

Prepayment Trailer Cars for Hull Electric Company.

Four prepayment trailer cars have been ordered by the Hull Electric Co. for service on its interurban line between Ottawa, Ont., and Hull and Aylmer, Que., to be delivered in March, to meet the spring and summer traffic. They will be of the single end type, somewhat similar to the trailer recently ordered by the Montreal Tramways Co. for the heavy service on its St. Catherines St. line. The general dimensions are as follows:—

Length over bulkheads 42 ft.
Length over bumpers 43 ft.
Length over body 33 ft.
Width of body over sheeting 8 ft. 6 ins.
Width of body inside 7 ft. 8 ins.
Height of body from bottom of side sills 8 ft. 9 ins.
Side posts, centre to centre 30 1/4 ins.
Length front vestibule 7 ft.
Length rear vestibule 2 ft.
Width of aisle 22 ins.
Length of seats 36 ins.
Seating capacity 54

The underframe will be of a composite wood and steel construction, with the sill running in one piece through the car from bumper to bumper. The cross sills will be of oak mortised and tenoned into the longitudinal sills, the whole being tied together transversely with 5/8 in. steel tie rods, with a thread and nut on each end. The centre of the frame will be supported by two

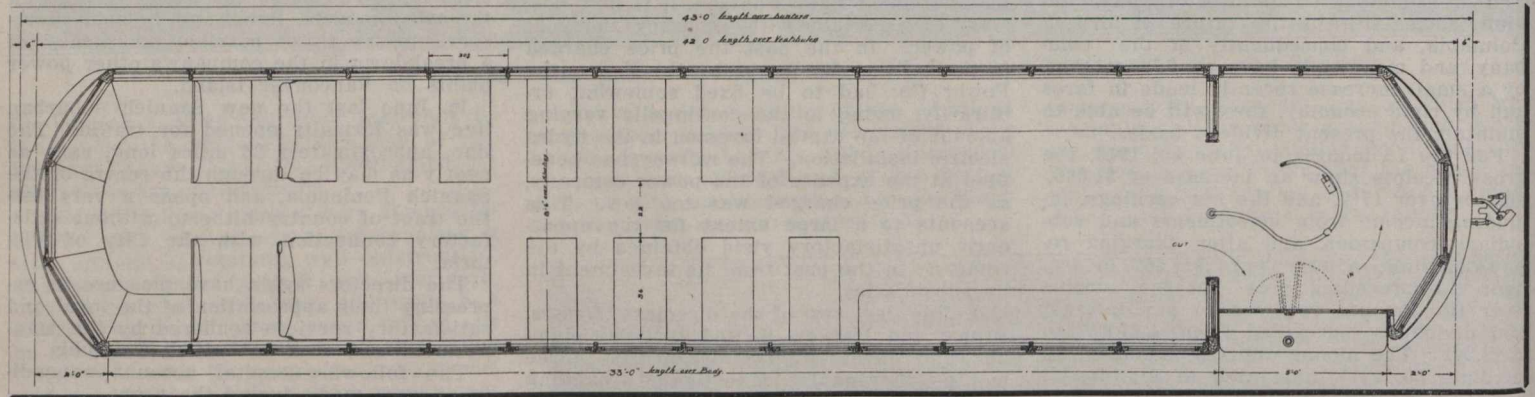
tically the same design and general dimensions as the motor cars by which they will be hauled, so that together they will form a neat working unit.

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

\$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 with later. At the Board's sitting, Jan. 21,



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needle beams, suspended on two 1 1/2 in. steel truss rods. The flooring will be of hard pine, laid in a double thickness, with heavy builders' tarred paper between. The bumpers will be of 6 in. heavy steel channels, rigidly secured to the ends of the main sills with angle plates. The bolsters will be of the standard half diamond type.

The upper body construction will be of the standard interurban car type, with monitor roof and lifting sashes in the sides. The interior finish will be in natural color cherry, excepting the ceilings, which will be of agasote board, painted. The seats will be of a standard type, covered with rattan, and non reversible. The window curtains will be of pantasote material, with all steel rollers. All interior fittings, such as grab handles, door locks, sash lifts, etc., will be in solid bronze, of a modern design, and polished. The entrance and exit doors will be equipped with automatic folding doors, controlled by the conductor from his position.

The cars will be equipped with trailer trucks, which have been ordered in the United States. Westinghouse schedule s.m.e. air brakes, Westinghouse combination car and air couplers, hand brakes, Consolidated Car Heating Co.'s electric heaters, interior electric light fixtures, standard M.C.B. tail lamps, steps, and brass railings for the prepayment arrangement.

The cars, which are being manufactured by the Ottawa Car Mfg. Co., will be of prac-

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 bonds, amounting to \$200,000, are it is stated, held by a 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 for \$385,000 for work done, were signed on Mr. Moyes' instructions.

D. M. McIntyre, Chairman of the Board, commented very strongly on Mr. Moyes' failure to furnish information as to how

it was announced that \$180,000 of the unguaranteed bonds were deposited with a bank, July 23, 1908, and of these \$165,000 were delivered by the bank to J. W. Moyes, Nov. 10, 1913, the balance remaining in the bank. The balance of the \$200,000 of unguaranteed bonds are held by a trust company as security for an account, and instructions have been given that they are not to be disposed of pending the result of the present enquiry. An accountant is being engaged to examine the books of the railway and construction companies.

Toronto Civic Car Lines Results.

Following are the number of passengers carried and the receipts of the Toronto Civic Car Lines in 1913:—

	Passengers.	Receipts.
St. Clair Ave., opened Aug. 25.	1,150,426	\$10,672.79
Danforth Ave., opened Oct. ...	577,024	3,841.11
Gerrard St., operating all year.	1,097,268	29,023.28
Total	3,364,718	\$57,536.68

Omnibusses in Winnipeg.—A draft bylaw embodying an agreement made between the City Council and the Winnipeg Motor Transit or Bus Co., has been prepared, and is under consideration. It provides for a five year franchise, with a possible extension for another five years, the council to have the right to take over the service at the end of the five year period.