

PROSPECTUS
OF
THE
ONTARIO ELECTRIC
RAILWAY CO.



A RAILWAY LINE TO BE CONSTRUCTED
BETWEEN THE CITIES OF
TORONTO AND KINGSTON
FOR THE TRANSPORTATION OF PASSENGERS,
FREIGHT, MAIL AND EXPRESS.

PRINCIPAL OFFICE:
ONTARIO CHAMBER, CLARENCE STREET
KINGSTON, ONTARIO

S.P. 664
14-7-26

The Ontario Electric Railway Company

Provisional Directors :

Hon. Sir Richard J. Cartwright, G.C.M.G.

Robert J. Carson, Kingston, Ont.

John Carson, " "

Cornelius Birmingham, " "

Albert L. Jewell, Boston, Mass.

Horace N. Smith, Salem, " "

G. E. Smith, Boston, " "



Shortt Libr.

Principal Office :

ONTARIO CHAMBERS, CLARENCE ST.

KINGSTON, ONT.

The Ontario Electric Railway Company

Applications will be received for the First Mortgage, Thirty Year, Five Per Cent., Gold Bonds of The Ontario Electric Railway Company and for the Shares of the Capital Stock of said Company upon the terms and conditions as more fully set forth in our application blanks, copies of which you will find enclosed. The bonds will be issued in pieces of \$500 and \$1,000 each, and the shares will have a par value of \$100.

We respectfully ask you to aid the enterprise by subscribing for as large a block of the securities as you can afford. By so doing you are not only purchasing a safe and profitable investment, but by giving the same your financial aid you are helping to obtain better and much cheaper transportation for both Passengers, Freight and Express than you now enjoy. It is needless for us to tell you the advantages of such a road as we propose both in aiding business and helping the growth of the country. You can better judge for yourself of what benefit it will be to you.

In order to carry the enterprise to a successful completion it will be necessary to seek the aid of out-

side capital, which can far better be obtained after the inhabitants living in the Country through which the line passes have shown their faith in the enterprise, and there is no better way to further the undertaking than to subscribe for the securities of the road.

It is our intention to ask the several Municipalities to aid the undertaking, not through a subsidy, but through a purchase of the bonds and stock. This will enable them to obtain better and cheaper facilities, and at the same time give them a good return for their money. Any aid you can give us in this direction will be greatly appreciated, for outside capital cannot be expected to enter a field where those to be benefited and who are most familiar with the enterprise are not willing to give the same their support.

In order that you may better judge of the earning capacity of the road we herewith desire to submit our estimates, together with the actual results obtained in Canada and the United States by similar enterprises. Any further information will be cheerfully furnished by applying to our principal office, Ontario Chambers, Clarence Street, Kingston, Ont.

The Ontario Electric Railway Company

Capital Stock Authorized.....	\$ 5,000,000
“ “ to be issued.....	\$ 2,250,000
“ “ to be held for extension of system	\$ 2,250,000
Par value of shares.....	\$ 100
Bonds to be issued per mile of track as authorized by Charter	\$ 20,000

Bonds to be a first lien upon the entire property.

Term of bonds—Thirty years.

Rate of interest—Five per cent. Payable semi-annually
on the fifteenth days of January and July of
each year.

Bonds will be issued in \$500 or \$1000 pieces as the
purchaser may elect.

Bonds may be registered if desired.

Estimated Statement of Receipts and Expenditures of The Ontario Electric Railway Company

RECEIPTS

From Passengers	\$ 491,017 80
" Freight	91,500 00
" Express	42,000 00
Total Receipts	\$ 624,517 80

EXPENSES

For Motormen and Conductors.....	\$ 80,811 00
" Power	49,983 10
" Maintenance	150,238 91
Total Operating Expense	\$ 281,033 01
Balance.....	\$ 343,484 79
Less 5% Interest on \$3,400,000 Bonds.....	170,000 00
Balance for Dividends on Stock.	\$ 173,484 79
6% Dividend on \$2,250,000 Stock.....	135,000 00
Surplus	\$ 38,484 79

*Cities and Towns Through Which
Road Will Pass*

Toronto.	Colbourne.
Little York.	Brighton.
Rouge Hills.	Smithfield.
Dunbarton.	Trenton.
Pickering.	Belleville.
Whitby.	Canifton.
Oshawa.	Shannonville.
Bowmanville.	Deseronto.
Newcastle.	Napanee.
Clarke.	Morven.
Newtonville.	Fredericksburg.
Welcome.	Violet.
Port Hope.	Odessa.
Cobourg.	Westbrook.
Grafton.	Cataraqui.
	Kingston.

Comparative Passenger Tariff

In order to clearly illustrate the saving in fare to the travelling public, we have compiled a table showing the present fare, our own schedule and the saving to the passenger. In compiling this table we have taken the mileage as given and have computed the same at three and one-third cents per mile. The result gives approximately the present tariff. Our schedule of rates, together with the saving to the passenger, will be found in opposite columns.

Terminal.	Destination.	Mileage.	Approximate Present Fare.	Proposed Schedule of O. E. Ry. Co.	Saving to Passenger.
Toronto....	Toronto.....		\$.....	\$.05	\$.....
"	Little York.....			10	
"	Rouge Hills.....			20	
"	Dunbarton.....	20 63	68	35	34
"	Pickering.....	23 30	77	45	32
"	Whitby.....	28 97	96	55	41
"	Oshawa.....	33 43	1 11	65	46
"	Bowmanville.....	42 71	1 42	85	57
"	Newcastle	47 09	1 57	85	62
"	Clarke.....			1 10	
"	Newtonville	55 05	1 83	1 25	58
"	Welcome.....			1 30	
"	Port Hope.....	62 69	2 09	1 30	79
"	Cobourg.....	69 50	2 31	1 45	86
"	Grafton.....	77 30	2 57	1 60	97
"	Colbourne.....	83 95	2 80	1 75	1 05
"	Brighton.....	91 55	3 05	1 90	1 15
"	Smithfield.....			2 00	
"	Trenton.....	100 90	3 40	2 10	1 30
"	Belleville.....	112 79	3 75	2 30	1 45
"	Canifton.....			2 40	
"	Shannonville.....	119 89	4 00	2 45	1 55
"	Deseronto.....			2 60	
"	Napanee.....	134 49	4 48	2 75	1 73
"	Morven.....			2 80	
"	Fredericksburg			2 85	
"	Violet.....			2 90	
"	Odessa.....			3 00	
"	Westbrook.....			3 10	
"	Cataraqui.....			3 15	
"	Kingston.....	162 97	5 40	3 25	2 18

Between intermediate points proportionate rates will be charged.

Locally, regular street railroad rates will be charged.

Freight Schedule

For local freights our schedule will be computed on about one-half the charges now in force, and will be figured on the present classification.

For through freight we shall charge the same tariff over our road to which should be added the rate over the line shipped.

During the summer months our charges will aggregate about one-half the summer schedule. Freight for Montreal and points East on the waterways will be transferred at Kingston to boats, and in addition to our tariff the boat tariff will be added.

Express

A complete express service will be inaugurated at largely reduced rates.

Special rates will be made to department stores and large shippers.

Milk, butter, eggs, and garden truck will be collected and carried to market each morning by this service, and to regular shippers special rates will be given.

Detail of Estimated Receipts and Expenses

Gross Earnings from Passengers	\$ 491,017 80
Population Including Terminal (Approximately)	375,000
Miles of Road	170
Gross Passenger Earnings Per Day	\$ 1,345 14
“ “ “ “ “ Per Car	\$ 49 82
“ “ “ “ “ Car “ Trip	\$ 16 61
“ “ “ “ “ Car Mile.	\$ 09
“ “ “ “ “ Mile of Track Per Year.	\$ 2,888 34
Total Passengers Carried Per Year.	1,869,661
Number Times Duriug Year Total Population Moved	5

Comparative Statement

Of Estimated Passenger Earnings of The Ontario Electric Railway Company and the Actual Passenger Earnings of all Canadian Roads per mile of track, compiled from the statement issued by the Department of Railways and Canals of the Dominion of Canada, as compiled by Mr. Thomas Ridout, C.E., from Sworn Returns furnished by the several Railway Companies.

No.	Name of Electric Railway.	Passenger Receipts Per Mile of Road.
1	Berlin and Waterloo	\$ 4,900 11
2	Brantford Street	2,172 73
3	British Columbia	9,377 60
4	Cornwall Street	1,998 29
5	Galt, Preston & Hespeler	1,907 82
6	Guelph	2,642 70
7	Halifax Tramway	13,166 55
8	Hamilton & Dundas	3,341 16
9	Hamilton, Grimsby & Beamsville	1,668 04

No.	Name of Electric Railway.	Passenger Receipts Per Mile of Road.
10	Hamilton Radial	\$ 3,223 88
11	Hamilton Street.....	7,198 15
12	Hull	3,232 81
13	Kingston, Portsmouth & Cataraqui.....	3,537 99
14	London Street.....	7,331 96
15	Metropolitan Toronto.....	2,160 21
16	Montreal Park & Island	5,196 53
17	Montreal Street.....	30,382 67
18	Montreal Terminal.....	2,551 66
19	Nelson Tramway.....	2,243 84
20	Niagara Falls Park & River.....	16,726 20
21	Niagara, St. Catharines & Toronto.....	3,353 95
22	Niagara Falls, Wesley Park & Clifton.....	3,650 80
23	Ottawa.....	11,813 67
24	Oshawa.....	835 50 fr'ght, \$3,340.28
25	Port Arthur Street.....	2,117 60
26	Port Dalhousie, St. Catharines & Thorold St..	2,348 77
27	Quebec Ry. Light & Power Co., Citadel Div..	10,357 77
28	Sandwich, Windsor & Amherstburg.....	2,497 97
29	Sherbrooke Street.....	3,785 74
30	St. John, N.B.....	6,755 67
31	Sarnia Street.....	3,031 53
32	St. Thomas	1,582 32
33	Toronto Suburban.....	1,654 02
34	Toronto & Mimico.....	3,964 00
35	Toronto Street.....	34,805 99
36	Toronto & Scarborough.....	2,794 40
37	Winnipeg Street.....	12,176 60
38	Woodstock, Thomas Valley & Ingersoll.....	1,573 04
39	Yarmouth.....	3,801 20
40	Ontario Electric.	2,888 34

Average Passenger Receipts Per Mile of Road—All Roads in Canada..... \$ 6099 60

Average Passenger Receipts Per Mile of Road, deducting Toronto, Montreal and Ottawa.4,468 95

Estimated Passenger Receipts Per Mile of Road—Ontario Electric Railway.....*2,888 34

*Less than two thirds of the average receipts of all Canadian Roads outside of the principal cities of Montreal, Toronto and Ottawa.

Passengers Carried Per Mile of Road

All Electric Roads in Canada Average Per Mile of Road..... 24,703
 Estimate of Ontario Electric Railway..... 10,998

Total Population Moved Including Terminals

The estimated population moved by The Ontario Electric Railway Company is five times the population covered, including terminals. This estimate is many times below the average of all the Electric Roads in Canada and the United States.

Statistical Information

Showing Passenger Earnings of Interurban Roads actually operating in the United States as compared with the Estimated Earnings of The Ontario Electric Railway.

Case Number.	Tributary Population.	Population Per Mile of Track.	Gross Passenger Earnings Per Mile of Track Per Annum.	Gross Passenger Earnings Per Capita Per Annum.	Miles of Single Track.	Times Population Carried.
1	120,000	1,764	\$ 8,008	\$ 4 54	68	92
2	18,000	1,200	5,478	4 56	15	85
3	80,000	1,463	5,216	3 61	41	
4	120,000	732	4,000	5 46	164	
5	24,500	1,114	4,400	4 00	22	
6	98,000	1,750	14,000	8 00	56	162
7	21,500	935	10,500	11 23	23	115
8	275,000	1,100	7,600	6 91	250	130
9	54,000	1,200	3,600	3 00	45	54
10	81,000	1,884	3,100	1 64	43	33
11	53,000	1,205	4,800	4 00	44	75
12	36,000	657	3,300	4 98	54	99
13	60,000	2,857	7,000	2 45	21	54
14	79,000	1,197	6,400	5 34	66	121
O. E. Ry.	375,000	2,300	2,888 34	1 30	170	5

Figures compiled from ten Massachusetts Roads (not selected) show an average of 85 times the population carried against the estimate for the Ontario Electric Ry. of 5 times the population hauled.

Statistics of nearly all roads in the United States and Canada may be found in our Kingston office, where we would be pleased to furnish any information desired.

Estimated Freight Earnings

Estimated Gross Freight Receipts Per Annum.....	\$91,500
“ Freight Receipts per.....	\$250
“ “ “ “ Car per Day.....	\$25
“ “ “ “ “ “ Trip.....	\$25
“ “ “ “ “ “ Mile.....	\$ 14 ⁷⁰ / ₁₀₀
“ “ “ “ Ton per Mile Haul...	\$ 01 ⁹⁰ / ₁₀₀

The above estimate is based upon ten car loads of freight per day. Five cars each way, and is figured on a basis of about one-half the present rates.

Estimated Express Earnings

Estimated Gross Express Receipts Per Annum.....	\$42,000
“ “ “ “ “ Day.....	\$140
“ “ “ “ “ “ per Car..	\$35
“ “ “ “ “ Trip....	\$17 50
“ “ “ “ “ Mile.....	12 ⁹⁰ / ₁₀₀

Butter, Cheese, Eggs and Milk, as well as garden truck, will be taken by Express at Special Rates.

***Statement Showing Cost of Operating Cars Per
Day, Including Cost of Maintenance
and Fixed Charges***

These figures are based upon a half hourly passenger service from Toronto to Kingston, keeping 27 cars employed, each car running 20 hours at a speed of 25 miles an hour. In addition we have provided for two freight trains a day (one each way), consisting of five cars each, each car having a capacity of 60,000 lbs., and we also include four express cars to be run on schedule time. This makes an entire equipment of 41 cars upon which our calculations are based.

We propose to generate the electricity by means of water power.

We have classified our operating expenses under four headings, and after giving you a summary of the same we give details as to how they are made up.

Summary of Operating Expenses and Fixed Charges.

Labor Per Day, Each Car.....	\$ 5 40
Power " " " "	3 34
Maintenance " "	10 03
Total per day, 20 hours.....	\$ 18 77
Fixed charges per day per car.....	\$ 11 36
Total expense and fixed charges per car per day.....	\$ 30 13

Detail of Power Account Per Day

Labor at Power Station—one man, \$3.....	
" " " five men, \$2	
Labor at Transformer Stations—24 men, \$2.....	
Supplies	
Total cost (allowance for power per day).....	\$ 137 26
Schedule speed per hour.....	25 miles
Passenger cars employed ($\frac{1}{2}$ hour time).....	27
Total miles per hour (passenger).....	675
Hours per day	20
Total miles per day (passenger).....	13500
Total cost.	\$137 26

*Cost of power per mile 1 cent

*All cost of power has been charged to passenger account leaving no charge for freight and express.

Details of Maintenance

Officers and Clerks.....	\$ 20,000 00
Four Car Barns at \$6,000.....	24,000 00
Eight Track Gangs at \$2,600.....	20,800 00
Repair Shop.....	6,500 00
Supplies.....	30,000 00
General Expense.....	20,000 00
Reserve for Contingencies.....	23,838 91
	\$150,238 91
Total Maintenance.....	\$150,238 91
Total Maintenance Per Day.....	\$ 411 61
Total Maintenance Per Car Per Day.....	\$ 10 03

Details of Each Car Barn

2 Clerks and Despatchers.....	.....
Starter.....	.....
Repair Man.....	.....
2 Barn Men.....	.....
Overhead Man.....	.....
Night Foreman.....	.....
Fuel.....	.....

Details of Repair Shop

Foreman.....	.....
Painter.....	.....
Electrician.....	.....
Machinist.....	.....
Carpenter.....	.....
3 Laborers.....	.....

Fixed Charges

Mileage Toronto to Kingston, including sidings.....	170
Bonded Debt per Mile.....	\$20,000 00
Total Bonds.....	\$3,400,000 00
Interest per year at 5%.....	\$170,000 00
Fixed Charges per Day.....	\$465 00
Fixed Charges per Day per Car.....	\$11 36

Charter

The Charter under which the Ontario Electric Railway Company will operate was granted by the Ontario Parliament in the year 1902, and gives the Company the right to build and operate its line from the City of Toronto over the Government Military road in an easterly direction to the boundary line of the Province of Quebec, and another line from the City of Brockville to the City of Ottawa. The Company also has the right to extend its branch lines to a distance of thirty miles. It is intended to eventually complete the entire line, but the construction of the line between Toronto and Kingston will first be completed.

Advantages of an Electric Railroad Over a Steam Railroad

The principal advantages of an Electric Railroad over a Steam Railroad are the FREQUENT SERVICE and the LOW RATES CHARGED FOR THE TRANSPORTATION OF PASSENGERS, FREIGHT AND EXPRESS.

The Country through which this Company will build is to-day traversed by the Grand Trunk Railway, but the infrequency with which trains are run, together with the high rate of fare and, in most cases, the distance from the town of the Railroad Station makes the travel to the terminal points both tiresome and expensive, and the situation is such locally that intercourse between the different towns along the line is practically prohibitive.

Under the system which we propose building you will be brought into immediate contact with the railroad. There will be (as is now the case) no stage line to the station, and then, in addition to the stage fare, perhaps a long wait for the train and then a transfer at the other end to another stage, where another fare is collected and another delay is experienced, but in this case the traveller may take a car almost at his very door and without the tedious waits be transferred to his destination at a very small charge. He can then transact his business and

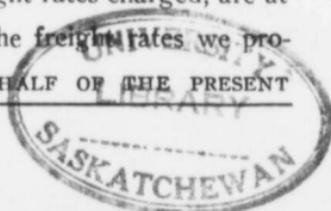
return to his home without loss of time. Consider for a moment what an advantage such a service as this would be between the towns of Pickering, Whitby, Oshawa and Bowmanville, between Trenton and Belleville, and Deseronto, Napanee and Kingston. Consider the saving of expense; for we propose to haul our passengers on practically a basis of two cents a mile for through passengers, and in towns and cities the regular street railway fares such as are in effect in cities and towns of the United States and Canada will be charged.

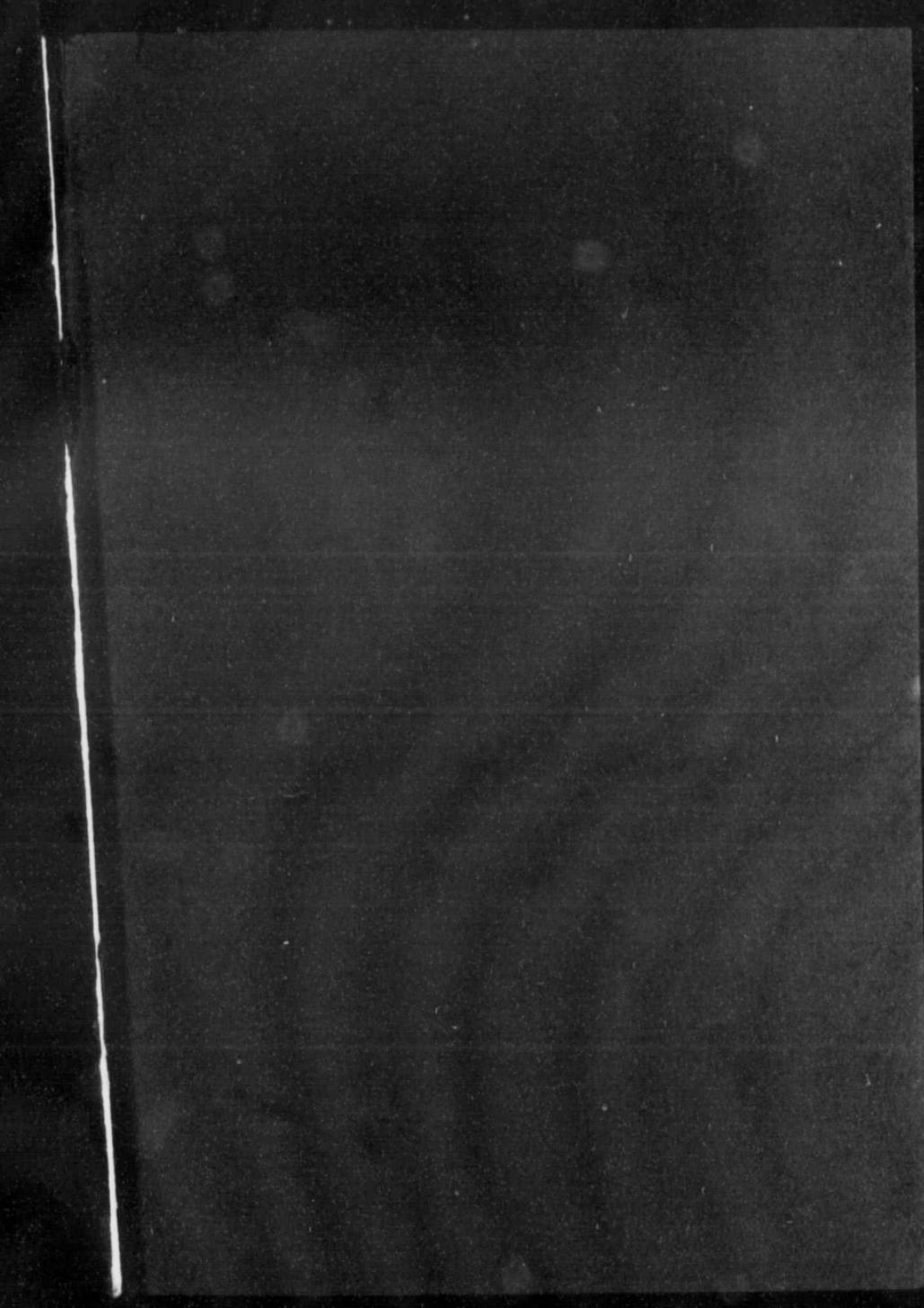
Then too the advantages of our road to the through traveller are apparent, for should you be visiting in Toronto you have not to wait for "train time" but can board one of our cars almost at once for your destination. Our running time between Toronto and Kingston will be six and a half hours against the present time made by the express trains of four and one half hours, and by the local trains of five and one-half hours, and our fare charged will be but \$3.25 for the entire distance, against the present fare of \$5.40, and when you take into consideration that our road will take you to your door, you will find that the time will compare favorably with that now made, and you have saved a goodly amount of money. Then too, our equipment will be of the most modern design. Our passenger coaches will be fitted with baggage, smoking and passenger compartments.

They will be well lighted and heated in the winter, and will be so constructed that in the summer time the passenger may enjoy a most delightful ride to his destination. Again, wherever practicable, we propose to establish parks and places of amusement, and what can be more delightful than, on a warm summer's evening, taking a car, and after a delightful and refreshing ride, and enjoying a band concert for an hour, or some other form of amusement, return to your home thoroughly rested and refreshed.

These are some of the advantages which a steam road cannot give you, and it is these same advantages that have made the electric roads throughout the United States and Canada a safe and profitable investment. Another important feature of our service will be the cheap transportation of Express matter, which will enable the local merchant to more successfully compete with his neighbors and supply his customers in adjoining towns without any delay and at but a small outlay.

To the Manufacturer, Farmer and Merchant we propose to offer facilities for moving their merchandise so that they may successfully send their goods to those markets which, owing to the freight rates charged, are at the present time prohibitive. The freight rates we propose to charge are ABOUT ONE-HALF OF THE PRESENT
TARIFF.





WILCO BRASS, CTINGTON