

4/26/ 1872
Globe

the
ng.
were
Dr.
ely,
the
ad-
ered
and,
re-
man
san,
vivo
he
he d
re-
the
se-
W.
the
all,
er,
ran-
ul-
the
ost
to
ke,
re,
all
ul-
no
on
cal
ral
ra-
m-
er-
la-
n-
m-
y-
l-
as
m-
at
m-
nt
a-
rk
of
ed
m-
e-
n-
or
ed
id
-
u-
r-;

THE CREDIT VALLEY RAILWAY.

BY ALEXANDER M' LACHLAN.

Tune "Katherine" Agte.

Ye hardy ones whom toil has beamed,
Around our banner rally;
For streams of wealth are running waste,
Through all the Credit Valley;
Which need but skill and enterprise,
Which lack but steam and pinion,
To make a hive with trade alive,
Unmatched in our Dominion.

Let's scorn to lean on foreign aid,
On Rothschild or on Baring;
Canadian hands and hearts were made
For native skill and daring!
Among the hills of Caledon,
By many a lonely clearing,
Young Hope rose from her granite throne
The fiery steed careering.

From Chinguacousy's fertile plains,
She sees the Huron rally;
To open up wealth's thousand veins,
Through all the Credit Valley,
Swamps on each since creation's dawn,
With life and life are stinging;
And villages by wood and lawn,
On every side are springing.

And while the fine steed bellows on
The cataracts lift their voices;
While swamps depart by magic art,
Belmont's heart rejoices,
And from his Pulpit Satan vile,
Looks on in stupid wonder;
Then hides in Ballisland the while,
From civilization's thunder.

And E in from her forest core,
Sings songs of exultation;
And Garthrae, o'er, and o'er,
Shouts 'we're a mighty nation!
And Cardwell grasps the hand of Peel,
And Wellington's delighted,
To be by wire, by steam, and wheel,
In friendship's bonds united.

And Edm sings 'Where'er we range,
We find each mighty nation,
Is built upon a swift exchange,
And speedy compensation.'
And Fergus throws his beaver up,
And sings of joy to-morrow,
And pledges in a flowing cup,
'Minutemen to fair 1872.'

And she replies 'let us be wise,
For wealth lies right before us,
Then one and all attend our call,
And join us in the chorus.'
O come unite ye sons of light!
Around the banner rally,
The child unborn shall bless the morn,
We trank the Credit Valley!

The "Davie's Pulpit," a wild rocky gorge in the
vicinity of Belmont.

Get it while it's hot.

CLO

Fresh
suit purch
Apply

To

Ready
est wages
warranted

IMM

Near the
houses of
office.

IVE

DOMI

E

Esquis

WA

Yamou
shares for
points on
the New
York chart
wings Ad

W

Cooks, I
stair dis

For city w
Office, 123
House Del
per week

A GR

A prompt
Company, t
taining the
open to tak
rains of On
which their
of which w
may sugar
rard, Has
Lords, Laid
carry Free
sex, High,
corn, Wells
Address
performance (if
of at least 6

W.

* Best to b
ers that be
old stand. c

MONDA

April 26
1872

A COUPLE OF RAILWAY MISHAPS.

Another Grand Trunk Collision—A T., G., and B. Train off the Track.

Georgetown, Dec. 11.—A collision occurred here last night between two freight trains. No. 26, an up freight was standing on the through siding, waiting to cross No. 21, down freight. Martin Cahill, the night switchman, neglected to turn the switch to run the down train in on the proper siding, and by that means the down train collided with No. 26, standing on the through siding, damaging the engines to the amount of about \$400. This is the second collision that has taken place since Cahill has been switchman, and it is more than likely that he will be severely dealt with at the investigation now going on in Toronto. An auxiliary train is here to-day gathering up the wreck. No one was hurt.

Woodsboro, Dec. 11.—The Toronto, Grey, and Bruce mixed train going south, due here at 7:55, left last night ten minutes late, and when about half a mile from the station, going down the Humber grade, came to a sudden stop. A car containing live stock left the rails and got across the track. On the arrival of assistance, which was telegraphed for to Toronto, the car was replaced on the rails, and the train proceeded at 2:45 this morning on its way to Toronto.

This morning, at about the same place, another train going south was delayed for several hours by reason of a car breaking down. Fortunately no one was hurt in either case. There is a bad curve at this point, and occurrences of this kind are not unusual.

TORONTO
GLOBE.

December 12
1878

ANOTHER RAILWAY ACCIDENT

A "Pitch in" on the G. T. R.
Near Weston.

TWENTY-FIVE TRAINS DELAYED.

On Thursday evening, between seven and eight o'clock, an accident occurred at the junction of the Grand Trunk and Toronto, Grey, and Bruce Railways, about a mile east of Weston, whereby considerable damage was done to the property of both companies, and a serious delay of over nine hours caused in traffic along their respective lines. In yesterday's issue a short account of the accident was given, but since then fuller particulars have been learned. It will first be necessary to state that the Grand Trunk Railway bridge crossing Black Creek, about a mile and a quarter this side of Weston, was materially damaged by the September freshets, and during its reconstruction an agreement was made with the Toronto, Grey, and Bruce Railway Company which provided for a loop line from the Grand Trunk Railway being formed along their track for about a mile. A temporary flag station was erected at the western junction of the railroads, and a telegraph operator placed in charge, whose duties it was to receive orders from the despatcher and give the drivers clearances before they passed the junction. The Grand Trunk Railway had a right of way, although they were encroaching on the other Company's property, and while the Toronto, Grey, and Bruce Railway trains had to come to a standstill when approaching the loop line, the G. T. R. trains were only obliged to slacken up to receive a signal before passing on.

On Thursday evening at 7:15 a Toronto, Grey, and Bruce freight train, No. 18, left the Weston Station bound for Toronto, and about five minutes later a heavily laden G. T. R. freight train, No. 31, started from Weston in the same direction. At the West Junction flag station the former train stopped and got orders to go through to Carleton. In the meantime the Grand Trunk train came thundering along, and the operator displayed a red light as a signal of danger; then he signalled the T. G. & B. train to move off. Doubtless the driver of the G. T. engine thought the white light meant a clearance for him, and his train still kept moving forward. The T. G. & B. engineer started off and entered the loop-line, but when his train had half crossed the junction, the other came along and went crashing through it. Two Toronto, Grey, & Bruce cars, which were loaded with wood, were sent a distance of fifteen feet to the north side of the track, and their undergearing completely shattered. The Grand Trunk engine and three cars, laden with corn, to the rear of it, were damaged considerably, having their trucks knocked from under them and being otherwise injured. The track was covered with the debris. Fortunately none of those aboard the trains were hurt, the engine driver and fireman on the Grand Trunk train having left the engine when they found that a "pitch in" was inevitable. A number of section men were set to work at once to clear up the wreck, and they continued until about five o'clock yesterday morning. During the night no less than twenty-five Grand Trunk trains were delayed between Georgetown and Toronto. Four of these were passenger trains, and a number of the remaining twenty-one were loaded with live stock, which would suffer much from this delay. No accurate estimate can be made of the loss by the accident, but when considering the delay occasioned by trains along the line together with the property destroyed, it will be great. Like the rest of the accidents, this one seems to have been caused by a misunderstanding on the part of the employees, and in all probability an investigation will be made by the Company in order to sift the matter.

Toronto Globe

December 14

1878

Collision Weston
between TGRB
and GTR

September 24, 1880

The Shareholders adopted the report of the Bondholders at a General Meeting held at Toronto the 8th (1880) and are in agreement with the Grand Trunk Railway for working the line. The agreement is favourable with the Municipalities. The TG&B is to be placed in first rate order.

October 22, 1880

If the Grand Trunk takes over the TG&B, it would become an important branch. The Grand Trunk would then be able to command the freight to the North-West and with a line of steamers running from the terminus on the Georgian Bay or Lake Huron to Lake Michigan and Lake Superior it would provide a formidable rival to the roads which hope to tap the Canada Pacific.

February 11, 1881

The TG&B are determined to push on the contemplated improvements.

February 25, 1881

An accident on the TG&B. As the afternoon train was coming from Mount Forest last Thursday crossing Cameron's Bridge, the engine jumped the track taking four cars with it and leaving the coach almost over, The engineer and fireman jumped and saved their lives.

March 11, 1881

John Gordon resigns as President of the TG&B.

The Markdale Standard

May 6, 1881

Meeting of the Board of Directors on Friday, the arrangement to lease the TG&B by the Grand trunk Railway is to be opposed by Mr William Hendrie. Mr Hendrie is a bondholder of the TG&B but is involved with the Hamilton and Northwestern Railway. Mr Hendrie wants the TG&B for the Northern and the Hamilton and Northwestern companies.

June 3, 1881

A meeting of the English Bondholders of the TG&B.

June 6, 1881

A meeting at Toronto June 8th regarding the Grand Trunk lease of the TG&B.

July 1, 1881

At a meeting held in Toronto on the 28th (June, 1881) of the Directors and the Shareholders of the TG&B it was decided that the road should be leased to the Grand Trunk Railway. There has been some great rejoicing along the line, especially at Owen Sound, where the flag was run up the on the Town Hall upon receiving the news and a torch-light procession in the evening.

July 22, 1881

The TG&B are making preparations for a change of guage.

The Markdale Standard

August 19, 1881

The work of reconstructing the TG & B is going forward steadily though hindered somewhat by the difficulty in procuring labourers. About half of the steel rails needed to relay the track have already been distributed along the line and the remainder will be laid down in a few weeks. As soon as the new bridges were completed and the alterations are made the grading and aligned, the steel rails will be laid which will be the beginning of October. The new (Grain) Elevator in Toronto is nearly finished and it is expected that the work will soon commence on one in Owen Sound. None of the new issue of Bonds have been placed on the market and it is not probable that they will be until the legal trouble of the road have subsided. A few months ago the whole amount might have been disposed on the London money market at 105 but the contentions that have since taken place and the application for the appointment of a receiver have depreciated them by five or ten per cent. All persons will desire to see the end of the litigation.

September 2, 1881

Alex. Essan was killed on the TG&B near Williamsford Station when he fell between two cars on a stone train. He was the son of the stone contractor.

September 9, 1881

Mr Wragge, the TG&B General Manager will receive tenders for the erection of snow fences.

The Markdale Standard

September 30, 1881

A trip from Markdale to Toronto by the Narrow Gauge. Left the station at seven, but before reaching Shelburne the engine gave out, having taken a rest and a drink in the big swamp. A delay of an hour for repairs. The train arrived at Orangeville at 10:05 and had to wait for repairs and for the train from the west. At Woodbridge the car coupling broke and the engine and one car proceeded on its own, Late it backed up to pick up the pieced that had been left behind.

October 21, 1881

Steel rails are now laid to Markdale, barbed wire fences have been put through the swamps and other places. The old wooden bridges are being replaced by stone and iron, the road has been straightened at the Humber River. Station houses along the line are being repainted and snow fences are in the course of construction wherever deemed necessary to place them. It is expected that November 12th is the day of the change of gauge.

November 4, 1881

Four passenger coaches for the TG&B arrived Tuesday last. The gauge of the TG&B is being changed on Saturday the 12th and regular trains of the new gauge are to commence running Monday the 14th. We learn from the "The Mail" that there has been constructed for the TG&B ten locomotives, three vans, forty-five box cars and three first class coaches.

November 11, 1881

A number of old engines belonging to the TG&B are being reconstructed to suit the standard gauge at the Works in Parkdale.

The Markdale Standard

November 11, 1881

Owing to unfavourable weather and other delays the widening of the guage on the TG&B has been postponed for two weeks.

November 11, 1881

Three iron bridges completed, each fifty feet long. In Township of Arthur, over Four Mile Creek, the Sable River at Williamsford, and the Soper river at Chatsworth.

November 25, 1881

The changing of the guage on the TG&B is postponed from the 20th to December 3rd, (1881).

December 2, 1881

The change of the guage is to take place on Saturday. Only one train will go over the road on that day, which will leave Owen Sound at 4:30 A.M., and will be due at Markdale at 6:15, Flesherton at 6:38, Dundalk at 7:13, arriving Toronto at 12:00 noon. There is no train going north that day.

December 2, 1881

The last engine for the TG&B of the compliment of eight to be supplied by the Grand Trunk arrived in Toronto from Montreal last Monday.

December 2, 1881

Two new baggage and mail cars for the TG&B arrived in Toronto from the London Car Works on Friday last.

The Markdale Standard

December 6, 1881

There is a good time being made on the TG&B since the change of guage which took place last week.

December 9, 1881

On Saturday night the first train on the Standard Guage passed up on its way to Owen Sound and not with-standing the lateness of the hour of 9:30 P.M.; the larger portion of Markdale was at the station to witness its arrival. The old wooden bridges are repaired with iron and stone structures and all the road relaid with new ties and heavy steel rail.

December 16, 1881

A train load of trucks for the TG&B arrived at Toronto on Saturday morning from the London Car Works.

December 16, 1881

Mr Hendrie, President of the TG&B has issued a card of thanks to the employees of the road for the successful efforts made by them in the work of changing the guage on the third instant.

December 16, 1881

Another change will take place in the TG&B timetable, when a coach will run from Owen Sound direct to Hamilton, and one from Hamilton to Owen Sound each day. A switch is nearly completed at Mono Road (Cardwell Junction) where the TG&B crosses the Hamilton and North Western Railway where cars will be exchanged as above.

FATAL RAILWAY ACCIDENT.

CORONER'S INQUEST.

On Saturday evening last about 4:45 o'clock an unfortunate and fatal accident occurred on the Credit Valley Railway near Melville Crossing. As the passenger train was on its way from Elora to Orangeville, the engineer, when near Melville, noticed something on the side of the track, which he took to be a man or coat. In passing the object he thought he saw a movement, and concluding it was a man, that it was a man who was lying by the track he immediately stopped the train. It was too late, however. On going to the rear of the train a horrible sight was presented. Lying on the east side of the track was the body of a man dreadfully crushed and mangled. Both legs were almost severed from the body, one of the feet was crushed beyond recognition, and the right hand was frightfully cut and bruised. The almost lifeless body was taken on board the train, and brought to Orangeville, where it was placed in the waiting room of the Credit Valley Station. Drs. Henry and Smith were called in, but decided after an examination of the man's injuries not to attempt surgical operation, as they were both of the opinion that he could not possibly live beyond a few hours. The man lingered until 11:15 on Saturday night, when death put an end to his sufferings. The name of the deceased was John Halliday, a carpenter, who resided at Church's Falls. He was addicted to liquor, and appears to have started for home on the 3:15 train on the C. V. R. on Saturday. When the Conductor called for his ticket he had neither a ticket nor money to pay his fare. He was consequently put off the train at Melville, and would seem to have gone to sleep by the side of the track, about fifteen yards from the place where he was removed from the train. The train from Elora came along a little over an hour later on, and it was by this train that Halliday was run over and killed.

It was felt by a good many citizens that Halliday met with his death through the criminal negligence of some one, and that an inquest should be held in order that the whole matter might be fully investigated. The facts were represented to the County Attorney, and he considered it a case in which he would be justified in requesting a coroner to open an inquest. It happened very fortunately that a few weeks ago Dr. Henry was appointed a coroner for the County. He was sworn in on Saturday evening, and a few minutes after the death of Halliday, impanelled a jury and opened an inquest. The following gentlemen composed the jury:—D. J. Mungovan, foreman, J. Paisley, T. Dean, E. Lawson, C. B. Dorland, C. Juell, A. J. Jackson, W. Johnston, J. Hogg, S. Patterson, A. Hugheson, H. McDermid, D. Bick, F. Nichol. As the hour was late the jury merely viewed the dead body and the inquest was adjourned till Tuesday evening. The examination of witnesses was continued until a late hour on Tuesday night, when the investigation was again adjourned till yesterday morning. The evidence as to the condition of the deceased when he went on board the train and when he was put off was very contradictory—some witnesses swearing positively that he was pretty sober, and others that he was so intoxicated as to be unable to take care of himself. The case was given to the jury at 3:30 o'clock yesterday afternoon, and at 7:30 they returned a verdict that John Halliday died through injuries received by being run over by a passenger train on the Credit Valley Railway, and that John Rundle, the Conductor, who removed Halliday from the train, was guilty of neglect of duty in not stopping the train at a proper place for the removal of passengers.

The deceased leaves a widow and two children in destitute circumstances.

June 6
1881
Orangeville Sun

Melville Crossing

T. G. & B. RAILWAY.—At a meeting of the shareholders of this road held in Toronto, on Tuesday, it was decided to accept the proposed agreement with the Grand Trunk. Some favored the proposition of the Northern, but their failure means better and more efficient service to the country traversed by the T. G. & B. Railway. The work of widening the gauge and improving the road, will now proceed rapidly, notwithstanding all the obstruction the Northern and its supporters may throw in its way.

GRAND TRUNKS' ASSOCIATION

June 20 1881
Orangeville Sun

Deal
with
Grand Trunk.

The Sun

BY REXX FOR ALL.

ORANGETHILL AUG 18, 1881

Work on the Toronto and Ottawa Railway has been commenced. The road is to be completed within three years. By this route the distance by rail between Toronto and Ottawa, will be shortened fifty miles.

According to the Globe, Hon. Mr. Blake's tour through the Eastern Provinces is quite successful. We do not think, however, that he has made any great impression on the "Blair Show." His tour, we venture to predict, will be barren of any great political result. The Liberals of the West can find no faithful ally in the Grits of the West.

The words "narrow gauge" will soon cease to be a term of reproach in the T. G. & O. Railway. The work of straightening sharp curves, erecting first class bridges, raising grades, &c., is being pushed with unprecedented energy and vigor. As a "narrow gauge" the T. G. & O. has accomplished wonders, but what will it not do, when it becomes, in all respects, one of the best railways in the Province? The Town of Orangethille should have granted it further aid and also secured the location of the workshops here. But some people are "penny wise and pound foolish."

August 18
1881

An engine ran off the rails at the turntable, in the C. V. R. yard on Saturday. It was picked up, and in a somewhat damaged condition, again placed on the rails. Nobody was hurt.

✓
CORNELLION WENSTEN has not yet returned from England, where he said he was going after a fortune. On his return home, if his purse is any way plumper, he may find us in a mood to see him—if he would do the "decent thing."

✓ We are pleased to observe that Charles E. Gilbert, son of Dr. Gilbert, of this town, has successfully passed as an attorney-at-law at the late examination at Osgood Hall. We have no doubt of a successful career awaiting him in the future.

✓
Bourgeois often get poorly rewarded for the risks they run and the efforts they make to rob others. Those who entered the residence of Mr. J. Keams, First St., one night last week, found only three or four cents in his pants pocket. Mean fellows—their booty was small.

✓
THE T. C. & B. Railway will soon be changed from a narrow to a broad gauge. The work is being pushed forward with commendable vigor and enterprise. By doing the regular standard gauge engines, with their long trains, will make their entry into town.

August 25, 1881

September 1
1881

Advertisements Wanted—Apply at office.
Auction Sales—Fitzpatrick & Donald.

The Sun.

FOR ADVERTISING

ORANGEVILLE SEPT. 1, 1881.

Arrangements are reported to have been made between the C. T. R. & C. V. R. whereby trains of the latter line can run into the Union Station, Toronto, after the 1st September. Through passenger cars will then be sent through from Montreal to St. Thomas.

Credit Valley running
rights into Toronto
Union Station

quarters.

On Thursday morning last, sparks from a shunting engine in the T. G. & B. R. yard, Toronto, set fire to a wood train, damaging two flat cars and destroying a load of wood belonging to Mr. P. Barnes.

FAST TIME.

The Canada Pacific directors' car with Charles Rose, of London, England, Duncan McIntyre, Hon. Peter Mitchell, and others, has just come through to Toronto from Winnipeg via Credit Valley railway on a special train. The time made on this popular line was very fast, the 87 miles between Woodstock and Toronto, including stops, being covered in one hour and 40 minutes. The distance between Drumbo and Galt, 17 miles, was made in 16 minutes; between Stratsville junction and Queen street junction, Toronto, 18 1/2 miles was made in 16 minutes. The train consisted of the Canada Pacific directors' car, one Credit Valley parlor car, and one first-class coach, and was drawn by Manchester engine No. 10 with Engineer Tout and Conductor Brady in charge. The Credit Valley and Canada Southern, with the St. Thomas connection, which is just completed, will be the popular line for passengers between all points south and west to Toronto, Montreal, and the Lower Provinces, and its present proprietors and managers are sparing no pains to equip the line with rolling stock of the most approved kind. The passenger trains are furnished with Westinghouse automatic air brakes, Bacon heaters, &c. Three new coaches fitted inside with mahogany throughout, finished by the celebrated makers, Gilbert & Bush, of Troy, N. Y., are now on the way to Toronto to replace those lately burnt at the Cobourg car works, and eight new engines built by the Kingston works are about ready for delivery. — *Toronto Mail of Monday.*

September 15
1881

T. B. & O. RAILWAY.

This annual general meeting of the shareholders of the Toronto, Grey & Bruce Railway, was held at the Company's office, Toronto, on Wednesday last, the President Mr. W. H. Beatty, presiding. Mr. W. Sutherland Taylor was appointed secretary. He read the annual report which gave statistics of the traffic of the line for the past year, and stated that though the track was in poor condition no serious accidents had occurred. The five per cent. bonds had been issued pursuant to a resolution of the board, and the gauge was being changed. A report by Mr. Ed. Wraggs, chief engineer and general manager of the line, was read. It gave information as to the progress of the work of changing the gauge. These reports were adopted, as also were those by the auditors. On motion of Mr. Vickers, the thanks of the meeting were rendered to the officers of the board of directors. Messrs Donald McKay then moved, and Mr. Thos. Gibson, M. P. seconded, that as President Beatty had devoted much of his time to the duties of his office, the new directors when elected, be empowered to vote him such sum as they may deem proper. Carried unanimously. On motion of Mr. K. B. Oiler seconded by Mr. Wm. Hendrie, Messrs Jas. Sydney Crocker and Marshall Young were appointed auditors. Mr. Hendrie then moved that Messrs Wm. Ramsay, R. W. Elliott, Valance E. Fidler, R. Wiggan, Jas. Preater, Wm. Hope, Wm. Thompson, E. F. Oiler and the members the directors for the ensuing year, which was carried unanimously, when an adjournment took place. Among those present in addition to the above, were Messrs W. S. Lee, J. K. Fiske, C. J. Campbell, G. Hooper, H. Thorkum and Hon. Frank Smith. At a subsequent meeting of the directors Mr. Wm. Hendrie was elected president, and Mr. Wm. Ramsay vice president. Messrs Oiler, Elliot, and Thomson were appointed a finance com-

September 15

1881

Orangeville.

Extensive improvements are contemplated at the T. G. & B. station here. The passenger station has been removed to the east near the freight house, and it is intended to erect large refreshment rooms there. The street in front of the old station house will be closed up, and the ground used by the Company for other purposes. It is expected that the gauge along the line will be widened about the 12th of next month. Bright and prosperous days are evidently in store for the T. G. & B.R.

October 20 1881
Orangeville

T. G. & B. station
moved to the east
near the freight house

DECEMBER 5, 1881--TEN P.

THE MODERN HIGHWAY.

Change of Gauge on the Toronto, Grey,
and Bruce.

THE MANITOBA SOUTH-WESTERN.

What an Official Says About its Pros-
pects.

ALLEGED CREDIT VALLEY SALE.

Railway Charters in Manitoba--The Brant-
ford Project--Newry News from
Many Sources.

T., G., AND B. CHANGE OF GAUGE.

The progress of Canadian railways during the last decade has been remarkable. A number of new roads have been constructed and about a score projected. A few years ago all the roads were in a very bad condition and many of them were broad and narrow gauge. As the country progressed the demand for better railway accommodation increased, and the result was that the companies had to change the gauges and make better arrangements. Last Saturday, after a number of delays, the change of gauge on the Toronto, Grey, and Bruce road was effected. In less than a week the Toronto and Nipissing Railroad, the only narrow gauge line in Canada, will be changed to the standard.

SKETCH OF THE ROAD.

Projected by Mr. George Laidlaw, the first portion of the Toronto, Grey, and Bruce road, extending from Toronto to Holland, was opened in 1871. Another section to Orangeville was opened the following spring. The Owen Sound branch was opened in 1871 and the last section running to Tecumseh the following year. Mr. Gordon was the first President of the road, then followed Mr. W. H. Beatty, and now the line is under the able management of Mr. Hendrie. For many years it has been apparent to the directors and shareholders that the want of proper equipment was a serious impediment to the development of business on the line. The Manager was difficult about making a bid for business when other lines with better carrying facilities were competing, and thus the receipts of the road during the past few years have dwindled down to a minimum. The recent infusion of new capital into the veins of the old company, through the indirect influence of the Syndicate, has had the desired effect, for today the road is as well equipped as any Canadian line.

THE CHANGE OF GAUGE.

The improvements which commenced last May imply almost an entire reconstruction of the road, for new ties were laid over the line, and the grading, which was very bad, has been improved. Besides the shortening of the road by the removal of a number of curves. All wooden bridges over twenty feet of a span have been replaced by iron and masonry ones, and the abutments of wooden superstructures have been built of stone. The old iron rails have been replaced by steel ones, weighing 60 lbs. to the lineal yard, between Toronto and Owen Sound, and 55 lbs. to the lineal yard between Orangeville and Tecumseh. The construction of the iron bridge over the Humber delayed the change of gauge nearly three weeks.

RENOVATING THE STATIONS.

All the stations along the line have been overhauled, thoroughly renovated, and repainted. In some instances where the stations were too small, wings were erected. New freight sheds have also been built, and old ones repaired.

THE ROLLING STOCK.

During the summer the following quantities of rolling stock have been received from the Grand Trunk works at Montreal: Eight Baldwin locomotives, four passenger coaches, two postoffice cars, three conductor's vans, five cattle cars, and sixty-five box cars. With these additions the Company will have 150 box cars and 150 flat cars, all in good condition. Eleven of the old engines will be converted into standard gauge, and three

more power and passenger locomotives, the only narrow gauge line in Canada, will be changed to the standard.

SKETCH OF THE ROAD.

Projected by Mr. George Laidlaw, the first portion of the Toronto, Grey, and Bruce road, extending from Toronto to Holland, was opened in 1871. Another section to Orangeville was opened the following spring. The Owen Sound branch was opened in 1871 and the last section running to Tecumseh the following year. Mr. Gordon was the first President of the road, then followed Mr. W. H. Beatty, and now the line is under the able management of Mr. Hendrie. For many years it has been apparent to the directors and shareholders that the want of proper equipment was a serious impediment to the development of business on the line. The Manager was difficult about making a bid for business when other lines with better carrying facilities were competing, and thus the receipts of the road during the past few years have dwindled down to a minimum. The recent infusion of new capital into the veins of the old company, through the indirect influence of the Syndicate, has had the desired effect, for today the road is as well equipped as any Canadian line.

THE CHANGE OF GAUGE.

The improvements which commenced last May imply almost an entire reconstruction of the road, for new ties were laid over the line, and the grading, which was very bad, has been improved. Besides the shortening of the road by the removal of a number of curves. All wooden bridges over twenty feet of a span have been replaced by iron and masonry ones, and the abutments of wooden superstructures have been built of stone. The old iron rails have been replaced by steel ones, weighing 60 lbs. to the lineal yard, between Toronto and Owen Sound, and 55 lbs. to the lineal yard between Orangeville and Tecumseh. The construction of the iron bridge over the Humber delayed the change of gauge nearly three weeks.

RENOVATING THE STATIONS.

All the stations along the line have been overhauled, thoroughly renovated, and repainted. In some instances where the stations were too small, wings were erected. New freight sheds have also been built, and old ones repaired.

THE ROLLING STOCK.

During the summer the following quantities of rolling stock have been received from the Grand Trunk works at Montreal: Eight Baldwin locomotives, four passenger coaches, two postoffice cars, three conductor's vans, five cattle cars, and sixty-five box cars. With these additions the Company will have 150 box cars and 150 flat cars, all in good condition. Eleven of the old engines will be converted into standard gauge, and three

THE OWEN SOUND ELEVATOR.

The construction of a new elevator at Owen Sound has been postponed on account of the unwillingness of the people to risk a bonus, but the Company expects to make extensive wharfage improvements there next summer, and thus a share of the Canada Pacific business may be counted on.

THE CHANGE.

The last train run over the road on Saturday morning was drawn by engine No. 12, in charge of driver David Weeks and conductor Wm. Lewis. Both men have been employed on the road since the day it opened. Last Friday orders were issued to bring all the cars to Toronto in order that the trucks could be changed. At noon on Saturday 230 cars had been brought to the city. The last train that went over the road had a board attached to the rear car, on which was printed "Last train." When the workmen saw this they immediately began to alter the switches. At six o'clock on Saturday morning three trains were dispatched to Orangeville over the Credit Valley. On reaching the junction there, one was dispatched north, another west, and the third was dispatched for Toronto. At 12 o'clock on Saturday night was received at the head office here that the gauge had been changed north of Orangeville. Mr. John Gordon had charge of the work between Toronto and Tecumseh, and Mr. H. Bagwell between Orangeville and Owen Sound. Mr. Preston, locomotive superintendent, has charge of changing the gauge of the rolling stock. On Saturday 300 men were employed on the work.

Toronto Globe

December 5, 1881

Change of Gauge.

THE MODERN HIGHWAY.

Change of Gauge on the Toronto, Grey, and Bruce.

THE MANITOBA SOUTH-WESTERN.

What an Official Says About its Prospects.

ALLEGED CREDIT VALLEY SALE.

Railway Charters in Manitoba—The Brandon Project—Newry Notes from Missy Souron.

T., G., AND R. CHANGE OF GAUGE.

The progress of Canadian railways during the last decade has been remarkable. A number of new roads have been constructed and about a score projected. A few years ago all the roads were in a very bad condition and many of them were broad and narrow gauge. As the country progressed the demand for better railway accommodation increased, and the result was that the companies had to change the gauges and make better arrangements. Last Saturday, after a number of delays, the change of gauge on the Toronto, Grey, and Bruce road was effected. In less than a week the Toronto and Nipissing Railroad, the only narrow gauge line in Canada, will be changed to the standard.

SKETCH OF THE ROAD.

Projected by Mr. George Laidlaw, the first portion of the Toronto, Grey, and Bruce road, extending from Toronto to Bolton, was opened in 1871. Another section to Orangeville was opened the following spring. The Owen Sound branch was opened in 1873 and the last section running to Tecumseh the following year. Mr. Gordon was the first President of the road, then followed Mr. W. H. Beatty, and now the line is under the able management of Mr. Hendrie. For many years it has been apparent to the directors and shareholders that the want of proper equipment was a serious impediment to the development of business on the line. The Manager was dissident about making a bid for business when other lines with better carrying facilities were competing, and thus the receipts of the road during the past few years have dwindled down to a minimum.

few years have dwindled down to a minimum. The recent infusion of new capital into the veins of the old company, through the indirect influence of the Syndicate, has had the desired effect, for to-day the road is as well equipped as any Canadian line.

THE CHANGE OF GAUGE.

The improvements which commenced last May imply almost an entire reconstruction of the road, for new ties were laid over the line, and the grading, which was very bad, has been improved. Besides the straightening of the road by the removal of a number of curves. All wooden bridges over twenty feet of a span have been replaced by iron and masonry ones, and the abutments of wooden superstructures have been built of stone. The old iron rails have been replaced by steel ones, weighing 60 lbs. to the lineal yard, between Toronto and Owen Sound, and 56 lbs. to the lineal yard between Orangeville and Tecumseh. The construction of the iron bridge over the Humber delayed the change of gauge nearly three weeks.

RENOVATING THE STATIONS.

All the stations along the line have been overhauled, thoroughly renovated, and repainted. In some instances where the stations were too small, wings were erected. New freight sheds have also been built, and old ones repaired.

THE ROLLING STOCK.

During the summer the following quantities of rolling stock have been received from the Grand Trunk works at Montreal:—Eight Baldwin locomotives, four passenger coaches, two postoffice cars, three conductor's vans, five cattle cars, and sixty-five box cars. With these additions the Company will have 150 box cars and 150 flat cars, all in good condition. Eleven of the old engines will be converted into standard gauge, and those added to the thirteen the Company now has will be sufficient for present use. Some of the engines will be changed at Montreal, and the remainder at the Parkdale works, but they will all be ready in two months.

THE OWEN SOUND ELEVATOR.

The construction of a new elevator at Owen Sound has been postponed on account of the unwillingness of the people to vote a bonus, but the Company expects to make extensive wharfage improvements there next summer, and thus a share of the Canada Pacific business may be counted on.

THE CHANGE.

The last train run over the road on Saturday morning was drawn by engine No. 12, in charge of driver David Weeks and conductor Wm. Lewis. Both men have been employed on the road since the day it opened. Last Friday orders were issued to bring all the cars to Toronto in order that the trucks could be changed. At noon on Saturday 210 cars had been brought to the city. The last train that went over the road had a board attached to the rear car, on which was printed "Last train." When the workmen saw this they immediately began to alter the switches. At six o'clock on Saturday morning three trains were dispatched to Orangeville over the Credit Valley. On reaching the junction there, one was dispatched north, another west, and the third was dispatched for Toronto. At 11 o'clock on Saturday notice was received at the head office here that the gauge had been changed north of Orangeville.

Globe

December 5, 1881

ALL THE ROLLING STOCK THE LINE HAS BEEN overhauled, thoroughly renovated, and repainted. In some instances where the stations were too small, wings were erected. New freight sheds have also been built, and old ones repaired.

THE ROLLING STOCK.

During the summer the following quantities of rolling stock have been received from the Grand Trunk works at Montreal:—Eight Baldwin locomotives, four passenger coaches, two postoffice cars, three conductor's vans, five cattle cars, and sixty-five box cars. With these additions the Company will have 150 box cars and 150 flat cars, all in good condition. Eleven of the old engines will be converted into standard gauge, and these added to the thirteen the Company now has, will be sufficient for present use. Some of the engines will be changed at Montreal, and the remainder at the Parkdale works, but they will all be ready in two months.

THE OWEN SOUND ELEVATOR.

The construction of a new elevator at Owen Sound has been postponed on account of the unwillingness of the people to vote a bonus, but the Company expects to make extensive wharfage improvements there next summer, and thus a share of the Canada Pacific business may be counted on.

THE CHANGE.

The last train run over the road on Saturday morning was drawn by engine No. 12, in charge of driver David Weeks and conductor Wm. Lewis. Both men have been employed on the road since the day it opened. Last Friday orders were issued to bring all the cars to Toronto in order that the trucks could be changed. At noon on Saturday 200 cars had been brought to the city. The last train that went over the road had a board attached to the rear car, on which was printed "Last train." When the workmen saw this they immediately began to alter the switches. At six o'clock on Saturday morning three trains were dispatched to Orangeville over the Credit Valley. On reaching the junction there, one was despatched north, another west, and the third was despatched for Toronto. At 12 o'clock on Saturday notice was received at the head office here that the gauge had been changed north of Orangeville. Mr. John Gordon had charge of the work between Toronto and Tecumseh, and Mr. H. Ragnall between Orangeville and Owen Sound. Mr. Preston, locomotive superintendent, has charge of changing the gauge of the rolling stock. On Saturday 800 men were employed on the work.

Toronto Globe

December 5, 1881