

ST MARYS
AND WESTERN
ONTARIO

C H RIFF

St. Mary's and Western Ontario Ry.
Tenders were received to Feb. 23, for the construction of the section of this projected railway between St. Mary's and Embro, Ont. The work to be done includes clearing the right of way, fencing, grading, bridging, ballasting, tracklaying, and the erection of telegraph lines complete and ready for operation. The rails, fastenings, ties and telegraph supplies will be provided by the company and delivered at specified points.

MARCH 1907

St. Marys and Western Ry. In connection with the construction of this line between Embro and St. Marys, local reports state that it is proposed to start a branch from near Harrington and run it to Stratford, effecting a junction there with the projected extension of the Linwood-Listowel branch of the Guelph and Goderich Ry.

November 1907
p 827

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Track has been laid on the first three miles of this line, and grading is in progress upon the remaining 12 miles, no ballasting or surfacing has been done. J. E. Webb, Toronto, is the contractor. Location surveys are in progress for an extension of the line from St. Mary's to Sarnia, Ont., about 74 miles. J. G. Macklin, St. Mary's, Ont., being Chief Engineer. In connection with this work it was recently reported that the surveys had been completed as far as Exeter

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MARCH 1908 P 199

St. Mary's and Western Ontario Ry.—A deputation from Arkona waited on the directors and engineers at St. Mary's, Feb. 25, with a view of securing the location of the line through that place. On Mar. 3, one of the company's engineering staff visited the Parkhill and Arkona district with a view of seeing if a practicable route could be obtained, and what advantages it would offer over that already surveyed. The surveys at present in progress between Exeter and Sarnia follow a route from Exeter to the Ausable River, about a mile north of the G.T.R. crossing of the river. From that point the line runs directly into Thedford and thence to Forest, along the north side of the G.T.R., the fence only separating the two lines. Reaching Forest the line leaves the G.T.R., and goes along the northern outskirts of the town near the flax mill, and thence to Blackwell. It is proposed to locate the station in Forest near the carpet factory.

April 1908

P 265

St. Mary's and Western Ontario Ry.—C.
E. Hyde, Assistant Chief Engineer, reports that the surveys for the extension of the line from St. Mary's to Sarnia, Ont., have been completed so far as the field work is concerned. The surveys have been in progress since Dec. 10, 1907, and in the 90 working days the men were out the party actually surveyed 264 miles, or about three miles a day. Three lines were run to Sarnia, the first by way of Kirkton, Elmville, Exeter, Crediton, Thedford and Forest to Sarnia; the second line passing through practically the same municipalities only a little to the south of the first one, and the third line was what is known as the south line, passing through or near Granton, Lucan, Ailsa Craig, Parkhill and Arkona to Sarnia. The south line was about three miles shorter than the north one, and the crossing of the Au Sable River was a better one. The office force is now engaged in working out detailed estimates of the cost of the three lines for submission to the directors.

The taxpayers of St. Mary's have passed a by-law authorizing the town council to hand over \$40,000 of debentures to the company as a bonus towards the construction of the railway. Application has been made to the Sarnia municipal corporation for aid in a similar way towards the construction.

MAY 1908

P 337

St. Mary's and Western Ontario Ry. The law ratifying and confirming the agreement with the company has been finally passed by the St. Mary's town council. Cheques for the full balance of the loan of \$2,000 authorized were ordered to be drawn at the meeting of the council held May 3. A deputation waited on the Minister of Railways at Ottawa, May 6, to ask for the granting of a subsidy in aid of the construction of this line at present under construction from St. Mary's to near Embro, Ont.

June 1908

P 399

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St. Mary's, Ont., has been completed, and
the first construction train was run into
St. Mary's May 29. Ballasting is being
pushed and it was announced that a regular
train service would be put in operation July
1. Station buildings are being erected at
the Farmers' Cheese Factory, Lakeside,
and Bennington, and a temporary shelter
is being erected at St. Mary's. A permanent
building will not be put up at this point until
the extension towards Sarnia is gone on
with.

July 1908

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St. Mary's and Western Ontario Ry.—The section of this line from Embro to St. Mary's, Ont., 18 miles, was opened for traffic July 1. At Embro connection is made with the extension of the Tillsonburg, Lake Erie and Pacific Ry. (leased by the C.P.R.), from Ingersoll, giving a connection not only with the company's main line, but with the line to Port Burwell, over which the company's coal traffic is carried, the connection with Ashtabula, Ohio, being made by the car ferry Ashtabula.

August 1908

p549

St. Mary's and Western Ontario Ry.—

The work of the final completion of the line from Embro to St. Mary's, Ont., is about completed, and the roadbed is reported to be in good shape. The negotiations with the St. Mary's Town Council with respect to the erection of a station building in the town are still in progress, but it is believed that a decision will soon be reached.

The Dominion Parliament last session voted a subsidy at the usual rate towards the construction of a line of railway from Woodstock to Exeter, Ont., not exceeding 15 miles in length.

September 1908

p623

St. Mary's and Western, Ontario Ry.—The plans showing the proposed location of a spur line from the main line at the road allowance between concessions 17 and 18, Blanchard tp., to another point in that township, both points being within the town of St. Mary's, Ont., have been deposited in the Registry Office at St. Mary's. Application will be made, Oct. 3, to the Board of Railway Commissioners for permission to construct the line.

The Ontario Railway and Municipal Board issued an order, Sept. 9, validating the by-law passed by the St. Mary's Town Council to raise \$40,000 by debentures to be paid to the St. M. and W.O.R. by way of loan.

October 1908

p707

St. Mary's and Western Ontario Ry.—This line, completed during 1908, extends from St. Mary's to Embro, Ont., 15.9 miles. It connects at junction at Embro village with the main line of the T.L.E. and P. Ry. from which it branches, and trains are being operated on both the two lines; a total distance of 25.9 miles.

A bill will be made to the Dominion Parliament for an act to amend the act of incorporation by giving the company power to construct the following lines: From Woodstock to Brantford; from near St. Mary's to near Stratford; from the company's main line between St. Mary's and Exeter in both easterly and westerly direction through Huron counties to the Guelph and Godfrey Rys. between Milverton and Godfrey; from the company's main line near Exeter to Grand Bend harbor, Lake Huron; and other and other powers.

A wharfstead is being erected at St. Mary's, Ont. A supplemental agreement and contract granting subsidies to certain lines was entered into Dec. 10, 1908, with the Dominion Government, with respect to the construction of a railway from Woodstock to Exeter, Ont., 45 miles.

Thornburg, Lake Erie and Pacific Ry.—The extension of this line, which was completed during 1908, leaves the main line, London section, at Code Junction, and ex-

February
1909
p 109

RAILWAY AND MARINE WORLD

tends to Embro village, Ont., 5.60 miles, where a junction is effected with the St. Mary's and Western Ontario Ry.

St. Mary's and Western Ontario Ry.—Application is being made to the townships of Blanshard, Usborne and Exeter, to pass by-laws granting loans of \$10,000 each to the company in connection with its proposal to construct a line from St. Mary's to Exeter, Ont. Speaking at Exeter recently, J. W. Graham, Secretary of the company, said the proposed extension was estimated to cost \$25,000 a mile, and municipal aid to the extent of \$80,000 a mile had been obtained towards the construction of the 15 miles easterly from St. Mary's. The line would be commenced, he said, within six months after the municipalities had passed the by-laws, and it was expected that it would be in operation by 1911. Three surveys have been made for the proposed extension, but no decision has been announced as to which route will be adopted.

April 1909
p 255

St. Marys and Western Ontario Ry.—

This company was incorporated in 1905 by the Dominion Parliament, with authority to construct a line of about 100 miles from the C.P.R. between Woodstock and London to St. Marys, thence to Exeter and Sarnia, Ont. The company has constructed a line from St. Marys to Embro, Ont., effecting a junction there with an extension of the Tillsonburg, Lake Erie and Pacific Ry. from Ingersoll, Ont. Both the lines are operated by the C.P.R.

The official figures of the voting on the by-law in Blanshard tp., granting the company a bonus for the extension of its line from St. Marys to Exeter, May 21, shows that instead of being defeated, as was at first reported, it was carried by a majority of 76 votes.

Walkerton and Lucknow Ry.—A company with this title was incorporated by the Dominion Parliament in 1904, with power to construct a line from Walkerton to Lucknow, via Teeswater, and from Walkerton to Hanover, Ont. The company has constructed the line from Saugeen on the C.P.R. Owen Sound line to Walkerton, 37.7 miles.

July 1909
p 589

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September
1909

St. Marys and Western Ontario Ry.—
The by-law granting a bonus of \$20,000 to the St. M. and W.O.R. for the purpose of constructing a line through the township to Exeter, Ont., was carried by the taxpayers of Blanchard tp., Nov. 18. It is reported that a protest will be entered against the vote, as was done on previous occasions when the by-law was submitted

January 1910

St. Mary's and Western Ontario Ry.—
A subsidy has been voted by the Dominion Parliament to aid in building a line from Embro to Exeter, Ont., not exceeding 36 miles.

The application of W. Dale to have the by-law passed in Nov. last, granting \$20,000 in aid of the construction of the line in Blanchard tp. quashed, has been refused.

June 1910

P 479

St. Mary's and Western Ontario Ry.—

An appeal to the Divisional Court at Toronto against the recent decision of Chief Justice Mulock, to quash the Blanchard tp. by-law granting a subsidy of \$20,000 to the company, was made, and judgment delivered June 10, under which an order has been made quashing the by-law, with costs against the municipality. This is the third time the bylaw has been quashed, on some ground or other

August 1910

St. Mary's and Western Ontario Ry.—
Toronto papers of Oct. 12 stated that the C.P.R. has taken over the St. M. and W.O. Ry. charter, thereby gaining the right of entrance to Stratford and surrounding country, and the right to build a line to Grand Bend, Ont. The line from Stratford to Grand Bend was originally intended to be an electric one, but it is now said that it will be built as a steam road, and that a line will be built from Stratford to Linwood, a station on the Guelph and Goderich Ry. There is a good deal of truth, a good deal of error, and some omissions in these reports.

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November 1910
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June, 1908

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August
1908

P 549

thanks to Mr. Montclair and three cheers for the King closed the meeting at which a goodly number appeared.

THE NEW SURVEY.

The following is from the Exeter Times:—The party of C. P. R. Surveyors reached town on Saturday night last on their second trial line between St. Marys and Sarnia. Our representative saw Mr. Hyde, Engineer in charge of the surveys from St. Marys to Sarnia, on Friday evening, when he endeavored to elicit a bit of information regarding the new line. We found Mr. Hyde quite congenial and as quite non-committal. However, Mr. Hyde did say that this line was in improvement on the first one, but not satisfactory as a whole. While a great deal of work on this line would be light, there were a few pieces of the work so heavy that it would raise the average and make the work costly as a whole. This line East of Kirkton runs North of the first trial, while this side of Kirkton it is on the South, even running South of Edinville. Another line will be tried. It is rumored that there is a very heavy piece of work just South of Kirkton, and that this may be the means of throwing the line nearer Kirkton or further South toward Woodham. On this point Mr. Hyde would say nothing.

The Court of Allegheny County, Pittsburg, Pa., recently granted an absolute divorce to Mrs. Florence Burgess French, daughter of Mr. and Mrs. John S. Burgess, near this town, from her husband Edwin L. French. This excellent lady was in the opinion of the court fully justified in her application and was sustained by her church, her pastor, Rev. Dr. Chas. W. Blodgett, taking the witness stand in her defense. The charges were a continuous ill-treatment, drunkenness, immorality and failure to provide. Mrs. French has the custody of the child. We understand the judge gave an unqualified decree of separation which fully justified Mrs. Florence Burgess French.

February 2
1908

GOOD PROGRESS

**Is Being Made by Local Railway---C. P. R.
Is Doing Its Part.**

"Tell the people we are beginning to feel on Easy Street," said a director of the St. Marys and Western Ontario Railway to The Journal the other day. "When the C. P. R. told us to go ahead and build this road they said they would back us up and thank goodness they have done so." He added that he thought everything would be smooth sailing from now on. Better progress was being made at present than the directors had anticipated and there was every reason to believe that the road would be in running shape before the allotted time, July 1st, of next year.

The open weather of the past month has been very favorable and full advantage of it was taken in pushing on the work. The subway under the Grand Trunk just outside the town limits has been a difficult piece of work, but is near completion. The cement contractors are at present engaged in doing their share. On Sunday afternoon hundreds of citizens walked out to view the scene of operations.

Word comes from the other end of the road that the best progress is being made. A big camp has been located at Bennington and the gang of men doing the work unfinished from Baker's school house to the south of Bennington on McLeod's farm. When this stretch of road-bed is completed Contractor Webb will have the whole road nearly ready for the ties and rails. The cement bridges, crossings, culverts etc. will be the only drawback but these are nearing completion.

On the C.P.R. portion of the line work has been underway for over a month and the authorities say their section will be complete as soon as the St. Marys & Western Ontario railway is ready to use it.

November 21

1907

St Mary's
Journal

ST. MARYS TO SARNIA

By C. P. R. Connection Will Soon
be an Accomplished Fact.

St. Marys and Western Ontario Ry. Co. has
Been Asked to go Ahead and Survey the
Route -- C. P. R. Will Back the Local
Company.

The Journal learns to-day from
President James Chalmers, of the
St. Marys and Western Ontario
Railway that his company has been
asked by the C. F. R. to go ahead
and survey a railway line through
to Sarnia this winter, in continu-
ation with the local line which is
at present under construction. The
engineering staff of the local rail-
way will have charge of the sur-
vey and the work will be in charge
of the company, backed by the C.
P. R.

The proposed line will be about
seventy miles long and will pass
through Exeter, serving a fine sec-
tion of the country which at pre-
sent has no railway facilities what-
ever. Beyond Exeter the road will
follow to some extent the line of
the Grand Trunk.

Mr. Hyde and his assistants will
have charge of the survey and will
get to work in the course of a
couple of weeks when the work on
the local road eases up a little.

GOES TO LONDON

November 28 1907

November 28

1907

ST. MARYS JOI

C.P. R. PORTION PROGRESSING

Line Which Will Connect With St. Marys
and West. Ont. Ry. Being Pushed
Rapidly.

Hardly a month has elapsed since work was begun on the C.P.R. portion of the railroad from the main line to the village and a walk over the line from the north end, says the Embro Courier, to the south shows that the contractor has not been idle. Under the able management of Mr. J. Giroux, who has the work in charge, every man is doing his duty. There are now at work nine gangs being placed along the line as follows: North Embro, the Park, Wm. Northey's, A. B. McKay's, Col. Ross', A. Chapin's, T. Ward's, Co. Murray's and Mundy's. The south end up to Fred Cook's shows work well advanced and from there to Col. Ross' flats a good showing is being made. On the flats the work is heavy and a large gang of teams and men are busy throwing up the long high fill. Through A. B. McKay's and Wm. Northey's a sub-contract was let and the amount of work done reflects great credit on the men in charge, also in the Park and North Embro Mr. Montomegila is making good progress with his sub-contract.

Work is being started on the big culvert in Ward's. Mr. A. Bain has the cement work and this will be pushed through rapidly.

The fencing of the line is making rapid progress.

Mr. Giroux is a thorough master of railroad building and with favorable weather he will in a shorter time than was expected have the road completed.

November 28
1907

THE NEW RAILWAY

The Train Arrangements Between Woodstock and St. Marys.

No "Y" having been constructed at the Embro junction end of the St. Marys and Western Ontario Railway, regular trains will proceed directly to Woodstock. Trains will leave Woodstock for St. Marys at 11 o'clock in the morning and at 7.15 in the evening, reaching Marys at 12.20 and 8.35. This schedule was worked out on Dominion Day for the first time and appears to be satisfactory in every detail.

Mr. James Graham, legal adviser and secretary of the company, from St. Marys made both trips during the holiday and was chief entertainer of all visiting parties, who indeed were not a few, owing to the novelty of the first trip and the liberality of the directors who were profuse in their issue of the "complimentary." The first train arrived in Woodstock shortly after nine o'clock, coming directly from Embro Junction without necessitating any change by the passengers, many of whom were visitors in the county town for the first time.

July 3
1908
Woodstock
Sentinel

piete line of the St. Marys and Western Ontario Railway was open for traffic by eight o'clock of Tuesday evening. Strenuous efforts were put forth in order to fulfil the demands of the contract, which requested through running facilities and the passage of the first passenger train over the entirety of the line by July 1st, 1908. The steel structure was moved to the south of the abutments, the temporary wooden bridge which had been removed a few minutes previous to the accident was replaced and strengthened sufficiently to guarantee a safe passage. Word was received at Embro early in the evening that a passenger train would be equipped and sent from London by 8.30 o'clock.

Owing to the road being blocked by freight, and construction cars the plan was not carried out as early as was intended. The track between Embro Junction and Embro was cleared by ten o'clock, and the construction engine with tender and caboose was then used to test the three bridges which span the various gaps in the line as it enters the village. The report of the test was satisfactory to the experts in charge, and the passenger train was allowed to proceed from the Junction. The large crowd of enthusiastic citizens that gathered to welcome this red letter event in the history of Embro village, thinned out considerably before the train arrived, but about one hundred of the more persistent had the pleasure of hailing the initial locomotive and two coaches at 12.05 Wednesday morning. An Embro contingent of influential citizens including Messrs. D. R. Ross, E. J. Cody, J. W. Gordon, Geo. Creighton, Percy Kemp and Alex. Campbell, accompanied the train to St. Marys. No accidents occurred throughout the trip, the train arriving at its northern terminus at 4.30 Wednesday morning.

Although the hour was somewhat early, a number of the directors were present to welcome the arrival. All concerned then breakfasted at the Royal Edward.

The first regular train on the St. Marys and Western Railway left the St. Marys depot on Wednesday (Dominion Day) morning at 7.30 o'clock to connect with points on the C. P. R. proceeding by way of Embro Junction to Woodstock, which will be the southern terminus for the present time at least. Regular trains will leave St. Marys at 7.40 a.m. and 4.30 p.m. daily, and will be due in St. Marys at 12.20 and 8.45 daily, according to present schedule.

The management of this road passed into the hands of the C.P.R. on July 1st, and all arrangements henceforth will be conducted according to their system.

The road is still in a semi-unfinished condition; a great number of the ties are yet unballasted; two of the steel bridge structures are yet to be placed in position, and some parts of the track were rushed in to fulfil the immediate demands of the con-

Embro; temporary structures are already in use.

Thousands of the residents from East Nissouri and West Zorra greeted the first official train Wednesday morning. Many availed themselves of the opportunity to visit the whole line, and Woodstock and Embro stations were mecess of interest throughout the day.

THE FIRST PICNIC.

An inaugural picnic was held in Lakeside during the afternoon of the holiday, and many visitors were present from St. Marys and Embro. The lake was a scene of gaiety during the afternoon, when the new boats purchased by the management were sailed for the first time. These included a gasoline launch and a large sail boat.

A large pavilion has been erected in the park and the lads and lassies of Zorra had ample opportunity to indulge their desire for the "light fantastic."

Social intercourse was the order of the day—the railroad was the topic. There seemed to be a general complacent feeling of self-satisfaction existent throughout, as it were—an idea of possession,—each being satisfied with the progress of the past and present and highly optimistic of the great things promised for the near future.

DIRECTORS MEET.

The directors of the St. Marys and Western Railway Company met in the council chamber of the Town hall, Embro, at eleven o'clock Wednesday morning. The business of the meeting was wholly of a congratulatory and routine import, relative to the handing over of the road to the management of the C. P. R.

Mr. B. R. Ross, reeve of Embro, and one of the directors of the road, extended the welcome of the village of Embro to the directors, and congratulated them and the people of the vicinity on having C.P.R. connections established. He urged them to be loyal to the road that had the business foresight to connect Embro and the fertile territory lying adjacent to it with the greatest railway in the world.

Mr. James Chalmers, president of the company, responded, and as a citizen of St. Marys, thanked the reeve, Mr. Ross, for his kind welcome, and prophesied a bright future for the road. The president then reviewed the difficulties which the local board of directors had experienced in pushing the road to its completion and hoped that intimate relations would now be established between St. Marys, Lakeside, Embro, Woodstock and Ingersoll.

After the president closed his address, the other directors present made short congratulatory speeches.

The following message was sent by D. R. Ross of Embro to Sir Thos. Shaanessey, President C.P.R., Montreal:

"Kindly accept the thanks of the citizens of Embro for promptly opening the road. We assure you of our loyal support."

"D. R. Ross, Reeve of Embro."

A similar message was sent by Mr. John Willard, Mayor of St. Marys.

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July 2
1908

Woodstock
Sentinel

SUCCESSFUL FORMAL OPENING OF THE ST. MARYS & WESTERN O. R. R.

First Trains Pass Safely Over the New Line — The First Excursion and Picnic — Lakeside as a Summer Resort — Meeting of the Directors.

In spite of the accident which occurred in Embro in connection with the placing of the steel bridge over Huron street crossing, which is somewhat north of the village, the complete line of the St. Marys and Western Ontario Railway was open for traffic by eight o'clock of Tuesday evening. Strenuous efforts were put forth in order to fulfil the demands of the contract, which requested through running facilities and the passage of the first passenger train over the entirety of the line by July 1st, 1908. The steel structure was moved to the south of the abutments, the temporary wooden bridge which had been removed a few minutes previous to the accident was replaced and strengthened sufficiently to guarantee a safe passage. Word was received at Embro early in the evening that a passenger train would be equipped and sent from London by 8.30 o'clock.

Owing to the road being blocked by freight, and construction cars the plan was not carried out as early as was intended. The track between Embro Junction and Embro was cleared by ten o'clock, and the construction engine with tender and caboose was then used to test the three bridges which span the various gaps in the line as it enters the village. The report of the test was satisfactory to the experts in charge, and the passenger train was allowed to proceed from the Junction. The large crowd of enthusiastic citizens that gathered to welcome this red letter event in the history of Embro village, thinned out considerably before the train arrived, but about one hundred of the more persistent had the pleasure of hailing the initial locomotive and two coaches at 12.05 Wednesday morning. An Embro contingent of influential citizens including Messrs. D. R. Ross, E. J. Cody, J. W. Gordon, Geo. Creighton, Percy Kemp and Alex. Campbell, accompanied the train to St. Marys. No accidents occurred throughout the trip, the train arriving at its northern terminus at 4.30 Wednesday morning.

Although the hour was somewhat early, a number of the directors were present to welcome the arrival. All concerned then breakfasted at the Royal Edward.

The first regular train on the St.

tract. Large construction gangs are working daily, and the prospect is that the entire track will be in first class condition by the middle of July. Stations are being erected at Unifondale, Lakeside, Bennington and Embro; temporary structures are already in use.

Thousands of the residents from East Nissouri and West Zorra greeted the first official train Wednesday morning. Many availed themselves of the opportunity to visit the whole line, and Woodstock and Embro stations were meccas of interest throughout the day.

THE FIRST PICNIC.

An inaugural picnic was held in Lakeside during the afternoon of the holiday, and many visitors were present from St. Marys and Embro. The lake was a scene of gaiety during the afternoon, when the new boats purchased by the management were sailed for the first time. These included a gasoline launch, and a large sail boat.

A large pavilion has been erected in the park and the lads and lassies of Zorra had ample opportunity to indulge their desire for the "light fantastic."

Social intercourse was the order of the day—the railroad was the topic. There seemed to be a general complacent feeling of self-satisfaction existent throughout, as it were—an idea of possession,—each being satisfied with the progress of the past and present and highly optimistic of the great things promised for the near future.

DIRECTORS MEET.

The directors of the St. Marys and Western Railway Company met in the council chamber of the town hall, Embro, at eleven o'clock Wednesday morning. The business of the meeting was wholly of a congratulatory and routine import, relative to the handing over of the road to the management of the C. P. R.

Mr. B. R. Ross, reeve of Embro, and one of the directors of the road, extended the welcome of the village of Embro to the directors, and congratulated them and the people of the vicinity on having C.P.R. connections established. He urged them to be loyal to the road that had the business foresight to connect Embro and the fertile territory lying adjacent to it with the greatest railway in the world.

Mr. James Chalmers, president of the

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Woodstock
Sentinel
July 2
1908

NEW RAILROAD PROGRESSING

Rails have been laid on the new railway from Carter's Mill to the G. T. R. subway and this section of the road is now ready for traffic. Mr. McConkey, of the engineering staff, has a motor carriage which he brought up from Guelph last week and which is being used on the new track. The car runs the length of the track to the subway in a few minutes.

Work is proceeding on the subway without cessation, but considerable remains to be done.

The surveyers on the Sarnia extension have reached Thedford on the preliminary survey and are making good progress.

JANUARY 16 1908

JANUARY 16
1908

THE NEW RAILWAY.

Under a full head of steam and with her whistle valve wide open C.P.R. engine No. 391 arrived in town on Saturday morning over the St. Marys and Western Railway. Her continuous whistle drew a crowd of citizens to welcome the first C.P.R. engine that ever visited the town, a promise of the days that are in store for us before the summer is ended. Work is being more rapidly pushed forward at present than at any time in the history of the road's construction.

MAY 28
1908

NEW RAILROAD OPENS

First Trains run on Dominion Day—Temporary Waiting Room on Water St.

The St. Marys & Western Ontario Railway will be opened for traffic on Dominion Day. A train will run from St. Marys to Lakeside about nine o'clock in the morning. The first scheduled train on the new road will arrive at 7.02 in the evening making connection with the Montreal train on the main line of the C.P.R..

The store on Water St. formerly occupied by the St. Marys Liberal Association as committee rooms is being redecorated and painted and will be used by the St. Marys and Western Ontario Railway temporarily as waiting rooms. A platform at the rear entrance will be close to the track. The work has been artistically done by Mr. John Willard's men.

JULY 2, 1908

ST MARYS JOURNAL

TUESDAY, JUNE 30, 1908

THE BRIDGE FELL INTO THE SUBWAY

Unfortunate Accident on New Railway at Embro—No One Injured.

Embro, June 30 (Special)—Shortly after one o'clock this afternoon, while workmen were engaged placing the new steel bridge over the subway in the village, one of the guy chains holding the erection car in place gave way. The accident happened at a critical moment, just when the bridge was within an inch or so of reaching its resting place. The result was that the erection car went over on its side, and the bridge fell into the subway. Fortunately no one was injured, though the engineer on the erection car had a very narrow escape.

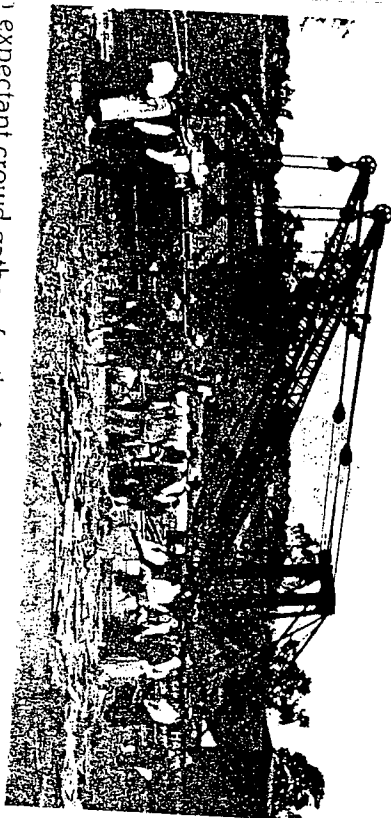
It is not thought that the bridge is much damaged. The assistance of an auxiliary was secured and it is expected that the track will be cleared by tonight. The temporary bridge, which was removed to make room for the steel structure, will probably be put back for a time so that the road may be open for tomorrow. It is said that the accident was due to the settling of the new track.

THE FIRST TRAIN

Will Go Over the Embro St. Marys Road Tomorrow.

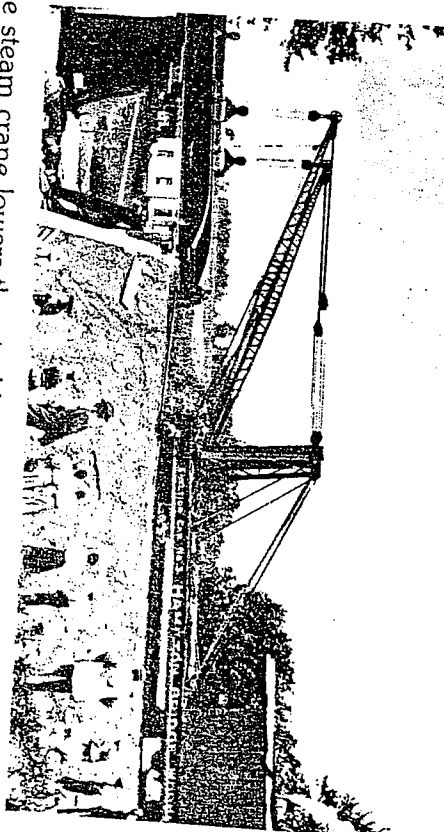
The first train over the new St. Marys and Western Railway will run on Wednesday, tomorrow. A despatch from the office of the engineer of the railway at St. Marys to the Sentinel-Review today states that the first train will arrive at Embro village at six o'clock Wednesday evening. The train will be made up of C.P.R. equipment and will come from London over the main line of the C. P. R. to Embro station and from there to Embro village and on to St. Marys.

WOODSTOCK JUNE 30, 1908

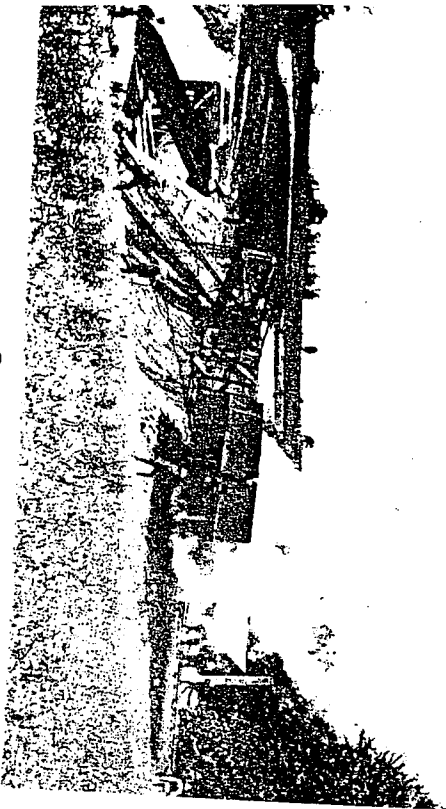


Expectant crowd gathers for this final act of construction before the official opening.

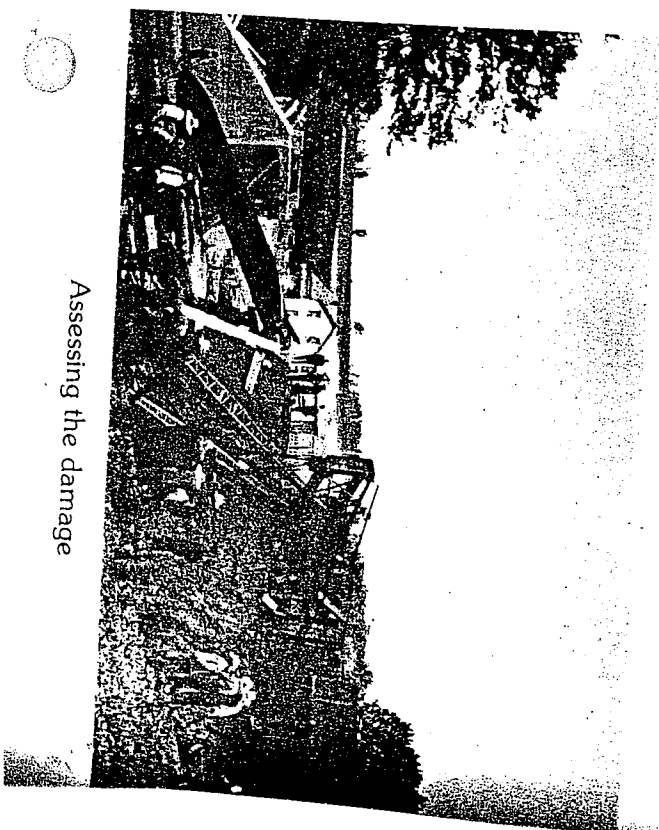
As It Happened



The steam crane lowers the steel bridge onto the cement abutments. Just a little farther!



Oops!



Assessing the damage

St. Marys & Western Ont. Ry. Formally Opened Dominion Day

St. Marys Now Has Con- nection With the Main Line of Canadian Pacific Railroad

First Regular Train Left Here
Wednesday Morning

Accident Almost Interfered With Open-
ing Directors Hold Meeting at
Embudo Mayor Willard Sends Tele-
gram to Sir Thomas Shaughnessy—
Stations Along the Way—Train
Times.

In accordance with the terms of a franchise which was passed here a year and a half with the assistance of the company the St. Marys & Western Ontario Railway was opened for traffic on Wednesday morning. The town of St. Marys is the first station on the line and the connection with the two great transcontinental lines and the first step towards putting the railway on an important basis has been completed.

The important epoch was not attended to without some formal ceremony on Wednesday morning. At 10 o'clock the first passenger train departed from here on the line. The board of directors and the first passenger train consisted of President James Chalmers, Secretary J. W. Graham, Treasurer H. L. Rice and the directors of the St. Marys & Western Ontario Railway, a number of prominent engineers and a contingent of representatives from the various towns along the line. The first train on the road left St. Marys bringing Mr. H. L. Rice, Mr. K. J. Cody to St. Marys. A number of directors attended the ceremony and an early service of refreshments was served at the depot.

THE FIRST REGULAR TRAIN

The first regular train left the St. Marys depot at 7:30 with the city of Woodstock in connection with the C.P.R., proceeding by way of Embudo Junction to Woodstock.

On the arrival of the train at Embudo Mayor Willard sent the following message to the President of the C.P.R.

"Sir Thomas Shaughnessy, Montreal. We hereby express the thanks of the city of St. Marys for promptly opening the road. We assure you of our hearty support."

John Willard, Mayor of St. Marys, received the following reply from Mayor Willard, St. Marys: "Thank you for your message. We shall have put your committee to rest."

A meeting of the directors' meeting was held in the Town Hall. The business of the meeting consisted of a congratulatory address of welcome relative to the opening of the road to the directors of the C.P.R.

Mr. H. L. Rice, secretary of Embudo, and one of the directors of the C.P.R. extended the welcome of the directors to the directors.

with the opening of the road on scheduled time. A temporary wooden structure was put up however and all went along merrily. The road is not complete yet. Considerable ballasting has to be done along the line and gangs of men are still engaged in construction. A gang of Italians who were employed kicked on being docked for getting to work late Thursday morning. They quit work but were paid off and allowed to go.

THE NEW STATIONS.

The temporary waiting room in the Opera House Block is quite roomy and presents a good appearance. Mr. Bouck is in charge temporarily as station agent. A platform has been erected along the track. A board walk with railings on both sides leads to the platform from the waiting room. At Embudo the house lately occupied by Mr. A. M. Doosey, lying south-east of the Huron St. subway, has been utilized for a station. It is being re-modeled and is about in shape for the accommodation of passengers and baggage. Mr. J. E. Marshall of Belmont is acting as station agent. Contractor Wm. Pullyblank of St. Marys has the work in the frame stations at Uniondale, Lakeside and Hemmington nearly completed. The point at which the new railroad joins the main line of the C.P.R. will be known as Code's Junction.

DIRECTORATE OF NEW ROAD

The officials on whom has rested the heavy responsibility of the putting through of the scheme are: President, James Chalmers; Vice-Presidents, D. R. Ross and F. E. Butcher; Secretary, J. W. Graham; Treasurer, H. L. Rice; Executive Committee, T. O. Robson, E. L. Sutherland, D. Bonis and Arch. Baird. The chief engineer of construction was Mr. J. G. Macklin, with Mr. G. E. Hyde as assistant engineer and Messrs. G. C. McConkey and W. Duncan, junior engineers. The contract work was done by Mr. John E. Webb of Toronto.

TRAIN TIMES.

Mr. M. W. Bouck, relieving agent of the C.P.R., is in charge at the local station. Two passenger trains per day are running each way on the new road. The early morning train leaves here at 7:40 a.m., arriving at Woodstock at 9:00 a.m. On the return journey it leaves Woodstock at 11 o'clock reaching St. Marys at 12:20. The second train leaves St. Marys at 4:35 p.m., getting into Woodstock at 6 o'clock. It leaves Woodstock on the return trip at 7:25 arriving here at 8:45.

DIAMOND JUBILEE

Continued from page 4.

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READING OF HISTORY.

The Sunday afternoon services were of a very interesting character. The Temple Quartette were present and furnished several choice selections. The past history of the church was given by Mr. Fergus.

ST. MARYS
JOURNAL

JULY 9
1908

St. Marys & Western Ont. Ry. Formally Opened Dominion Day

St. Marys Now Has Con- nection With the Main Line of Canadian Pacific Railroad

First Regular Train Left Here
Wednesday Morning

Accident Almost Interfered With Open-
ing—Directors Hold Meeting at
Embro—Mayor Willard Sends Tele-
gram to Sir Thomas Shaughnessy—
Stations Along the Way—Train
Times.

In accordance with the terms of the by-law which was passed here last year and in line with the assurances of the company the St. Marys & Western Ontario Railway was opened for traffic on Wednesday, July 1. The town of St. Marys now has connection with the two great transcontinental lines and the first step towards putting the same town on an important through line has been completed.

This important epoch was not allowed to pass without some formal recognition. On Wednesday morning at 7:40 o'clock the first passenger train to pull out from here on the new railroad had aboard President

with the opening of the road on scheduled time. A temporary wooden structure was put up however and all went along merrily. The road is not complete yet. Considerable ballasting has to be done along the line and gangs of men are still engaged in construction. A gang of Italians who were employed kicked on being docked for getting to work late Thursday morning. They quit work but were paid off and allowed to go.

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July 9, 1908 St Mary's Journal

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FIRST REGULAR TRAIN

The first regular train left the St. Marys Depot at 7.40 with the party on board, to connect with points on the C.P.R. proceeding by way of Embro Junction to Woodstock.

On the arrival of the train at Embro Mayor Willard sent the following message to the President of the C.P.R.:

St. Thomas, Shannessy, Montreal.
Kindly accept the thanks of citizens of St. Marys for promptly opening the road. We assure you of our loyal support.

John Willard, Mayor."

Mayor Willard received the following reply, — Mayor Willard, St. Marys. Thanks for your message. Glad that you have got your connection T. G. Shannessy.

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Continued from page 4.

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July 9 1908

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After the president closed his address, the other directors present made short congratulatory speeches.

The train arrived in St. Marys on the return trip at 12.20. A large party of citizens went out in the afternoon train at 4.40, spending an hour or so at Woodstock and arriving home at 8.45 p.m.

PICNIC AT LAKESIDE.

One of the features of the day was a picnic at the new Lakeside Summer Resort, where the proprietor, Mr. William Dalrymple, is getting things into splendid shape. A gasoline launch, a sail boat and a number of row boats have been put on the lake. A dancing pavilion has been erected and improvements are to follow. A large number of visitors from St. Marys, Embro and other places took advantage of the opening of the road to spend the holiday at the Lake.

LARGE STRUCTURE FELL.

An accident in connection with the placing of the steel girders over the street at Embro almost interfered

July 29, 1908

2 in 1

SHOE POLISH

The Perfect Dressing for Ladies' Shoes.

Preserves the finest leather and gives a brilliant polish that will not rub off or soil the daintiest garments.

No dealer careful of his reputation will say anything else is as good.

At all Dealers
10c. and 25c. tins

was larger and the meeting as were all others of the series one of much pleasure and profit to all who were present as well as to those who took part therein.

BY WHAT POWER?

At the evening service Rev. J. A. Turnbull of Toronto, a former pastor who is held in the highest esteem by the members of First church, officiated. He took for his theme "By What Power?" and Peter's answer, "Through faith in His name." He referred to the great accomplishments of the past through the power of Christ. Using a figurative comparison, he said every Christian should be a live wire to connect those whom he comes in contact with the power of God.

Musical selections were given by the Temple Quartette as at all services.

THE JUBILEE CONCERT.

On Monday evening a fine treat was enjoyed by the splendid audience which attended the Jubilee concert. Rev. D. N. Morden officiated as chairman and introduced an excellent program. Rev. J. A. Turnbull of Toronto, and Rev. T. A. Cosgrove of Newark, O., gave addresses expressive of their happiness in visiting their old friends. Rev. T. J. Thompson of Stratford, representing the Presbytery, extended greetings to the pastor and members of First church.

The Temple Quartette had charge of the musical program and their efforts were quite as delightful as at the previous services.

DEPARTMENTS OF CHURCH WORK

The departments of church work have been increasing in number and represent a large amount of unselfish activity on the part of the members and adherents of First Church.

The present session of the church are, The Rev. D. N. Morden, Moderator; Michael Ballantyne, John Maclean, George Webster, John Hedley, R. J. Hunter, John Pool, David Maxwell, David McCullough, Fred Sanderson, T. C. Somerville, D. G. A. Auerson, assisted by P. T. Coupland, Fergus McMaster, Session Clerk.

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Mr. James Chalmers, president of the company, responded, and as a citizen of St. Marys, thanked the reeve Mr. Ross for his kind welcome and prophesied a bright future for the road. The president then reviewed the difficulties which the local board of directors had experienced in getting the road to its completion, and hoped that intimate relations would now be established between St. Marys, Lakeside, Embro, Wood Gack, and Ingersoll.

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RAILWAY ISSUES WRIT.

The St. Marys and Western Ontario Railway has issued a writ against the township of East Nisour to secure the payment of a loan of \$15,000 voted by the township to the company last year. It is understood that the township council wishes to hand over the debentures to that amount but the company wants the cash which would mean somewhat more.

July 20, 1908

RAILWAY BUYS PROPERTY

Will Take Expropriation Proceedings to Secure Lock-up School and Wiederhold Lots.

The St. Marys & Western Ontario Railway have negotiated the purchase of the stone cottage and lot on Water Street belonging to Mrs. James Whitstone of Toronto, and at present occupied by Mr. Robert Fitzsimmons. They have also bought the back half of the adjoining lot from Mrs. Jickling.

In regard to the Wiederhold lots and the Lock up school property in the same block, the company states that it has been unable to come to terms and will take expropriation proceedings.

JULY 30, 1908

THE CONTRACTOR ASSIGNS

Work on St. Marys and Western Ontario
Railway Will be Completed Under Supervision of the Railway Engineer.

Mr. John E. Webb, Toronto, contractor of the St. Marys & Western Railway, has assigned to his brother Mr. George Webb of Hamilton. At a meeting of the Railway Company yesterday in St. Marys at which Mr. Webb was represented it was arranged that he would complete the contract with the company under the supervision of the engineer of the Railway. Mr. Hyde will be chief engineer,

all work

AUGUST 6, 1908

CLOTH WITH HAT TO MATCH.

RE-INFORED CONCRETE

The C. P. R. Building This Kind of Bridge in the Place of Steel.

The Journal two weeks ago editorially referred to the fact that Brandon had changed the plan of First Street bridge in that city from reinforced concrete to steel. The following letter from the assistant engineer explains the matter:—

John W. Eedy, Esq.,

Dear Sir,—

In the absence of Mr. Shillinglaw, City Engineer of this city, your letter of the 21st has been handed to me for reply.

With regard to the change in the plans for the bridge at First Street in this city, I am at a loss to give you any valid reason for the change other than the personal opinions of the majority in the municipal council.

Briefly the circumstances are these. After preliminary estimates and plans of the bridge in question had been prepared by Mr. Shillinglaw for both steel and reinforced concrete spans, the municipal council decided on a vote of about seven or eight to three, to construct this bridge of reinforced concrete. The structure is an overhead bridge crossing the C.P.R. tracks and the Assiniboine River, and having an approach on North side of about 160 feet, making a total length of about 750 feet. The North approach as designed consists of four arches 40 ft. span. The main crossing was to have been made by three arches 96 ft span, and the portion over the C.P.R. tracks was to have been built by the C.P.R. themselves, and under a verbal agreement was to have been of reinforced concrete. Under a written agreement, however, this company agreed to pay a certain part of the city's portion of the bridge. After work had been well advanced, the C.P.R. notified the city of their intention to build steel girders across their tracks, and immediately an effort was made on the part of some members in the council to have the city's portion of the structure built of steel instead of reinforced concrete. This effort was successful, AND THOUGH CONTRARY TO THE ADVICE OF THEIR ENGINEERS, it was decided to build steel plate girder spans. I may say that since this resolution was passed Mr. Schwitzer of the C.P.R. has told us that their only reason for building steel was in order to get sufficient head room between the tracks and the bridge for with concrete arches it would be impossible to obtain the necessary clearance. He also stated THAT HIS COMPANY WSA BUILDING REINFORCED CONCRETE BRIDGES AS FAR AS POSSIBLE IN THE PLACE OF STEEL, AND THAT THESE BRIDGES WERE NOT ONLY SAFE AND DURABLE, EVEN IN A COLD COUNTRY LIKE THIS, BUT ALSO ULTIMATELY MORE ECONOMICAL ON ACCOUNT OF THE SMALL MAINTENANCE CHARGE THEY REQUIRE.

Personally and on behalf of Mr. Shillinglaw, I may say that from an engineering point of view, there were no reasons why a reinforced concrete bridge could not have been built at First Street and proved entirely satisfactory.

Yours truly,

NORMAN R. GIBSON,
Assistant Engineer.

Brandon, Man.
August 31st, 1908.

September
16
1908

SWITCH LINE PROPOSED:

The St. Marys and Western Ont. Ry has given notice that it will apply to the Board of Railway Commissioners at Ottawa for permission to build a branch line, running north from the main line, through N. J. Vernon's property. The proposed branch will provide shipping facilities on the new road for D. Maxwell & Sons, Wood Specialty Co., and the J. D. Moore Co. The line will probably run almost alongside the Grand Trunk, passing between the G.T.R. track and the west end of the Maxwell works, necessitating the removal of the large platform. It will then proceed past the Doolittle works straight to the J. M. Moore Co's warehouse.

1908
Journal

**THE ST. MARYS AND WESTERN
ONTARIO RAILWAY COMPANY.**

NOTICE is hereby given that The St. Marys and Western Ontario Railway Company has filed with the Registrar of Deeds for the South Riding of the County of Perth, the Plan, Profile and Book of Reference showing the proposed location of a branch line which the St. Marys and Western Ontario Railway Company propose to build from a point on its Main Line at or near its intersection with the Westerly limit of road allowance between concessions Seventeen and Eighteen in the Township of Blanshard, running in a Northerly direction through the lands of Nathaniel J. Vernon and others to a point in lot number Eighteen in the Eighteen concession of the Township of Blanshard. All of which said lands form part of the Town of St. Marys.

AND FURTHER TAKE NOTICE that after the Third day of October, 1908, application will be made to the Board of Railway Commissioners at Ottawa for permission to construct the said branch line.

This Notice is given pursuant to S. S. B. Sec. 222 of The Railway Act.

DATED at St. Marys.

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ker, his playing was notable for its delicacy, and perfect taste. Mr. Thomas would be an acquisition to musical circles in Brantford.—Brantford Courier.

AN EXCELLENT ROAD

Inspector Well Satisfied With St. Marys & Western Ontario Ry. Construction.

Some days ago Mr. E. V. Johnson, inspecting engineer of the Dept. of Railways and Canals, inspected the St. Marys & Western Ontario Railway for the Government. Chief Engineer Hyde took Mr. Johnson over the line on a motor car and everything was examined very minutely. Upon their return it was not necessary to ask the inspector's opinion of the line; to look at the smile on Mr. Hyde's face was enough.

About a week previous the C.P.R. officials inspected the line for the C. P.R. and were of the same mind as Mr. Johnson, that is that the construction of the road is a credit to its builders. The Board of Directors, Chief Engineer Hyde and his staff are to be congratulated.

MARRIED

McLEOD — GLEASON—At the Baptist manse, on Thursday, Oct. 29, by Rev. T. Watson, Mr. William McKenzie, McLeod, to Miss Frances Victoria Gleason, both of East Nissouri.

DIED

ISAAC — On Wellington St. South, St. Marys, on Nov. 2nd, Ruby daughter of Mr. and Mrs. J. A. Isaac, aged 8 years, 7 months, 14 days.

DRESS-MAKING REMOVAL

Mrs. Fitzsimons begs to inform her customers that she has removed to the residence on Water St. south, formerly occupied by Mrs. Jickling where she is prepared to take orders for dress-making.

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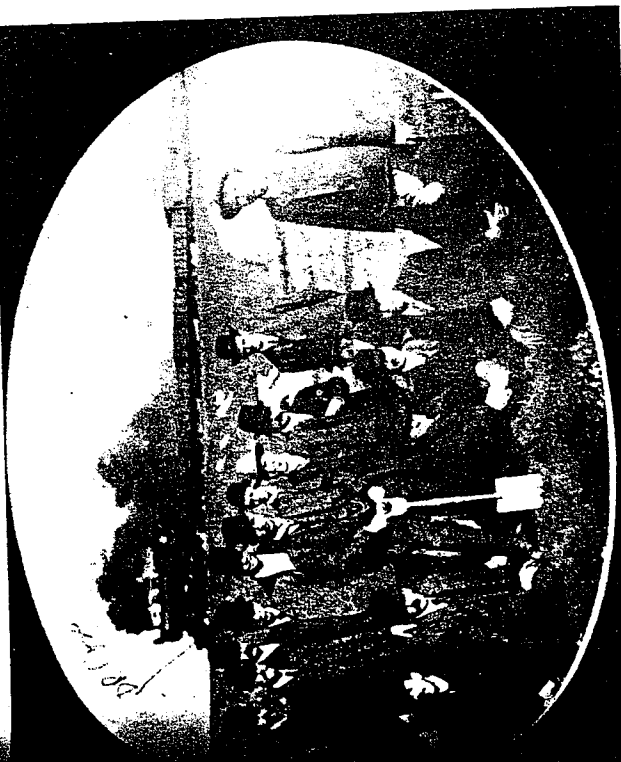
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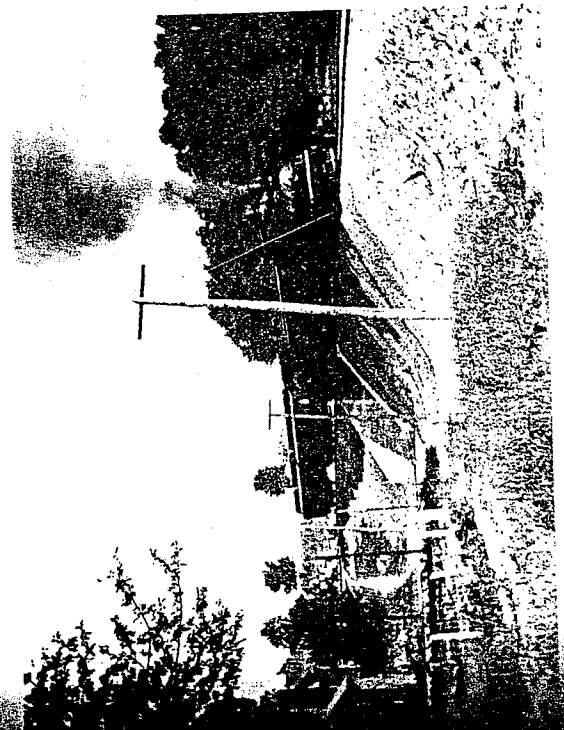
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Local dignitaries at the official opening 1908.

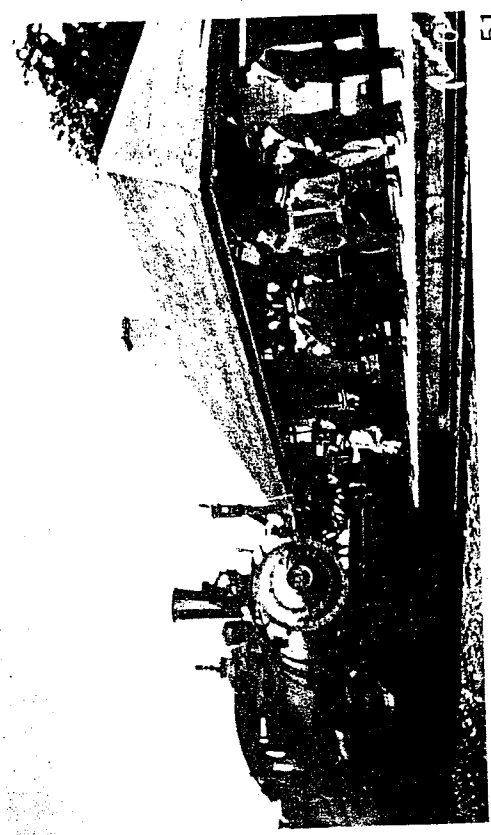


St. Marys here we come!



ST. MARYS AND WESTERN
ONTARIO TIME TABLE.

Going North.	
No. 101.....	due 11.35 a. m
103.....	8.00 p. m
Going South.	
No. 100.....	due 8.25 a. m
102.....	5.20 p. m



ST. MARYS JOI

C.P. R. PORTION PROGRESSING

Line Which Will Connect With St. Marys
and West. Ont. Ry. Being Pushed
Rapidly.

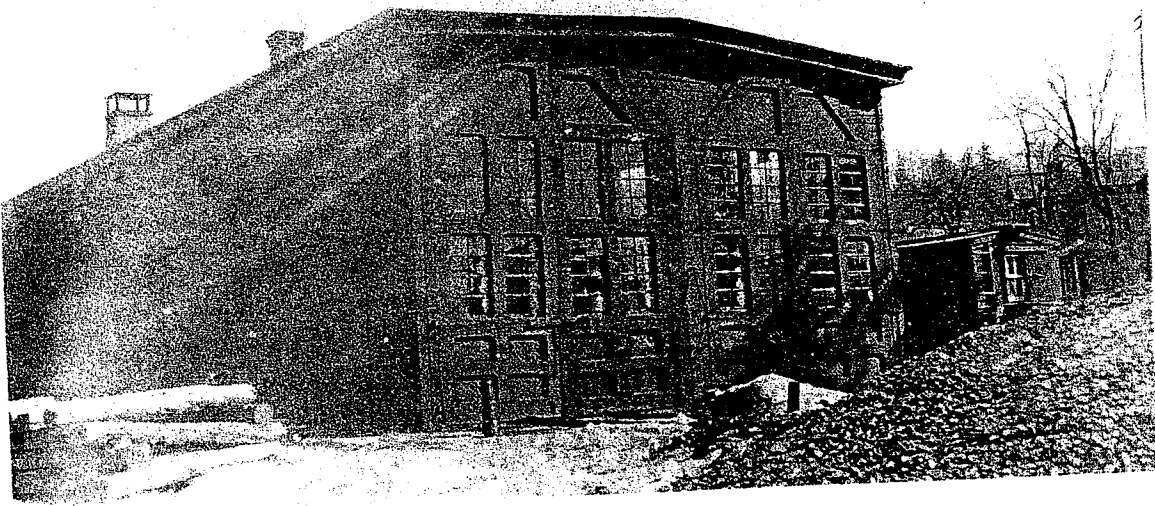
Hardly a month has elapsed since work was begun on the C.P.R. portion of the railroad from the main line to the village and a walk over the line from the north end, says the Embro Courier, to the south shows that the contractor has not been idle. Under the able management of Mr. J. Giroux, who has the work in charge, every man is doing his duty. There are now at work nine gangs being placed along the line as follows: North Embro, the Park, Wm. Northey's, A. B. McKay's, Col. Ross', A. Chapin's, T. Ward's, Co. Murray's and Mundy's. The south end up to Fred Cook's shows work well advanced and from there to Col. Ross' flats a good showing is being made. On the flats the work is heavy and a large gang of teams and men are busy throwing up the long high fill. Through A. B. McKay's and Wm. Northey's a sub-contract was let and the amount of work done reflects great credit on the men in charge, also in the Park and North Embro Mr. Montomegna is making good progress with his sub-contract.

Work is being started on the big culvert in Ward's. Mr. A. Bain has the cement work and this will be pushed through rapidly.

The fencing of the line is making rapid progress.

Mr. Giroux is a thorough master of railroad building and with favorable weather he will in a shorter time than was expected have the road completed.

ASKS US TO PRINT IT



Two-stall wooden engine house at St. Marys, Ontario.

- CP Archives

its charter, there was constructed a line from Code's Junction into Embro village, connecting with the St. M. and W.O. Ry., from St. Mary's to Embro. The construction of this proposed piece of line would enable trains to be run through from Port Burwell to St. Marys.

In connection with the projected extension of the St. M. and W.O. Ry., from St. Marys westerly to Sarnia, Ont., it is stated that arrangements are being completed for the submission, during the winter, to the taxpayers of various municipalities of by-laws granting aid for construction.

We are advised that the extension from Code Junction to Ingersoll, when it is constructed, will be undertaken by the T., L. E. and P. Ry. Up to July 23, we have been informed, no work on the extension had been done, neither had tenders been asked for.

Victoria Harbor, Ont.—In connection with the construction of the Georgian Bay and Seaboard Ry., which is in operation for construction purposes between Coldwater Jct., on the Toronto-Sudbury Line, and Victoria Harbour, the C.P.R. is carrying on extensive construction work on the terminals close to Victoria Harbor. Docks are being constructed, yards are being laid out, and the preliminary work for the erection of a large elevator is in progress. It is said that the plans for the elevator provide that it shall have, when fully completed, a capacity of 12,000,000 bush. The Dominion Government is carrying on some extensive dredging operations so as to make the depth of water at the docks and in the approaches thereto sufficient for the largest vessels navigating the Upper Lakes.

August
1909

ST LAWRENCE
AND
ATLANTIC
RAILWAY

CORNELIUS
KRIEGHOFF

Co-incidence: Re St Lawrence and Atlantic Railway. I was chatting with a friend Me Terry Eden an antique dealer here in Hamilton. He asked me a question about my knowledge about the St Lawrence and Atlantic Railway. I thought it was in reference to the "ew" St Lawrence and Atalntic. Then he mentioned Longuiel, Quebec. Oh the old St Lawrence and Atlantic. He had acquired a print of an A. Y. Jackson painting. On the back was an exerpt from A Painters Country. It turns out that A. Y. Jackson, the famous Canadian Painter of the Group Seven, his grandfather was the station agent at the St Lawrence and Atlantic Railway station at Longueuiel.

With Fred Angus I had wrote about an article in Canadian Rail about a small water-colour painting at the Chateau Ramsey Museum in Montreal . The watercolour shows a Scotish 2-2-2 and in this article he questioned that it might be attributed to a John Loye or Thomas Keefer. I wrote to Fred Angus that the same picture appeared in the Canadian Railway and Marine World in 1900. This dated the painting to a much earlier date. Now it appears that A. Y. Jacksons grandfather purchased at least three paintings from the other famous Canadian painter Kreighoff who also lived in Longueuiel.

I AM NOT A Canadian art historian but I suspect that painting of the St Lawrence and Atlantic might be by Kreighoff.

I did look at J. Russel Harpers book Kreighoff. He mentions Kreighoff moved from Longuiel to Quebec City, then returned to paint pictures on commission for sale to the engineers building the Victoria Bridge. Well the article in the Railway and Shipping World was about the Victoria Bridge.

Could Krieghoff have painted the water-colour.

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boulder was dug up in the vicinity of the
bridge while the latter was under construc-
tion, & was placed where it nowstands by
the workmen employed on the construction,
in commemoration of the immigrants who
died from ship fever during the years 1847-8.
The boulder bears the following inscription:
—"To preserve from desecration the remains
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A.Y. JACKSON

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Early Days

MY GRANDFATHER, Henry Fletcher Joseph Jackson, arrived in Montreal from England in 1846. There he became general agent of the St. Lawrence and Atlantic Railroad, an early line running between Portland, Maine and Montreal, which later was incorporated in the Grand Trunk Railway. Before the Victoria Bridge was built, the terminus of the St. Lawrence and Atlantic Railroad was at Longueuil, and my grandfather lived there until 1854. Krieghoff, the painter, was living in Longueuil at that time. It is probable that my grandfather was acquainted with Krieghoff for he owned several of his paintings. One of them, "The Ice Bridge," was presented by the family to the National Gallery of Canada some years ago.

Before coming to Canada, my grandfather had been to school in Switzerland and he spoke French fluently. In Montreal he married the sister of John Murphy, whose father was the founder of one of the big drygoods stores in that city. In 1854, my grandfather moved from Longueuil to Berlin, Ontario, where he lived for over twenty years. He was the contractor for the section of the Grand Trunk Railroad which was being built between Berlin and Breslau; he was also one of the founders of the Economical Fire Insurance Company, and its first President. Why he left Berlin where he was a successful and very respected citizen, and returned to Montreal, is a mystery. Later, he settled in Brockville where he died in 1894.

My maternal grandfather, Alexander Young, after whom I am named, came to Canada from Scotland in 1834. He was a person of distinguished mind, a quality not held in much esteem in Canada at that time. Most of his life was spent in the Galt, St. Thomas and Berlin

McMaster NP
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A PAINTER'S COUNTRY

THE AUTOBIOGRAPHY OF

A. Y. JACKSON

with a Foreword by

The Rt. Hon. Vincent Massey, C.H.

Centennial Edition



CLARKE, IRWIN & COMPANY LIMITED

ly in the area around Quebec and in the St Maurice River valley. He portrayed them so graphically and with such appeal that to mention the word 'habitant' still conjures up in the popular imagination a people visually based on Krieghoff's interpretations. The lively Longueuil record, when isolated as a unit, is one of the most introspective documentations of life, society, customs, and topography of any single Canadian village. As the husband of a habitant woman he was able to enter many of their homes, and his unique interpretation is that of an artist privy to the local comings and goings as well as that of a man with a remarkable insight and understanding of the life and customs of the people. Living among them, he was able to experience the warm-hearted intimacy of their life at home, a trait replaced by reserve and impassiveness when they made trips to the city and encountered strangers. As a result, his pictures of them have feeling and a decidedly human quality.

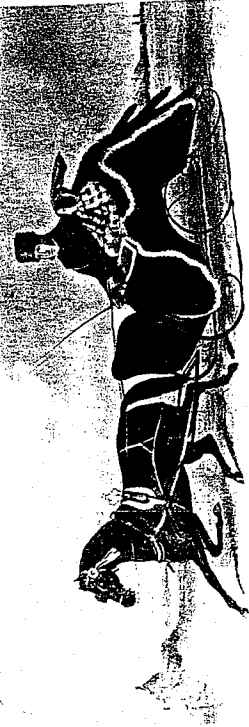
A canvas painted during 1846, the Krieghoffs' first year in Longueuil, foreshadows the intimate look at the people typical of this whole group (fig. 22). In a humble living room a Yankee peddler in checked trousers dangles an attractive print enticingly before the housewife, while others are spread on the table before her and the eager children. Her distraught husband searches for scarce pennies to satisfy her whims, for he knows that failure to purchase will bring whines and recriminations. The painting is clever in several respects: Krieghoff has turned to subject matter that has high narrative value, but at the same time he has sharpened and enhanced its poignancy by freezing the tableau at its height. This is the precise moment when the print seller has poured out his most eloquacious charms and honeyed words, it is the moment when the housewife has become the most covetous, and the husband is most wracked by doubts and remorse. The artist has used every trick to enhance the dramatic effect; the turbulence and guile within the house contrast with the serenity of the placid sun-bathed village and church seen through the open door. Krieghoff was consistently a master at isolating and catching such dramatic moments in his Longueuil works, whether painting a young soldier caught at love-making or a slow-witted card player agonized by undetected, if playful, cheating.

bone structure of the head and the massing of muscles, even small paintings. He knew about the use of light and colour, how the effects of brilliant sunshine and bright reds and blues can be accentuated against dark and gloomy patches (he had already used this technique in the portrait of Mrs Williamson). And he knew how to set down each detail to create a cumulative effect. The woman's face is a study in miniature of inner feelings. There are carefully drawn lines of anguish in the husband's worried brow. There is even a puzzled, suspicious look in the stance of the dog's head.

On two occasions Krieghoff painted a family eating forbidden meat at Lent (fig. 23). Father Brassard, the local curé, has walked in unannounced and holds his silver-headed cane like a badge of authority. He dominates the room in his outrage. The housewife tries to hide her serving of meat by turning a plate over the offending food. One member of the family slips his steak to the dog; the animal, quite incredulous at the unexpected generosity, bolts it greedily but not fast enough to escape notice. A young and hungry lad continues his meal, blissfully unaware of the indiscretion. Brassard was no friend of Protestants; years later his assistant at Longueuil, Father Charles Chiniquy, wrote how the priest had spent evenings thinking up ways to harass them.²³ Krieghoff, whose religious roots go back to one of the German Protestant Reformation groups, may have suffered at his hands, and his biting portrayal of the churchman's high-handed action is a measure of ironical retribution. Its satire must have been secretly appreciated by others who had been victims of Brassard's ways.

Emilie, however, must have been much chagrined when her husband made fun of the priest. She probably was equally uncomfortable about another turn of events. Father Chiniquy, then a novice with the Oblate Fathers, was not a conventional priest. He was a turbulent and impulsive individual, just the sort of person Krieghoff enjoyed. Earlier he had scandalized a flock downriver at Kamouraska by what was termed 'licentious living'; at this point he was a confirmed enemy of drink. Krieghoff painted his portrait on the understanding that there would be no talk of temperance during the sittings. The two men seem to have spent much time with Henry Jackson, an engineer on the south shore railway who lived in Longueuil, and future grandfather of A.Y. Jackson of

J. Russell Harper. Krieghoff



38 *The Blue Carriage* late 1840s
14 1/2 x 20 3/4 in / 35.9 x 52.7 cm, private collection

to frozen canals with miscellaneous traffic. He also painted intimate studies of the horses, sleighs, and their celebrated drivers, a subject much repeated during his Quebec years. The smart 'English carriages' contrasted with the simple habitant sleighs. Many of the holidayers are unidentified, but in one canvas Krieghoff pictured Colonel Augustus Heward, a prosperous Montreal merchant and one of the founders of the St James Club, driving with his wife on the river ice. He also painted the Honourable John Molson whose business enterprises included the south shore railway which ran along the Richelieu and terminated at nearby Laprairie. Molson drove his incredibly elegant team of a bay and chestnut horse tandem-style: red plumes on their heads provide a distinctive note as their sleigh speeded down the south shore road. A particularly fine, if anonymous, example is seen in a painting of a smart blue carriage (fig. 38).

Occasionally four-horse sleigh teams pranced along majestically (fig. 39). Gentlemen drove black, brown, or white horses according to their individual fancies. Lord Elgin, the governor-general, had the most elaborate of all vehicles and indeed it must have been a noble sight to see him approaching Longueuil. In Krieghoff's painting (fig. 37) the vice-regal sleigh resembles a landau on runners; the four horses are highly decorated, a coachman sits in front, and a costly fur



39 *Sleigh with a Team of Four* late 1840s
14 x 21 in / 35.6 x 53.3 cm, private collection

flows out behind. On one seat the governor and Lady Elgin face Colonel and Mrs Campbell on the other. Campbell's seigneurie nestled below the mountain at Rouville several miles back from the St Lawrence east of the Richelieu. The governor-general visited there on many occasions and the direct route from Montreal crossed the St Lawrence on the ice and climbed the bank at Longueuil. Undoubtedly Krieghoff saw Elgin and his party passing through the village. There is a tale that Henry Jackson's diary makes reference to a day on which he introduced the artist to the governor,²⁹ but such a story cannot possibly be true since the diary was closed the year before Krieghoff moved to Longueuil. Krieghoff's painting of Elgin's sleigh crossing the ice was lithographed as one of his first set of four prints. This was a tactful act since the governor had given the artist permission to dedicate them to him.

Krieghoff retained fond memories of Longueuil and its people after he left there. Though he took a house in Montreal in 1849 he continued to paint themes based on the habitants across the river. He moved to Quebec City in the early 1850s, but returned briefly to Montreal in 1858 to paint pictures on commission for sale to the engineers constructing the Victoria Bridge, the first to span the St Lawrence. He seized the opportunity to record new versions of winter

J. Russell Harper

Krieghoff

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ST. LAWRENCE & ATLANTIC R. R.
LONGUEUIL STATION - 1855.

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