sawed Mexican
mahogany inlaid finish. The flooring of
the main body and vestibule will be of
yellow pine $\frac{3}{4}$ by 3 in. double flooring
for the whole car, and between each floor
there will be two layers of waterproof
felt paper. The lavatories will have rub-

arranged as not to interfere with the
radial draft rigging. Each car will be
equipped with two lavatories, complete
with all up to date fittings.

In deciding on the specification details
of these cars the desire was to obtain as
light a car as possible, consistent with
absolute safety. The original approxi-
mate weight for the cars was 104,720 lb.,
but careful calculation and refinement of
the design, enabled the engineers to adjust
the specifications and reduce the weight
to 102,459 lb. The body weight of the car
per foot length works out at 710.47, and
the body and equipment weight per foot
length is 1,463.7 lb. The average weight
per car foot length for steam railway
cars of similar length, complete with
trucks, etc., is somewhere about 1,300 to
1,500 lb. The total dead load carried on
the two side plates is 61,720 lb., and the
live load 15,000, making a total of 76,720
lb. This load is divided as follows—on
the centre span 55,000 lb., carried on the
overhang 21,720 lb. The load carried on
each beam at each end is 5,430 lb., the
total load on each beam being 38,560 lb.
The web is being stiffened against buck-
ling, by the application of stiffeners at
the ends and inner edges of bearing
plates at all points of concentrated loads,
and also at intermediate points, and not
farther apart than the depth of the full
web plate, with a minimum limit of 5 ft.,
the actual minimum distance between
stiffeners being 2 ft. 10 in. and depth of
web 3 ft. 0 in. The specifications adopt-
ed give maximum capacity of 3,671 in-
ment of inertia, an excess on safe side
of 1,589; 12,500 vertical shear, an excess
of 11,100; stiffeners every 2 ft. 10 in.,

An engineer representing the
Electric Power Commission of Ontario was
reported, on Nov. 16, to be going over the
old Ontario West Shore Ry. route from
Goderich toward Kincardine, Ont. This
is the railway partially built by a com-
pany, the controlling power in which was
exercised by J. W. Moyes, Toronto, upon
the proceeds of bonds guaranteed by the
municipalities through which the line was
to run. The municipalities are paying up
on the bonds and have the uncompleted
line as an asset. The object of the pres-
ent survey is to ascertain the cost of com-
pleting the line and putting it in order
for operation.

It is reported that the C.P.R. is inter-

ested in getting the line in operation and

is prepared to offer a free right of way

over the Maitland River bridge in return

for freight shed privileges uptown. From

the south bank of the Maitland River the

route into Goderich would be along the

river bank to the north end of Cambrie

Road.

Handling "Near Accidents."—In Buf-
falo, N.Y., conductors and motormen re-
port license numbers of automobiles
whose drivers are reckless, or who are re-
sponsible for "near accidents." The In-
ternational Ry. safety committee commu-
nicates with the owner of such automo-
biles, and if a second report is received
against the same driver, the matter is
taken up with the police department. It
is expected that results mutually bene-
ficial to both the railway company and
auto owners will follow.

THE LANCET, LONDON, 1901, 11 FEBRUARY.
(Feb., pg. 88.)

Ontario West Shore Ry.—An act has been passed by the Ontario Legislature vesting in T. Strothers, Dungannon, Ont., in trust for the municipalities which guaranteed the company's bonds, the franchises, rights and privileges of the company. The municipalities are already in possession of the line, which was partially constructed. An extension of time is also granted for the building of the line, which was to extend from Goderich to Kincardine, and other points on the shore of Lake Huron. (April, pg. 184.)

Oshawa Ry.—An arrangement has been

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Delivery of the cars is to be made by June 1.

The Ontario West Shore Railway Difficulty.

An engineer representing the Hydro Electric Power Commission of Ontario was reported, on Nov. 16, to be going over the old Ontario West Shore Ry. route from Goderich toward Kincardine, Ont. This is the railway partially built by a company, the controlling power in which was exercised by J. W. Moyes, Toronto, upon the proceeds of bonds guaranteed by the municipalities through which the line was to run. The municipalities are paying up on the bonds and have the uncompleted line as an asset. The object of the present survey is to ascertain the cost of completing the line and putting it in order for operation.

It is reported that the C.P.R. is interested in getting the line in operation and is prepared to offer a free right of way over the Maitland River bridge in return for freight shed privileges uptown. From the south bank of the Maitland River the route into Goderich would be along the river bank to the north end of Cambric Road.

1916