

BRANTFORD
NORFOLK
AND
PORT BURWELL
RAILWAY

C. H. RIFF

THE BRANTFORD NORFOLK AND
PORT BURWELL RAILWAY WAS THE
FIRST ENTRANCE OF THE CANADA
SOUTHERN RAILWAY INTO BRANTFORD
ONTARIO NEARLY TWENTY YEARS
BEFORE THE TORONTO HAMILTON AND
BUFFALO RAILWAY.

A Railroad Marriage.

Monday morning an event which has been long hoped for, and anticipated, took place, this was no less than the entrance of the passenger train on the Tilsonburg road to the G. W. station. On the arrival of the train at the temporary station, in West Brantford, a number of gentlemen representing the city council, the railway and the press, got on board and were conveyed across the river and canal to the G. W. depot. The work of the road-bed and bridge is done in the most perfect manner, and the bridge over the river gave no more sign of weakness than the solid road on either side. Conductor Lewis had returned from his holiday trip and was in charge of the train.

The importance of this connection can hardly be overestimated, and people along the line feel the effects at once. Gentlemen were on board that morning from Norwich who had purchased return tickets for points on the W., G. and B. at the usual reduced rates, and who were only detained a few minutes here.

Every man who is not interested in some rival scheme must look with satisfaction upon the present prospects of the road. The narrow and selfish attempts of Mr. Kerr and other wire pullers to obtain an injunction in chancery to restrain the Council from paying over the balance of the bonus ought to be withdrawn at once, for every hour of delay in pushing forward the Hastings is inflicting injury to our best interests.

September 28
1877

B. & N. & P. B. & R. R.

Arrangements are being made to proceed with the construction of this crossing at once. The pile driver is now at the Tilsen-
burg Station ready to drive piles for the new bridge. We learn that the C. S. intend lift-
ing their track as far west as the curve near the middle town line of Bercham, so as to preserve their easy grades. The change will benefit their Tilsen-
burg Station Grounds, as they will hereafter be level, which will greatly facilitate the starting of heavy eastern bound trains. There is yet hope that the Great Western will reach the grain warehouses this fall. — *Tilsen-
burg Observer.*

October 5 877

The Brantford and Port Burwell Railway.

As appears from a report in another column of a meeting, the Directors of the Brantford and Port Burwell Railway are about making arrangements to transfer the road into the hands of one of the trunk lines. The scheme will doubtless receive the most hearty approval of the people of the town and county, opening up as it does, a prospect of the road being run efficiently and well. From what can be gathered the facts are these. A preliminary agreement has been signed with the Canada Southern, leasing the road for a term of years to this Company, whereby the best terms for freight are guaranteed to the town, the present Company receiving a percentage of the net earnings of the road. No money, however, passes to the Brantford Company, and, as is well known, it is head over ears in financial difficulties. With the making of an arrangement with the Canada Southern, the Grand Trunk and the Great Western both come forward, it is hinted, desiring to get the road, and making most advantageous offers. The Company conceive that the interests of the town demand that the Canada Southern should have it, but they say they must have money to extricate themselves from their pecuniary troubles. We must have the bonus money from the Town at once, otherwise, they say, we will get relief from one of the other Companies, and let it take the road. This is just about the position of affairs, and the Directors throw over upon the town, the responsibility of their closing with the Southern, conditionally upon the bonus being paid at once, or they will give the road to either the Grand Trunk, or the Great Western, obtain the money they want, and then get the balance of the bonus from the Town, at such time as the road is completed in accordance with the by-law. The general opinion appears to be, and we endorse that opinion, that it would further to a much larger extent the interests of Brantford for the Canada

November 17

1876

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Southern to control the road. It would give our merchants and manufacturers the choice of three competing Trunk lines, and the extension of the road to Toronto, as the Canada Southern must do to get its share of Canadian traffic, will enhance the value of its control by the Southern to the people of Brantford. Of course it is a matter of no moment to the Canada Southern whether the town bonus is now advanced or not. They take the road and run it without being interfered with by the monetary burdens which are bearing upon the Brantford Directors, the only remedy for creditors being against the earnings of the road coming to the Port Burwell Company. It is a matter then which merely affects the latter company, and the question for our Town Council to solve is whether they will grant the bonus, proper security being given for the construction and running of the road into the town, or not. Another question which has not been mooted is whether the town will regard creditors of the road, many of whom reside in town or county, in advancing the bonus, or whether the company will make any provision for the payment of these creditors, or insist on leaving them to their legal remedies. It is evident from the tone of the Directors last evening that they conceive they are not now in the position of asking favors. They say unless the town comes down with the bonus, they will, although they think the Canada Southern the best company to take it, dispose of the road to a company which will relieve them from their financial troubles. The best solution we think would be for the bonus to be advanced, provided the full construction of the road is guaranteed by the Canada Southern and Port Burwell Companies, for in the hands of the Canada Southern, the road would doubtless be a successful and useful assistant to our railway facilities.

November 17

1876

The C. S. Railway in Brantford.

Friday morning a special train left St. Thomas at 7 o'clock, conveying W. K. Muir, Esq., General Manager, Mr. Webster, Supt., Mr. Flagg, Chief Engineer, Mr. Weatherston and others, to Brantford via B. N. & P. B. Railway. The object of the visit is to complete if possible, the negotiations for its transfer of the latter to the C. Southern.

It is a most gratifying evidence of the promise of future usefulness of the road, when long established lines like the G. T., the G. W., and the C. S. are willing to assume its control. In the interests of Brantford we hope the C. S. will be successful in their negotiations with the Directors of the road.

November 24 1876

THE P. D. AND L. H. RAILWAY.—The Woodstock Sentinel says: "At the general meeting of the stockholders of the Port Dover & Lake Huron Railway on Tuesday, the Directorate, in compliance with their own request, were authorized to withdraw all the bonds already issued by the Company and to make a new issue of £95,000 sterling in lieu thereof, bearing issue at 6 per cent. The object of this action is, by enabling the Company to dispose of the new issue in England—which, we understand, they have good assurances of being able to accomplish—to place the Company in a position to pay off all their floating liabilities and carry out such further improvements in the completion and equipment of their line as will make it efficient for traffic. If this object be successfully accomplished, the Port Dover & Lake Huron Road will then be in a singularly fortunate position, financially. With a lighter bonded debt than any other line, and freed from the embarrassments of a floating debt, it will be able—as it has done thus far, and as the traffic already acquired gives assurance of ample ability to do in the future—to pay the interest on its bonded debt and have a sufficient margin to cover running expenses. Probably no other Canadian-built railway ever reached so soon this fortunate position, and we do only justice to the Directorate when we ascribe the major portion of the credit for such a result to the good judgment, perseverance and economy exhibited by them since the road's inception."

November 24 1876
Brantford Examiner

MOVED BY M. C. ELLIOTT, that so soon as a satisfactory agreement is entered into between the Canada Southern Co. and the B. N. & P. B. Ry. protecting the interests of Brantford as follows:

1. Binding the C. S. Co. to finish the line to the east side of the Grand River.
2. To put the road from Tilsonburg to Brantford in good running order, and run it for five years at least.
3. That not less than one first-class passenger train be run every day each way.
4. That satisfactory security shall be given to the Council relieving them from all responsibility in the event of their paying over the balance of the bonus, before the by-law has been fully complied with, then that the balance of the bonus be paid over.

Moved by Mr. B. Henry seconded by Mr. Hawkins in amendment, that a committee consisting of the Mayor, Elliott, Lindley, Webster and Costello be a committee to confer with the Directors of the P. N. and P. B. Railway Company with a view of investigating the negotiations with the Canada Southern and examine into the nature of securities &c. and report on Monday.

The amendment was lost.

Yeas—Messrs. B. Henry, Lindley and Hawkins.—3.

Nays—Messrs. Elliott, Wilkes, Webster, Stubbs, J. Henry, Hardy, Costello, Large and Forde.—9.

The original motion was carried.

Yeas—Messrs. Elliott, Wilkes, Webster, Stubbs, J. Henry, Large, Costello and Forde.—8.

Nays—Messrs. B. Henry, Lindley, Hawkins and Hardy.—4

November 24 1876
Brantford

THE RAILWAYS.

GRAND TRUNK

GOING WEST,—

No. 6, Express, 4:15 a. m.
No. 2, " 11:20 a. m.
No. 4, " 3:30 p. m.

GOING EAST,—

No. 5, Express, 1:50 a. m.
No. 7, Mixed 5:30 a. m.
No. 1, Express, 10:45 a. m.
No. 3, " 4:35 p. m.

GREAT WESTERN.

HARRISBURG BRANCH.

Trains leave Brantford, connecting with
ains at Harrisburg, as follows:

7.25 a.m., connecting with trains for the
East and West.
9.55 a.m., with trains East.
10.25 a.m., with trains East and West and W.
G. & B. Branch.
3.05 p.m., with trains East and West and W.
G. & B. Branch.
5.40 p.m., with trains West and W. G. & B.
Branch.

Trains arrive at Brantford at

8.50 a.m., from East and West.
11.30 a.m., from East and West and W. G.
& B. Branch.
5.05 p.m., from East and West and W. G. &
B. Branch.
7.00 p.m., from East.
9.10 p.m., from West and W. G. & B. Branch.

Trains on the main line, arrive at Lynden
as follows:

GOING EAST.

No. 2, Accommodation, 8:05 a. m.
No. 4, Atlantic Express, 10:40 a. m.
No. 6, Daily Express, 4:35 p. m.
No. 8, London Express, 8:35 p. m.

GOING WEST.

No. 1, Morning Express, 11:02 a. m.
No. 3, Express, 3:50 p. m.
No. 5, " 6:47 p. m.

GRAND TRUNK AND HAMILTON AND NORTH WESTERN—from Brantford to Hamilton or Jarvis.

To HAMILTON.—Trains leave the Grand
Trunk Railway in this town at 10:40 a. m. and
4:32 p. m., connecting closely with trains on the
Hamilton and North Western Railway at
Caledonia, and arrive in that city at 12:30 p. m.
and 8:20 p. m. respectively.

To BRANTFORD.—Trains leave Hamilton at
7:45 a. m. and 12:50 p. m., making close connec-
tions at Caledonia, and arrive in this town by
Grand Trunk at 10:05 a. m. and 3:25 p. m.
There are two trains a day each way.

CANADA SOUTHERN RAILWAY.

A train leaves Brantford for Tilsonburg
every day at 1 o'clock, p. m., arriving there
at 3.25.

Returning, leaves Tilsonburg at 7.00 a. m.,
arriving here at 9.15 a. m.

JANUARY 12
1877

SMASH-UP ON THE CANADA SOUTHERN.—As the morning train on the Brantford Branch of this road was at Ballachy's crossing, near town, Monday, an accident occurred. Two freight cars were badly smashed. Conductor Haynes was thrown off and bruised considerably by his fall. It is thought that one of the trucks broke which caused the accident. The passengers, 25 in number, were brought the rest of the way on the tender.

February 16 1877

Brantford.

A RAILWAY WAR AND A REVOLUTION.

THE CANADA SOUTHERN A MIDNIGHT MARAUDER.

THE PORT BURWELL RAILWAY WRECKED AND ABANDONED.

Nearly a Riot.

THE ROAD IN STATU QUO ONCE MORE

THE NEXT MOVE.

Some years since a poor bantling was born in the Town of Brantford. Its fate, from that time to this, has been one which Oliver Twist might have turned from with disgust, choosing his poor-house starvation instead, or one which would have moved the cheerfulness of Mark Tapley, in "Martin Chuzzlewit." This bantling was and still is the B., N. & P. B. Railway. Even its name is a misnomer, for its line has never touched Norfolk at all. It was built on I. O. U. B.—the very ties belong to hard working farmers who confidently furnished them—the land on which the ties are laid belong to the original owners—the men who constructed the line are yet unpaid—and the employees who have operated the road since, are suffering in consequence of their hard earnings being withheld. This chapter of fatalities was surely enough to blight the prospects of any scheme, but to add to the killing process the Directors managed to conduct negotiations with the Canada Southern in such a manner as to get the whole matter into a complete muddle, and from the time the latter railway took possession one series of demands for repossession have continued.

Matters came to crisis on Saturday night last. People along the line were startled from their slumbers at midnight by the thunder of two heavy trains, having on board one hundred and fifty or two hundred men. It was then fully understood that the C. S. officials were using what the officers of the Northern army, when defeated, called strategy.

The station houses were unlocked in the absence of the agents, books, papers, tickets uncerimoniously hustled out and away; tool boxes were opened and tools taken; but the real point appeared to be the ties, wood, rails etc., placed on the line by the Canada Southern, and to this work of removal every man bent his energies.

About two o'clock on Sunday morning two trains arrived in Brantford under charge of Mr. Flagg, Chief Engineer of the Canada Southern; one train at once proceeded across the bridge with a gang of eighty or ninety men, and commenced the work of lifting that portion of the track lying east of the bridge which had been laid by the Southern. The unusual noise alarmed the people in the vicinity, and shortly afterwards the alarm bell rang out, bringing large numbers of the citizens to the scene of action. Coming from the town, the track between Market street and the bridge appeared through the darkness to be lined with lanterns moving to and fro, and every few moments came the thud of the rails as one after another was thrown on the car. The citizens were so taken by surprise that they scarcely knew what to think of the matter. They thought, however, something must be wrong in the pulling up of the track at that time on Sunday morning, and the people therefore insisted upon the men stopping the work they were engaged in, and threatened them with all sorts of things if they did not do so. The men desisted, but the foreman pushed them to work again until matters came to pretty close quarters. The road master most strenuously engaged in keeping the men at work was arrested by one of the police. The Chief Engineer then sent the train across the bridge to West Brantford with the rails and ties already taken up, and then ordered the gang to work loosening the remaining rails and ties. The Sheriff then stepped in, and

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We need scarcely say that the work was effectually done and every portable thing was taken. The road is "closed until further notice," and it now remains to be seen whether our hopes of this line will be frustrated or whether the Great Western will get possession of it and make it what its location designs it to be, a source of profit to the promoters and those who so liberally contributed to its construction. It is said the Western will get the road, but the Directors keep very close about the matter, so that nothing definite can be said until further events develop the fact. In the meantime everything is at a stand still from one end of the road to the other, the Southern having swept off everything at least belonging to them, if not more.

Since writing the above we learn that some of the Directors are in Hamilton to-day, and that there is a probability that the Western will put trains on the road within a day or two.

April 13
1877
Brantford
Expositor

711-11017
In our issue of Monday last we referred to the muddle in which the directors of the B. N. & P. B. Ry had managed to get the affairs of that road. The C. S. has now abandoned it, and, as yet, there is no certainty that the Great Western will assume control. We are told that a train will be on immediately, but we believe the rolling stock necessary is leased from the Great Western. It does seem very singular that such unwearied efforts should have been made to induce the Canada Southern to relinquish possession before any arrangements were made with another company to assume it. It appears very much as though the directors may yet succeed in having the whole thing thrown upon their own shoulders, but we hope for the best, and trust the Great Western will take hold of the scheme and make it a continuation to their own line, and to the wealth of our city.

April 13
1877

5/11/1877
B. N. & P. B. Railway.

The following resolution was passed at the late meeting of the Great Western in England in reference to the B. N. & P. B. Railway.

The PRESIDENT proposed, and the VICE-PRESIDENT seconded:—

“That the Directors are hereby authorized to make and conclude arrangements and enter into the necessary agreements with the Brantford, Norfolk, and Port Burwell Railway Company, and with the shareholders thereof, for the purchase of the capital stock of that Company, the leasing of its railroad and the guarantee of all or any portion of its bonds, on such terms and conditions as the Directors in their discretion may think best, but subject to the priority of the loan capital of the Company.”

The resolution was carried.

MAY 11 1877
Brantford

The Port Burwell and Canada Southern Crossing.

A meeting of the Railway Committee of the Privy Council, at which Hon. A. Mackenzie and Hon. E. Blake were present, was held on Wednesday, the 13th, in the office of the Minister of Public Works, on an application respecting the crossing of the Canada Southern Railway by the Brantford and Port Burwell Railway at Tilsonburg. Mr. A. J. Wilkes appeared as counsel for the Brantford and Port Burwell Railway, and Hon. Mr. Crooks for the Canada Southern. The question was whether, as contended by the Brantford people, a level crossing would suffice; or whether as urged by Canada Southern representatives, it should be an under crossing. Mr. W. D. Imlach, C. E., having been heard on behalf of the crossing on the level, Mr. W. K. Muir, General Manager of the Canada Southern, Mr. Flagg, Chief Engineer of the Canada Southern, Mr. B. W. Gossage, Civil Engineer, Michigan, Mr. Wright, Manager of the Stratford & Port Dover Railway, Mr. T. C. Keefer, C. E., Ottawa, and others gave evidence contra. After fully considering the case it was decided that the Brantford and Port Burwell Road could pass either over the Southern by a bridge or under it by a tunnel. Should the former Company consent to pass under, the Southern is willing to raise their grade five or six feet at their own expense, and widen the culvert. The deputations then withdrew to consider the matter.

Brantford June 22
1877

1171 1876 115 1171 1876

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A public meeting of the ratepayers was held Wednesday night in the Council Chamber to hear statements from the Directors of the B. N. & P. B. Railway respecting the disposition which had been made of that road. A large number of citizens of the town were present.

On motion of Mr. Elliott, the Mayor, Dr. Digby was called to the chair, and Mr. William Watt, jr., appointed Secretary.

Mr. Alfred Watts, the President of the road, being called on, stated that the Directors had called the meeting to give an account of their stewardship regarding the road. They had long been trying to get one of the Trunk lines to take the road and run it. Favorable arrangements had now been made with the Canada Southern, and they wished the endorsement of the ratepayers in the matter. As regards the road the people of Brantford were principally interested, in the first place that the road should be successfully run, and secondly, that the mercantile and manufacturing interests of the town were duly protected. The Canada Southern taking the road in hand would be a sufficient guarantee as to the first, and as to the second, by the agreement made, the rates are not to exceed the rates on the main line of the Canada Southern for similar business, and rates to competing points with the Canada lines are not to exceed the same rate per ton per mile as are given on the through traffic of the Southern. The agreement has been signed by the Directors of the two Companies, and now only requires the ratification of the stockholders of each to be complete. We do not think it wise to make all the terms of the agreement public before it is all settled, but the main points interesting the people of Brantford have been stated. Mr. Paterson and Mr. Cockshutt have both read the agreement and can speak as to the bona fides of the transaction.

Mr. Paterson, M. P., said he could say little more than Mr. Watts has said regarding it. He thought it was merely a matter of courtesy that the ratepayers had been consulted, and that he had been shown the agreement. As a citizen of the town he conceived that the town's interest had been sufficiently guarded. Most of the agreement was taken up with the details of arrangements between the two Companies, and of that of course, he could not speak. Individually, he had always thought it would be in the interest of Brantford for the Canada Southern to have the road, as probably their object would be to extend the railway to Toronto, thereby giving us further facilities.

Mr. Cockshutt said the agreement which had been made was not far amiss. The town had given the bonus of \$70,000 to increase the railway requirements of the town, and by the agreement with the Canada Southern this was done. It was most desirable to unite with the Canada Southern and the rates given were most favorable. The great interest of Brantford is the traffic, and with regard to that we stand on most favorable terms. He did not think the stockholders of the Brantford road would reap any great advantage from the transaction.

Mr. Imlach reviewed the labors of the Directors and the difficulties they had met with. It was the desire all along to get some of the leading lines to take it, but they would not do so, and the only chance was to complete the road ourselves. The bargain had about been completed with the Canada Southern, but other roads were now very anxious for it, and better terms could be obtained from them. It was for the ratepayers to decide which road it should be given to. The destination of the road is Toronto, if the Southern get it, and it will also go through to the Lake. With the Canada Southern in possession of the road we shall have the advantage of three distinct Trunk Lines, a privilege enjoyed by no other town in Canada.

Mr. Clement wished to know if there was anything binding as to the number of trains which should be run daily over the road. Our interest is protected as regards freight, but if the trains do not run to carry it we will be in as bad a position as ever.

Mr. Watts said the agreement was to develop as much as possible the working of the Brantford line, but he had no doubt that the trains would be run.

Our interest is protected as regards freight, but if the trains do not run to carry it we will be in as bad a position as ever.

Mr. Watts said the agreement was to develop as much as possible the working of the Brantford line, but he had no doubt that two trains a day each way would be run and could be inserted in the agreement.

Mr. G. H. Wilkes said perhaps the Directors had been over sanguine, but they thought they had made an excellent bargain. If the meeting say they are not at all particular what road runs it, the Grand Trunk or Great Western may get it. We have thought however, it would be in the interest of the town for the Southern to have it. With either of the others it would merely add 33 miles of a feeder to the town, while with the Canada Southern it would open up their 400 miles of road. The Southern had not a town as large as Brantford on their line, and there was every probability of its being extended to Toronto, making competition for both outward and inward bound freights. It was the pinnacl of the hopes of the Company, since its inception. The train service for the present will be from St. Thomas to Brantford, and we may expect the Canada Southern cars to be running into town, on the first of December, if the arrangement is carried out. There is no money changing hands at present. The road is leased, the Southern paying a certain percentage of the freight, and the road is to be at once thoroughly repaired, and put in good state for carrying traffic.

Mr. Elliott thought the arrangement with the Canada Southern, was the best that could be made. He hoped the Directors would get as many trains as possible, and have the road thoroughly finished.

Mr. Cockshutt thought every one would be satisfied that the Canada Southern should have it. There should be a morning and evening train run, however.

Mr. Watts said no doubt two trains at least would be run, and it would be agreed to. As the money was paid down, it would be a great assistance if the town would pay over the balance of the bonus at once. It would assist very materially in completing the financial arrangements.

Mr. Paterson though not an apologist for the road and having no interest in it, still thought a good deal of scepticism was prevalent in regard to the Board of Directors. They had been burdened with an undertaking almost greater than they could bear. It would be well if the Council, the interests of the town being always fully protected, could see their way to assist the Company in giving them the balance of the bonus. It seems the town would be in a better position with the agreement with the Canada Southern binding, than at present, for the Directors of the Port Burwell could command the bonus on finishing the road, without running it at all, according to the by-law. He did not expect that the question of the bonus would be brought up however, at the meeting at all.

Mr. Cockshutt endorsed Mr. Paterson's remarks.

The Mayor thought the Council could only be justified in acting where the interests of the Town were fully protected. He thought it unwise to discuss the bonus question just now.

Mr. Elliott deemed it necessary for the Directors to bind themselves personally to the Town if the bonus was advanced.

Mr. Watts said there was a scheme the Directors could take up at once and get relief, without desiring the bonus, but the interests of the town would probably be in the Canada Southern having the road.

Mr. Webster thought the better way would be for the Company to apply to the Council in the usual way and have the application referred to the Railway Committee to enquire into.

Mr. Fiatt, a Director of the Company, and a resident of East Flamboro, said he had better offers from other Companies, and for his part he did not desire the Canada Southern to get the road. If the bonus was not advanced at once, he should endeavor to get the offers of other Companies closed with.

Mr. Imlach suggested that the railway Committee of the Council meet to-morrow.

It was moved by A. Harris, Esq., seconded by Geo. Watt, Esq., that after the full explanation given by the Directors of the Brantford, Norfolk, and Port Burwell Railway, it is the opinion of this meeting that it is decidedly in the interests of Brantford, that the offer of the Canada Southern Railway for the future working of the line be accepted, and would therefore urge upon the Directors to accept such offer, and further, that the Directors in such agreement secure the running of one or more trains per day each way, over said road.—Carried.

The meeting then adjourned.

November 17
1877

Public Meeting.

THE B. N. & P. B. ONCE MORE.

A MUCH DENOUNCED HANDBILL.

THE COUNCIL ENDORSED.

OPPOSITION NOWHERE.

A public meeting of the ratepayers was convened Friday night in the City Hall to consider the agreement made between the city Council and the Great Western, in reference to handing over the balance of the bonus to the B. N. & P. B. Railway, and the filing of the Bill in the Court of Chancery in reference thereto. The hall was filled with ratepayers, the circulation of an anonymous handbill round the city during the day having contributed materially to this result. The Mayor, Dr. Digby was called to the chair, and Mr. Wm. Grant appointed secretary.

Mr. Alfred Watts, the President of the Port Burwell Road, was the first speaker, who explained the conditions of the by-law passed by the city respecting the railway and the action of the Company in the premises. He held that the Company were morally if not legally entitled to the balance of the bonus at the present time. When the first half of the bonus was paid by the city the Company had a road-bed, but no title to it—afterwards the bridge was swept into the Grand River, up to which time the members of the Company were free of any personal responsibility, and they might have abandoned the road and left it to its fate. In the interests of the city of Brantford, however, they had stepped in and saved the \$37,500 which had been paid, and now it was nothing but right that the city should stand them to dispose of the road to the Great Western and have it properly run and equipped. With regard to the by-law which had been circulated through the city, he was decidedly the backslider of the law, but the disposition of a private bill for a road, if it was attached to the interest of the ratepayers, it should have been shown that the agreement offered was a fair one, and that the agreement with the City was a fair one.

Mr. J. W. Brown, suggested to know if the agreement with the Great Western provided that the money should be refunded if connection was not made within the six years.

Mr. Watts said it did not, and that if the agreement was not made within two years. He said the object to be gained by the agreement was that arrangements would be made to pay off the indebtedness of the B. N. & P. B. Co. outside that owing to its dividend directors, which would be paid when the bond were sold. The liabilities of the company were something like \$300,000, while the amount receivable to pay them off, if the city paid the \$37,500, was about \$150,000.

Alderman Elliott defended his course in regard to the matter. He had refused to act upon the advice of the B. N. & P. B. Co., merely, but wished the agreement guaranteed by the Great Western before he would consent to pay over the money. Before the City paid the \$37,500, the money from the Great Western, some \$50,000 and other sums had to be pooled for the payment of the creditors of the B. N. & P. B. Road. If this is carried out the creditors will get their money. If it is not, it is very doubtful when they will get it. We get a good solvent Company to deal with instead of an insolvent one.

Ald. J. J. Hawkins, as chairman of the Finance Committee, who made the arrangements, felt bound to explain the action he had taken. He had no interest whatever in

ers out of their money. He would be a direct loser, it is true, if the arrangement was not carried out, but he would be an indirect gainer to a larger extent if the road was completed as the people desired when they voted the bonus. He believed it was to the interest of every ratepayer that the money should be paid and citizens relieved now. For his part he could stand the loss of the amount he had at stake, but if he did lose it, he would have to curtail very many operations this winter, and cut off several families whose heads were employed by him. So it was with many others of our leading men and merchants. The release of these citizens would give \$60,000 more of borrowing power to our merchants this winter. It is true the road would benefit him, but it would benefit the city in the same way.

The resolution was carried.

Mr. W. K. Kerr, the plaintiff in the Chancery Bill, being called on, denied any knowledge of the publication or circulation of the by-law. He had had no promise of money for the action he had taken, as had been hinted. The \$37,500 previously paid had been paid in contravention of the by-law, and he did not wish any more pecuniary aid of that kind. If the councillors could vote away \$32,500, then the whole Council, if it formed a flag, could vote away \$100,000. He had only done his duty, but he would consider the matter of withdrawing the Bill.

The Mayor had no fault to find with the agreement. If he had been merely a ratepayer, he would probably have acted as other ratepayers had done, but occupying a responsible position in the signing away of the money, he felt he would not be justified in doing so without the consent of the people. For that reason he had voted against the agreement in the Council.

After a vote of thanks to the Mayor, the meeting adjourned.

September 28 1877

Brantford Expositor

Would Reconsider Proposed Closing Of C.N.R. Sectio

Officials Confer On Abandonment
Nine-Mile Stretch Between
Woodstock and Burgessville

WOODSTOCK, Mar. 13. — Mayor and members of the council with representatives of Woodstock Board of Trade and others interested, conferred this afternoon with representatives of the C.N.R. and of the Board of Railway Commissioners for Canada regarding the proposed abandonment of the 9.2 mile stretch of the Canadian National line between Woodstock and Burgessville.

After discussion of the proposition which the railway officials state to be a measure of economy, a resolution was passed on motion of W. A. MacLeod, requesting that the C.N.R. and railway board authorities to reconsider the matter.

Among those representing the C.N.R. were: W. J. Piggott, divisional superintendent, and J. I.erguson, divisional engineer, both of London, with F. P. Nelson and Chester Hill, of Hamilton, divisional freight agent and travelling freight agent, respectively.

The Dominion Railway Board was represented by D. G. Kilburn, divisional engineer and J. L. Begeault, inspector of operations.

ANDREW J. CHAPIN DIES

The death occurred at the Woodstock General Hospital today of a well-known resident of the city for the past 18 years, in the person of Andrew J. Chapin, in his 78th year. His wife predeceased him about

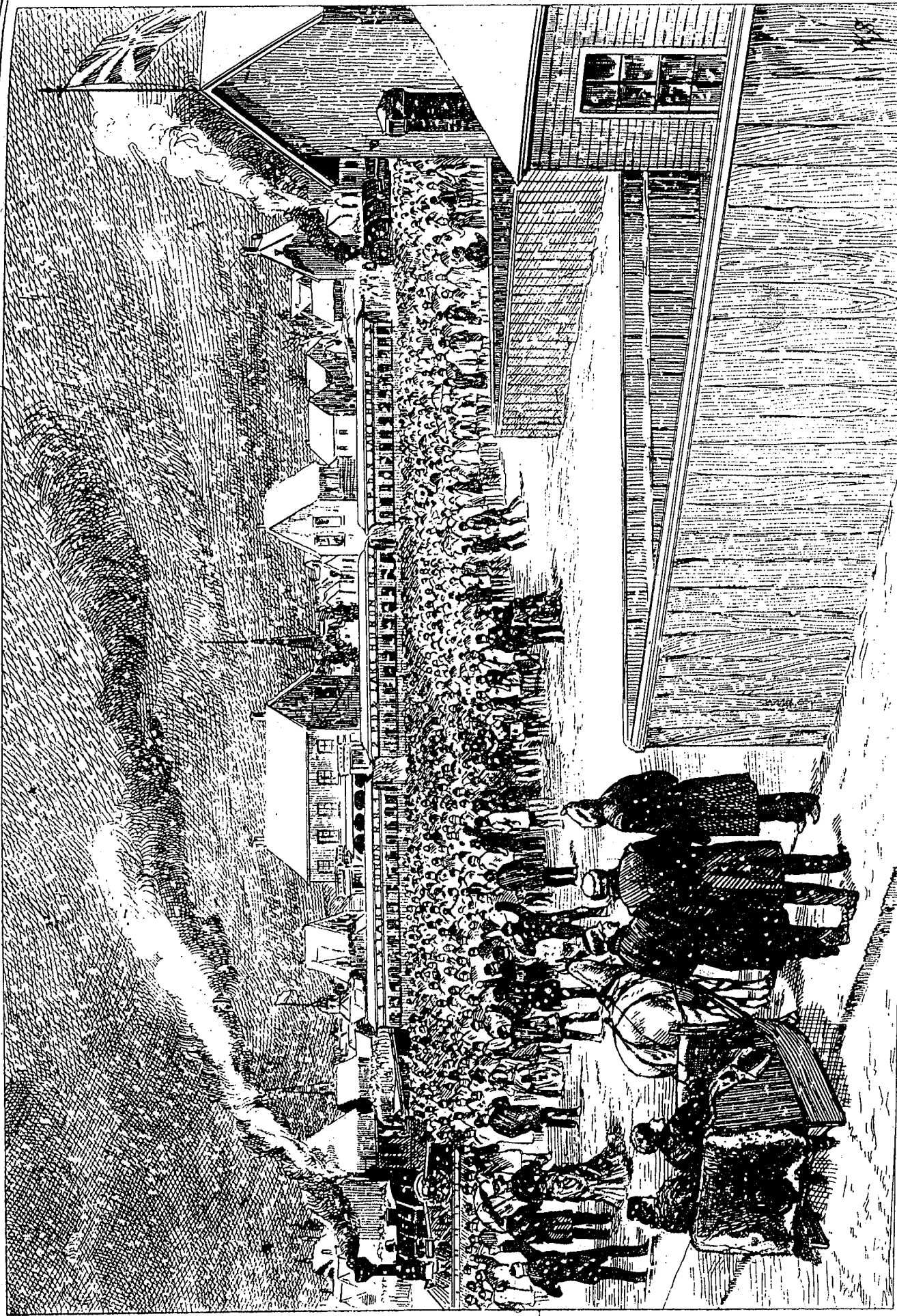
MARCH 14 1935

Mileage from Harrisburg	STATIONS AND BUILDINGS	DESCRIPTION AND DIMENSIONS	When Built	REMARKS (Condition)
20th District—Harrisburg to Brantford.				
0.00	Harrisburg.			
0.60	Hand car house.....	Fr. bldg., tmb. fdn., shgle. roof, 1 storey, 12x18x7'6"	1892	2nd class.
7.08	B. & G. crossing signal house.....	See Main Line, 20th Dist.		
7.20	Hand car house.....	Fr. bldg., tmb. fdn., shgle. roof, 1 storey, 17x19x7'6"	1893	2nd class.
7.73	Brantford.			
	B. & T. station.....	Fr. bldg., tmb. fdn., shgle. rf., 1 storey, 28x85x12'6"	1868	"
	Platform.....	Tmb. fdn., 3" plk., 3052 sq. ft.	1879	"
	Closet.....	Fr. bldg., tmb. fdn., shgle. roof, 1 storey, 13x13x9'..	1868	"
	Freight shed.....	Fr. bldg., tmb. fdn., shgle. rf., 1 st'y., 30x200x13'0"	1808	"
	Platform.....	Tmb. fdn., 3" plk., 4032 sq. ft.		3rd class.
	Watchman's house.....	Fr. bldg., tmb. fdn., shgle. roof, 1 storey, 6x8x8'6"	1868	2nd class.
	Platform to house.....	Tmb. fdn., 3" plk., 120 sq. ft.		"
	Coal house.....	Fr. bldg., tmb. fdn., sheet ir. rf., 1 storey, 13x16x9.	1890	" sheeted outside.
	Engine shed.....	Fr. bldg., tmb. fdn., shgle. roof, 1 storey, 31x64x17.	1868	3rd class.
	Turntable.....	Sth. fdn., 49½ long, iron...	1890	1st class.

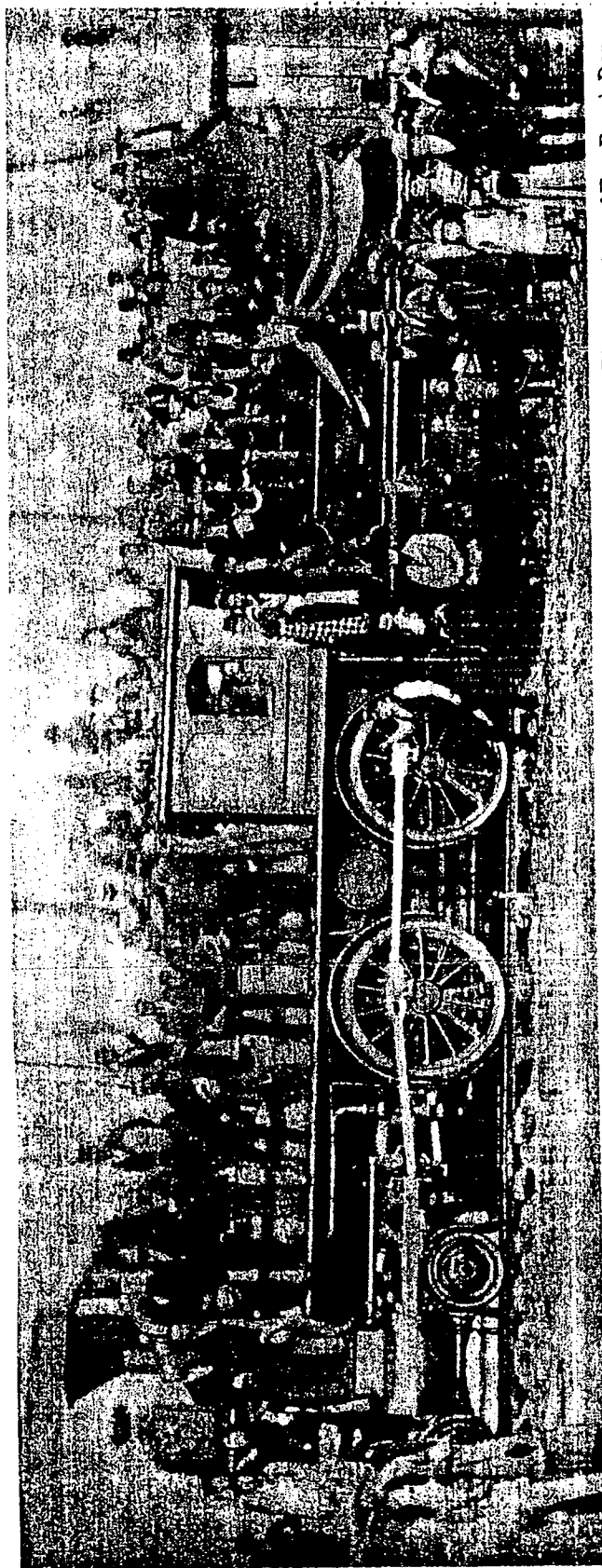
20th District—West Brantford to Tilsonburg Jct.

8.62	West Brantford.			
	Passenger Platform....	Tmb. fdn., 3" plk., 824 sq. ft.	1892	2nd class.
	Hand car house.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 12x18x8....	1894	"
12.14	Mount Pleasant.			
	Station.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 10x20x12....	1890	3rd class.
	Platform.....	Tmb. fdn., 2" plk., 1,036 sq. ft.....	1890	2nd class.
14.46	Mount Vernon.			
	Station & waiting room	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 10x12x8....	1875	"
	Freight shed.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 15x40x12....	1891	"
	Passenger Platform....	Tmb. fdn., 2" plk., 180 sq. ft.	1875	"
17.14	Burford.			
	Station & freight house	Fr. bldg., tmb., fdn., shgle rf., 1 storey, 71x24x13½..	1903	1st class.
	Platform.....	On posts, 2" plk., 519 sq. ft.	1874	3rd class.
	Platform between tr'ks	Tmb. fdn., 2" plk., 510 sq. ft.	1874	"
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 7x9x7.....	1891	2nd class.
	Hand car house.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 12x18x7½..	1893	"
	Stock pens.....	Fr. bldg., 45x37, 1 pen, 2 chutes.....	1892	"
21.09	Harley.			
	Station & freight shed	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 25x50x14....	1880	2nd class.
	Platform.....	On posts, 3" plk., 1230 sq. ft.	1886	"
	Platform between tr'ks	Tmb. fdn., 2" plk., 549 sq. ft.	1886	"
	Closet.....	Fr. bldg., tmb., fdn. shgle rf., 1 storey, 6x10x8....	1886	2nd class.

MARCH 11, 1876.



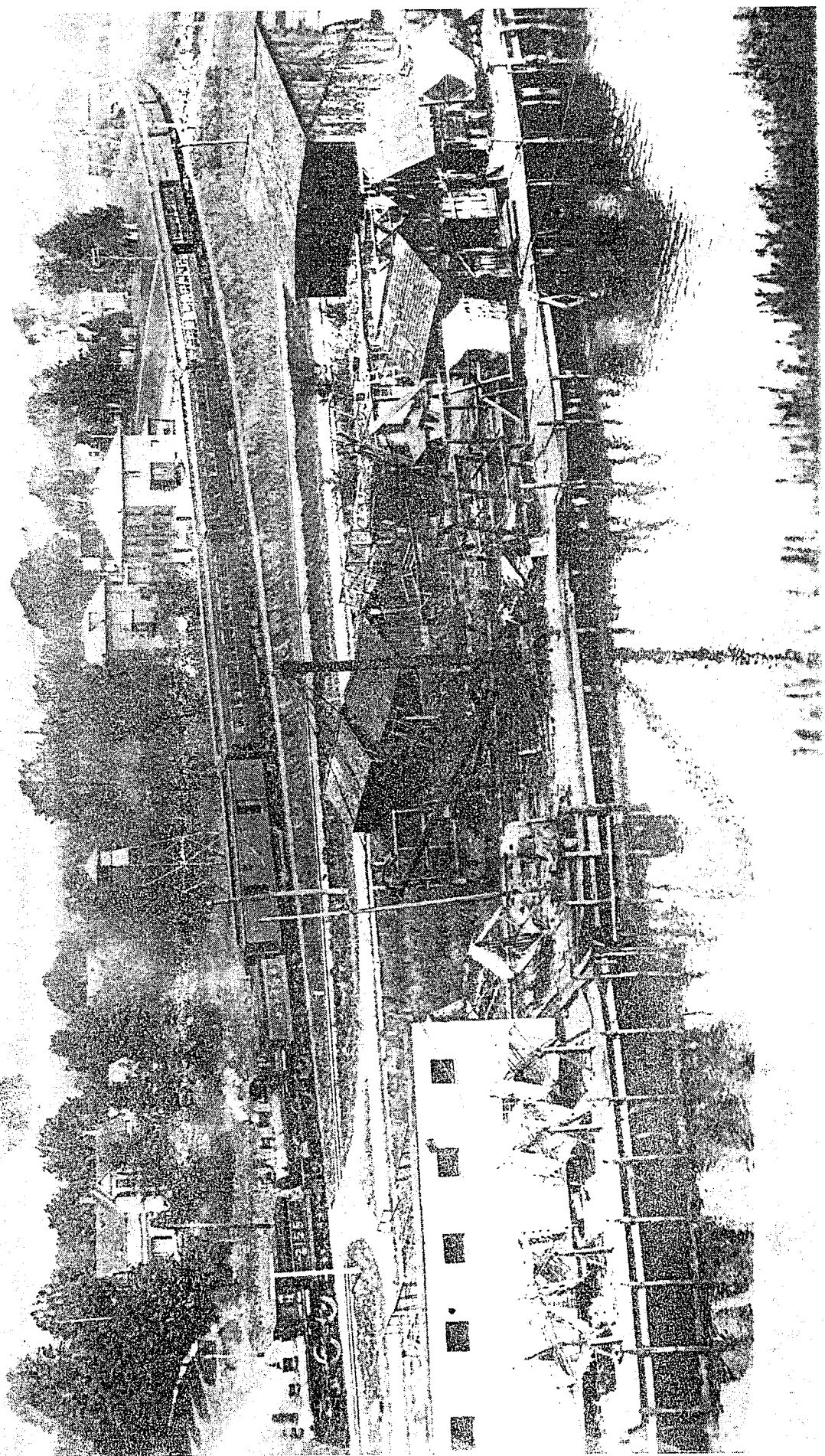
ARRIVAL OF THE FIRST TRAIN.



Train excursions, particularly to Port Dover, were a favorite way to spend an afternoon for early Simcoe residents. This photo of

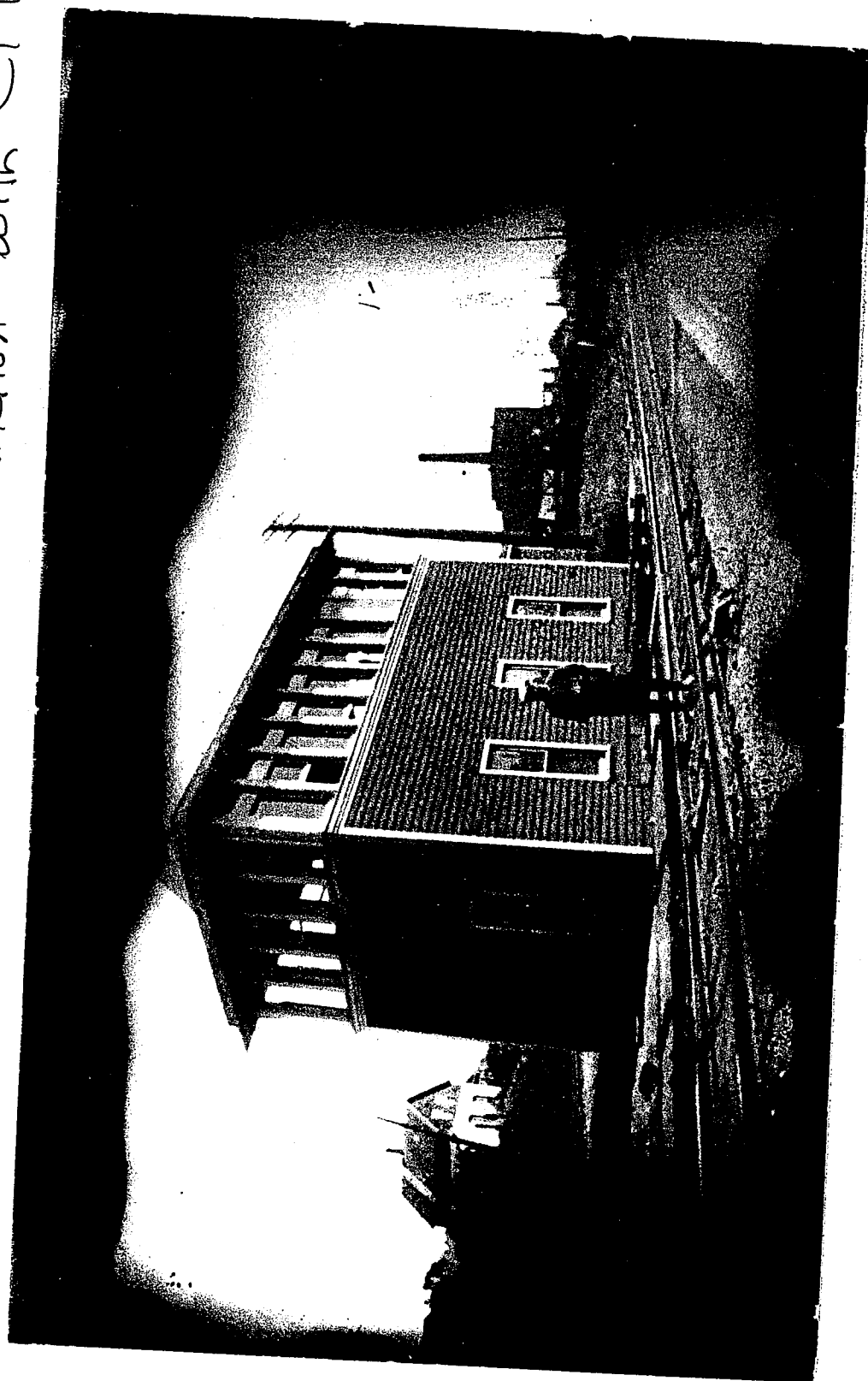
residents gathered around a train, was taken in Port Dover in 1874.

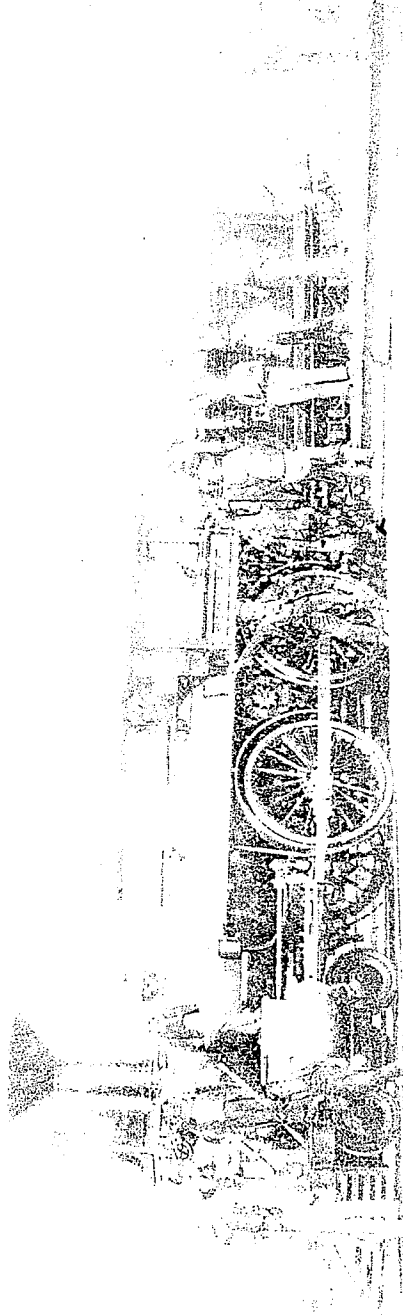
(Photo courtesy of Eva Brook Donnelly Museum)



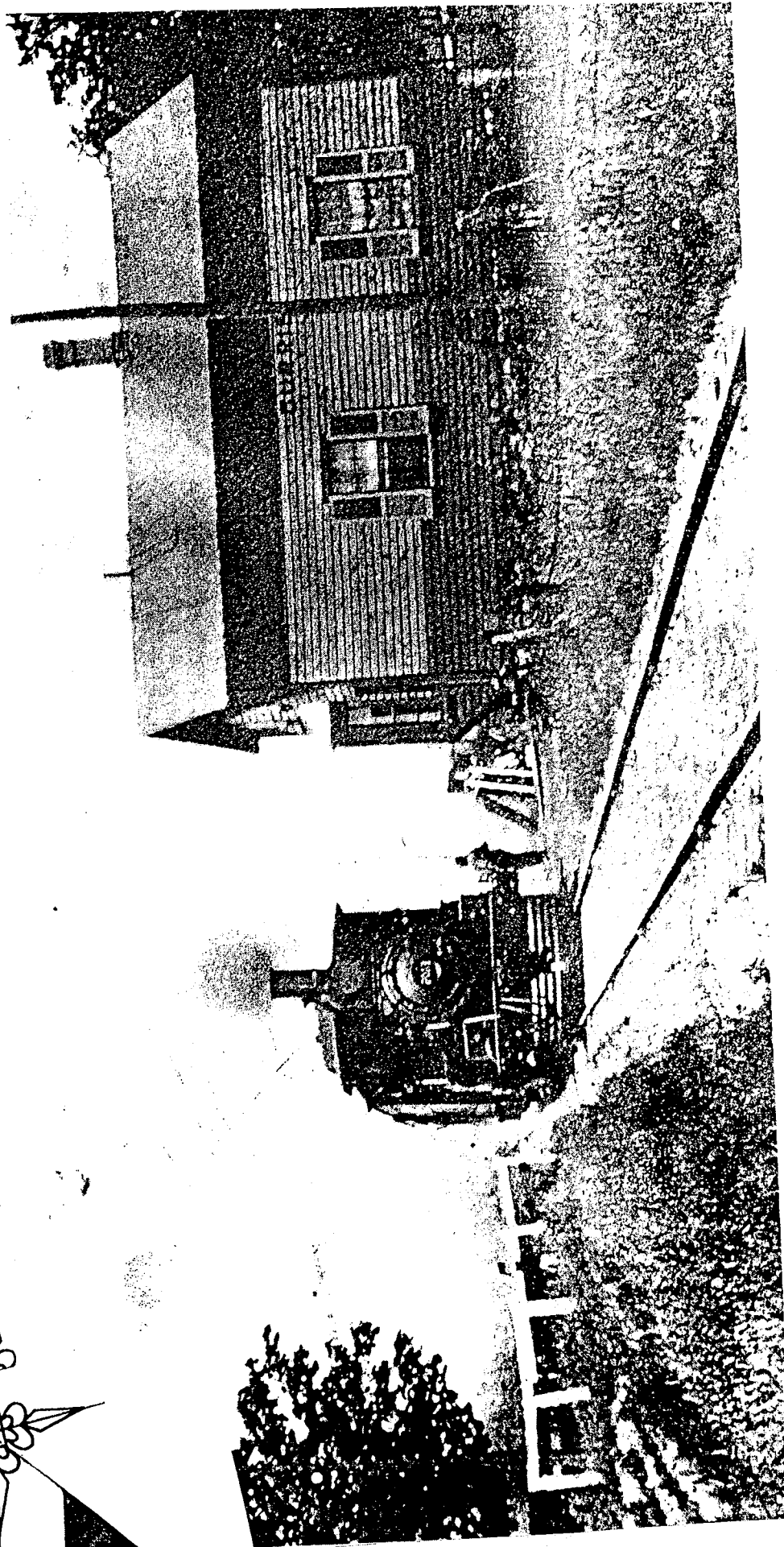
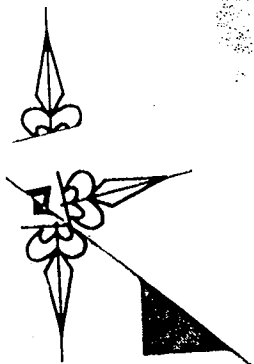
A good reminder of the numbers in 1921 that could be brought to Port Dover by train to enjoy a good day.

WOODSTOCK - Junction with CPR



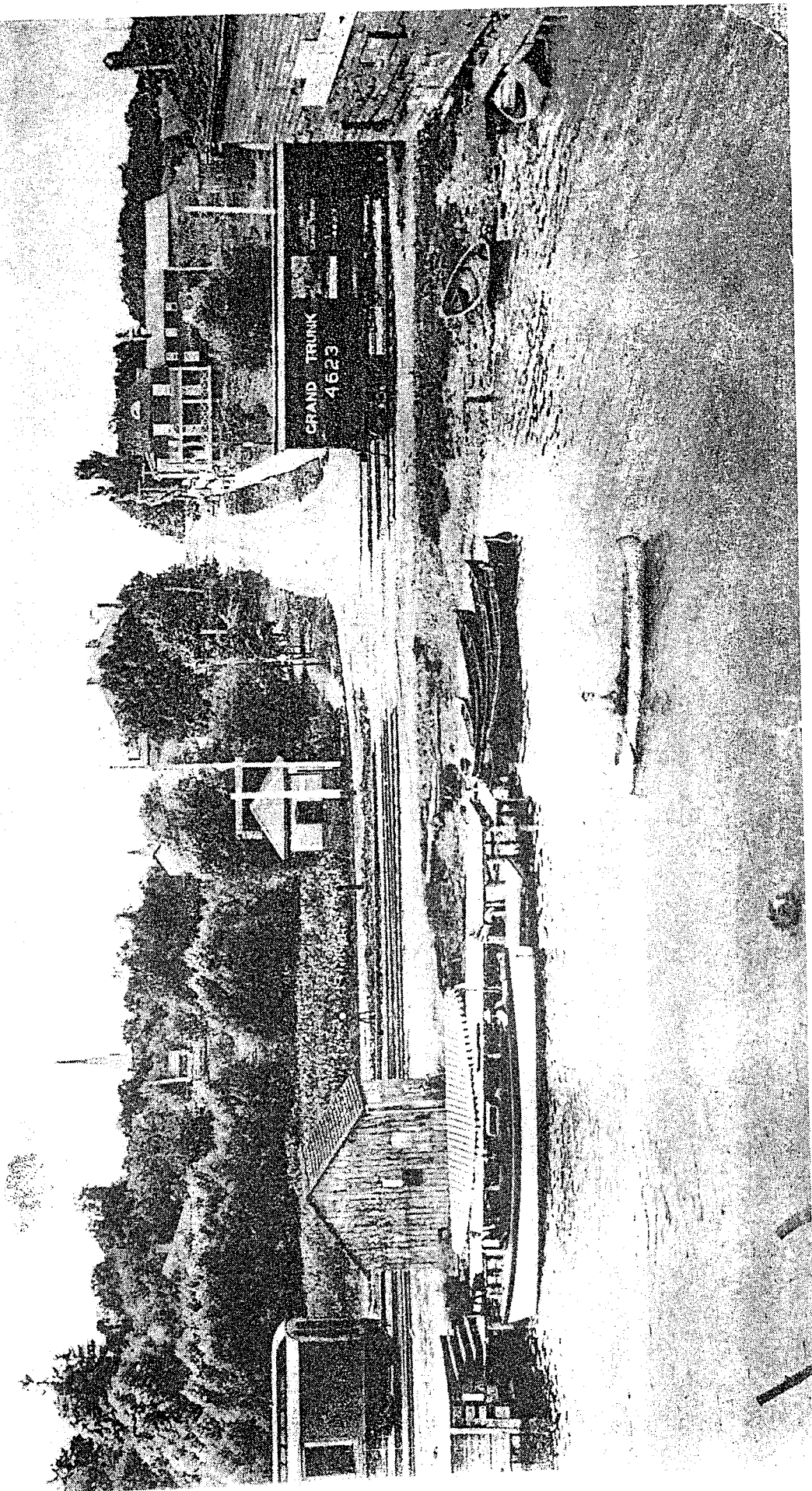


This is one of the locomotives to pull into the Port Dover & Lake Huron depot about 100 years ago. The locomotive, Grand Trunk's number 360, has an engine plate that says 1878. The station was at Nile and Falstaff streets and it stood until 1922.



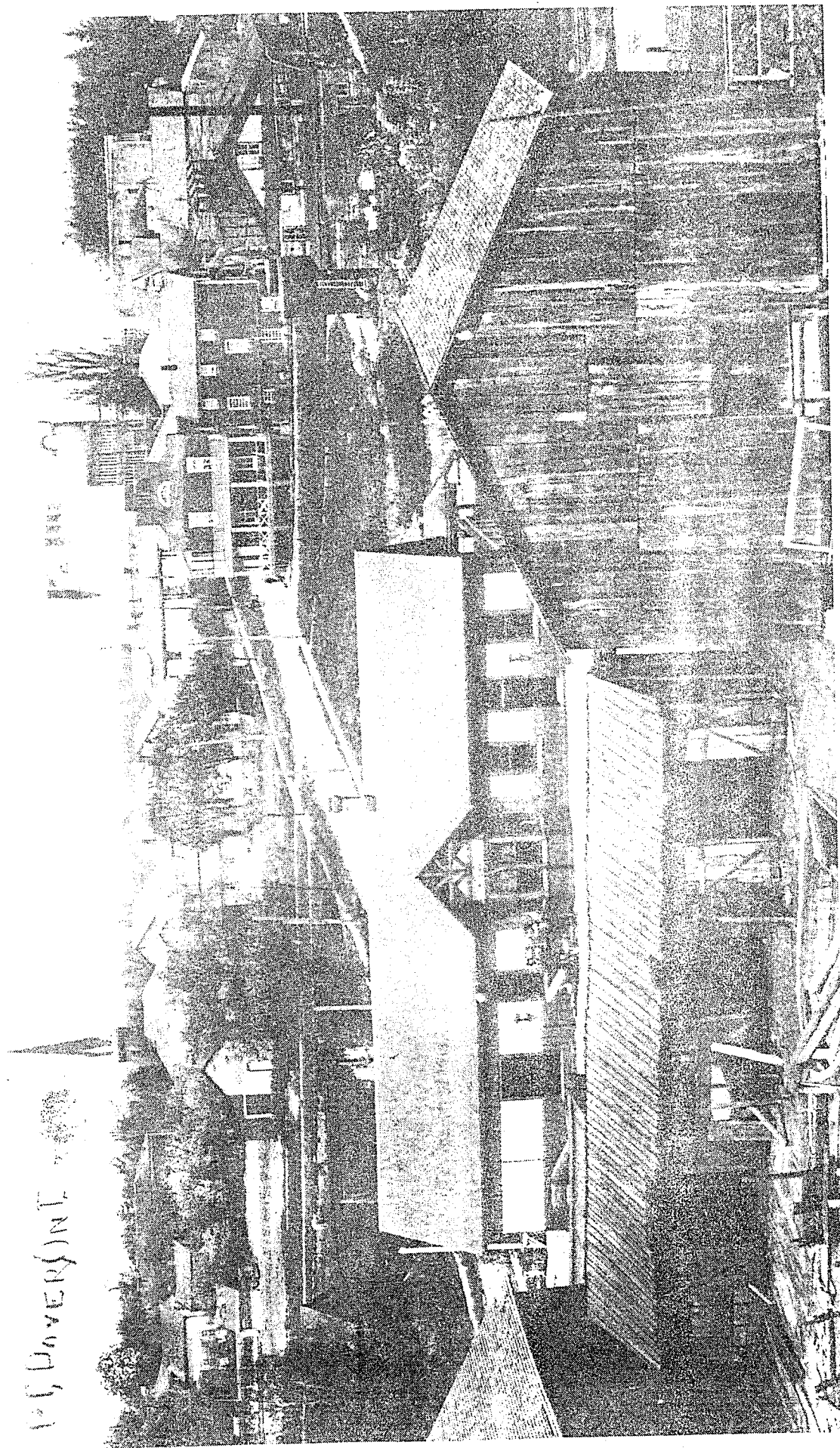
Curries station about 1916.

HARBOR AND MAIN ST. PORT DOVER, CANADA.

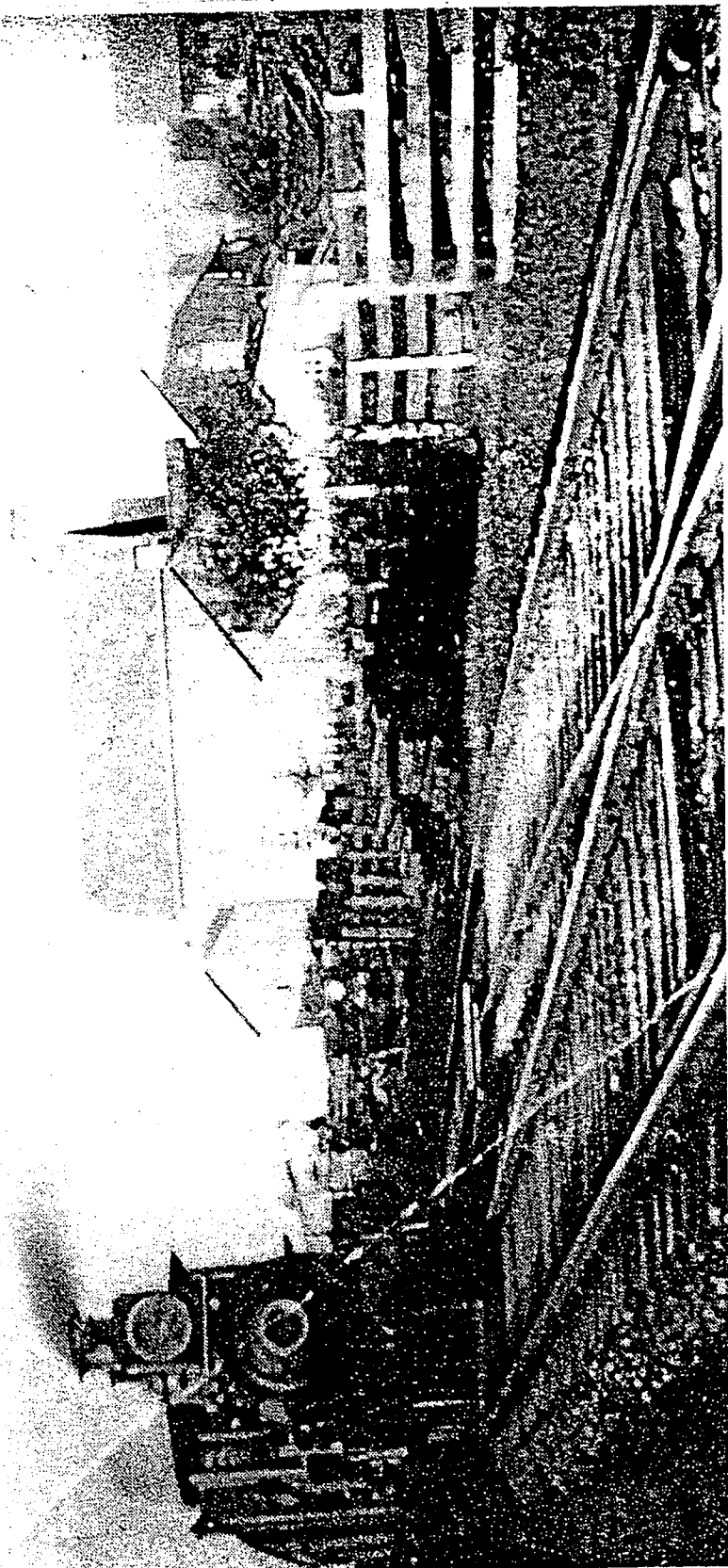


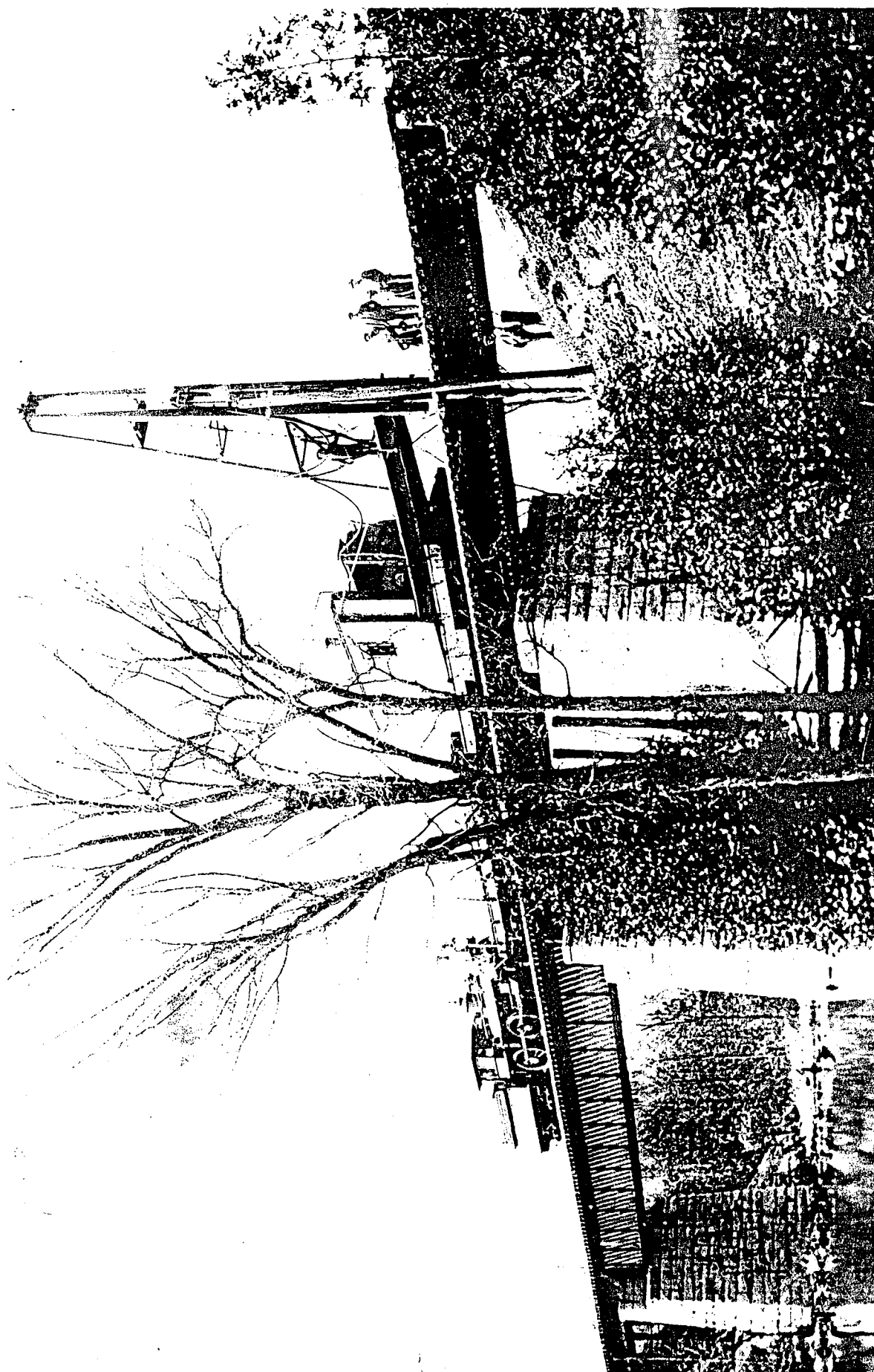
Lower Main St., showing the Mohawk Queen, a launch for excursions dockside at the boat livery. The Customs house erected in 1895 sits surrounded by the swamp.

105, Dovers) NT



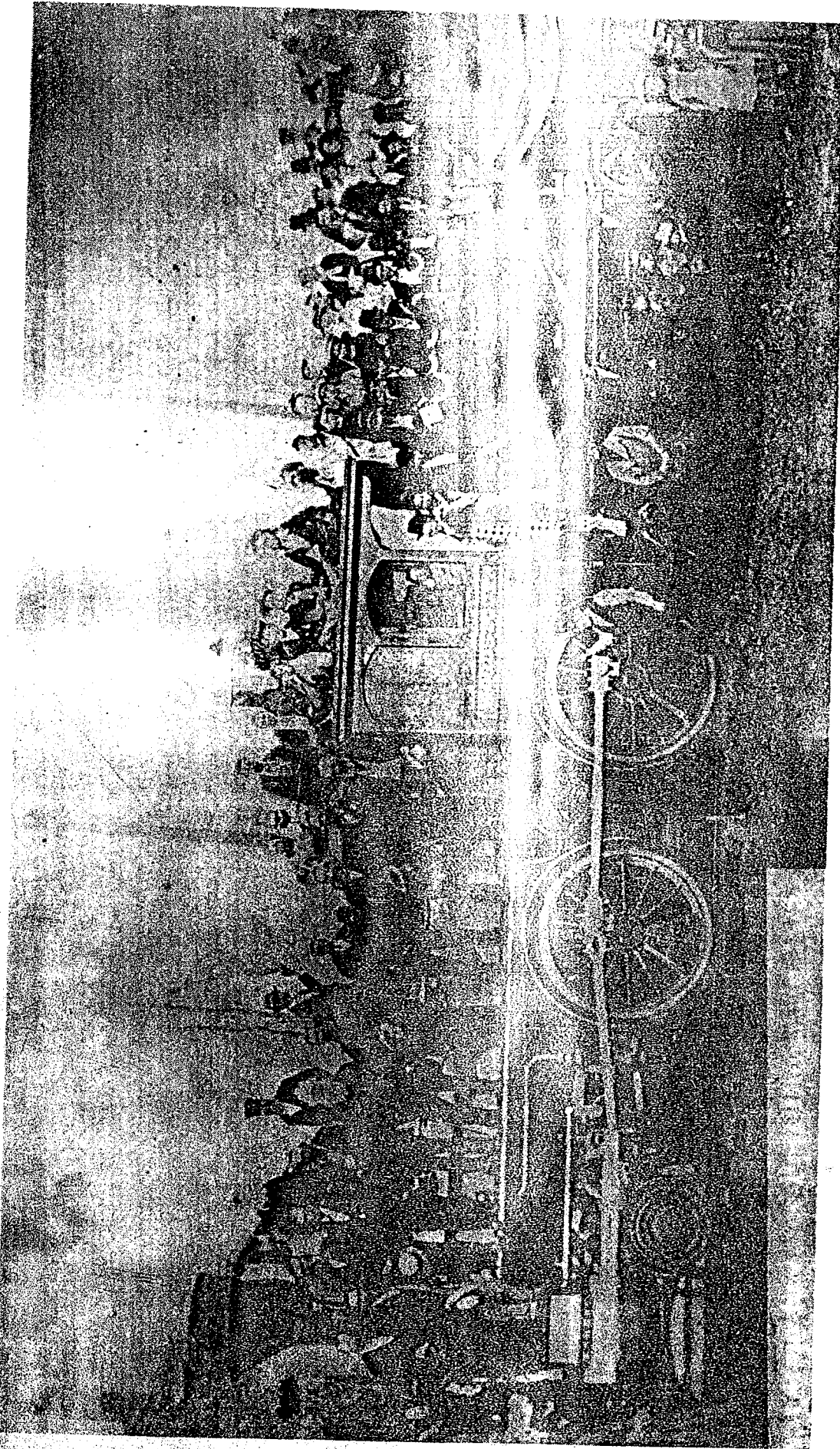
Behind the station to the right is the old vinegar works of 1908. To the left of the Norfolk Hotel is seen the old home of Moses Nickerson built in 1836, and long the site of Dr. N.O. Waller who practised there before 1900.



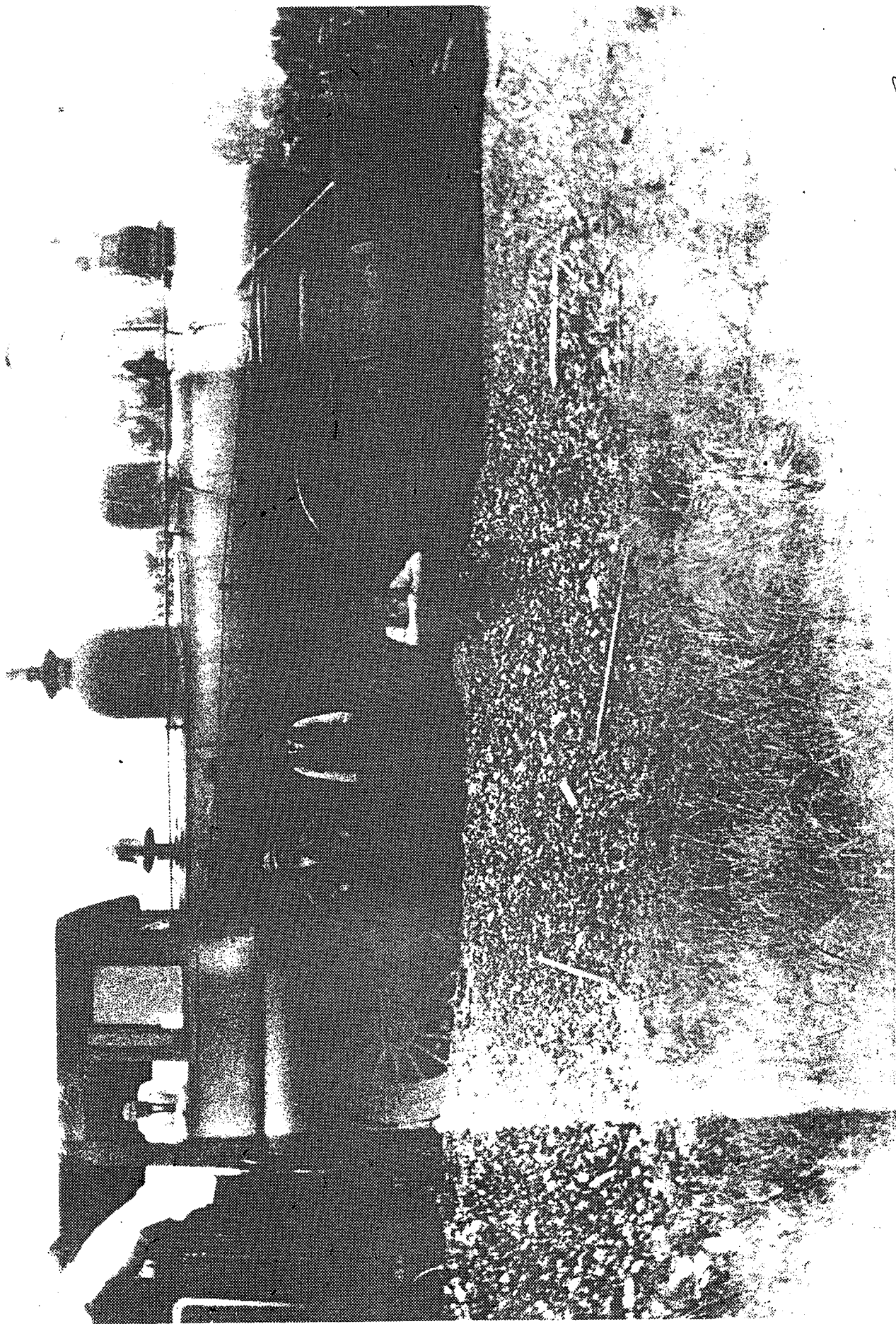


Norwich and District Archives
91 Stover St. N., R.R. #3
Norwich, Ontario N0J 1P0

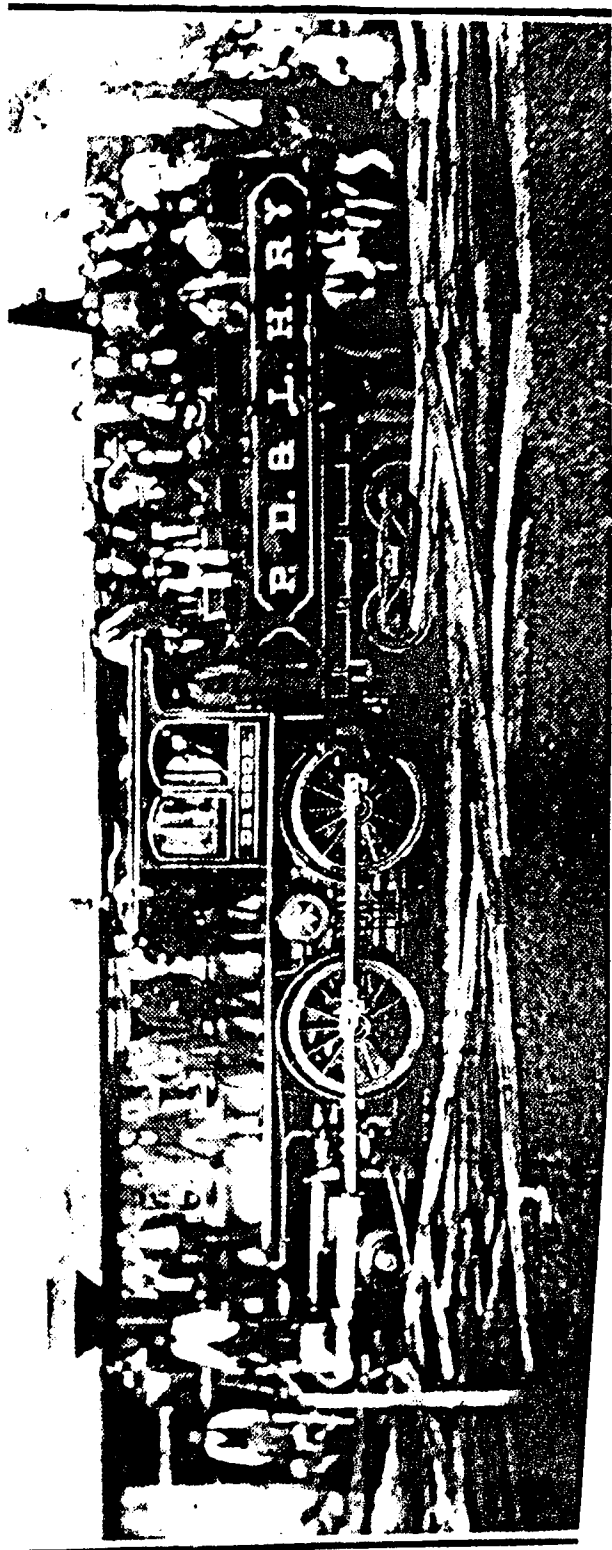
663



Woodstock and Lake Erie Railway and Harbour Company first train into Port Dover June 1875. By 1879 this line was bought over by the Grand Trunk at five cents on the dollar of issued stock.

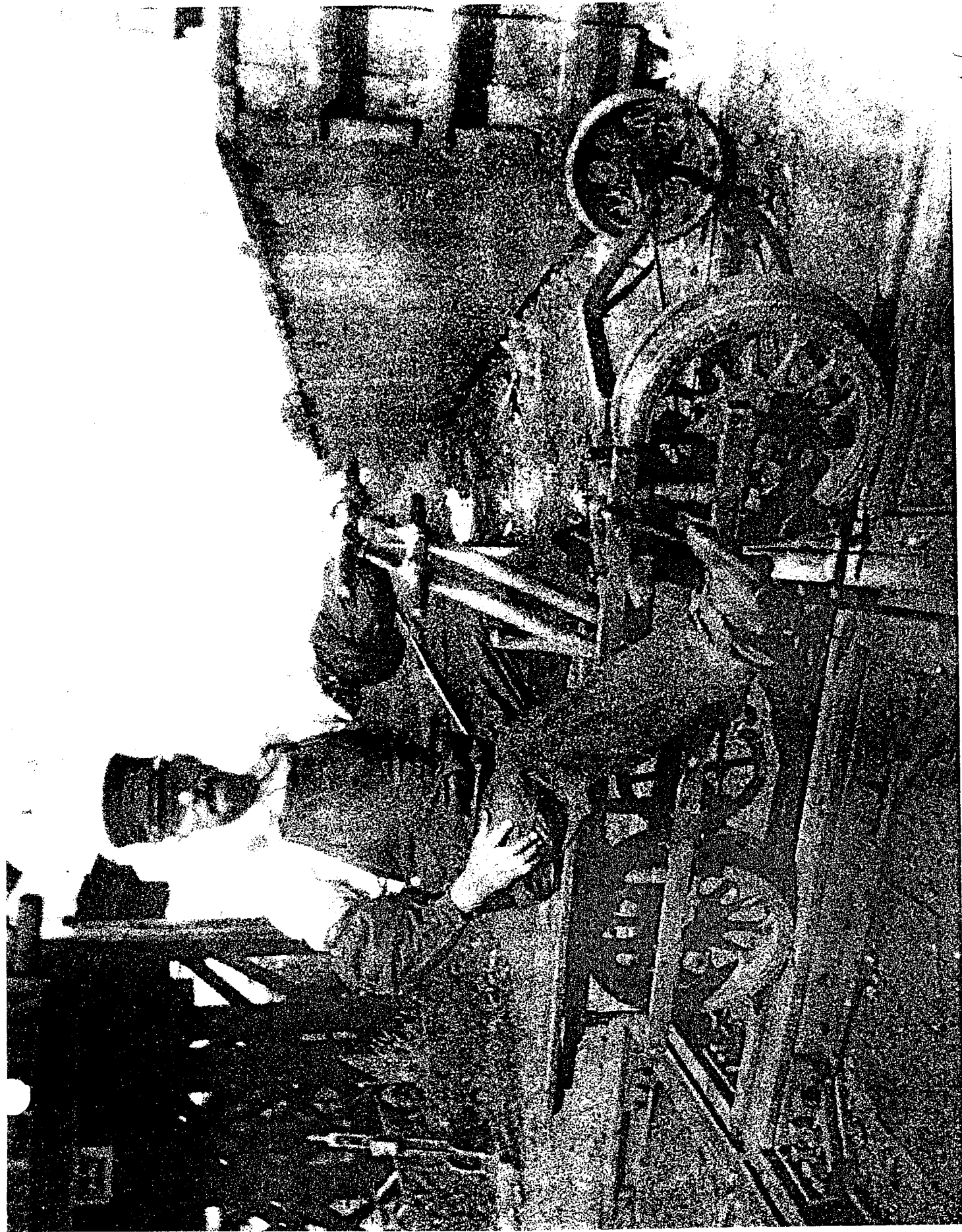


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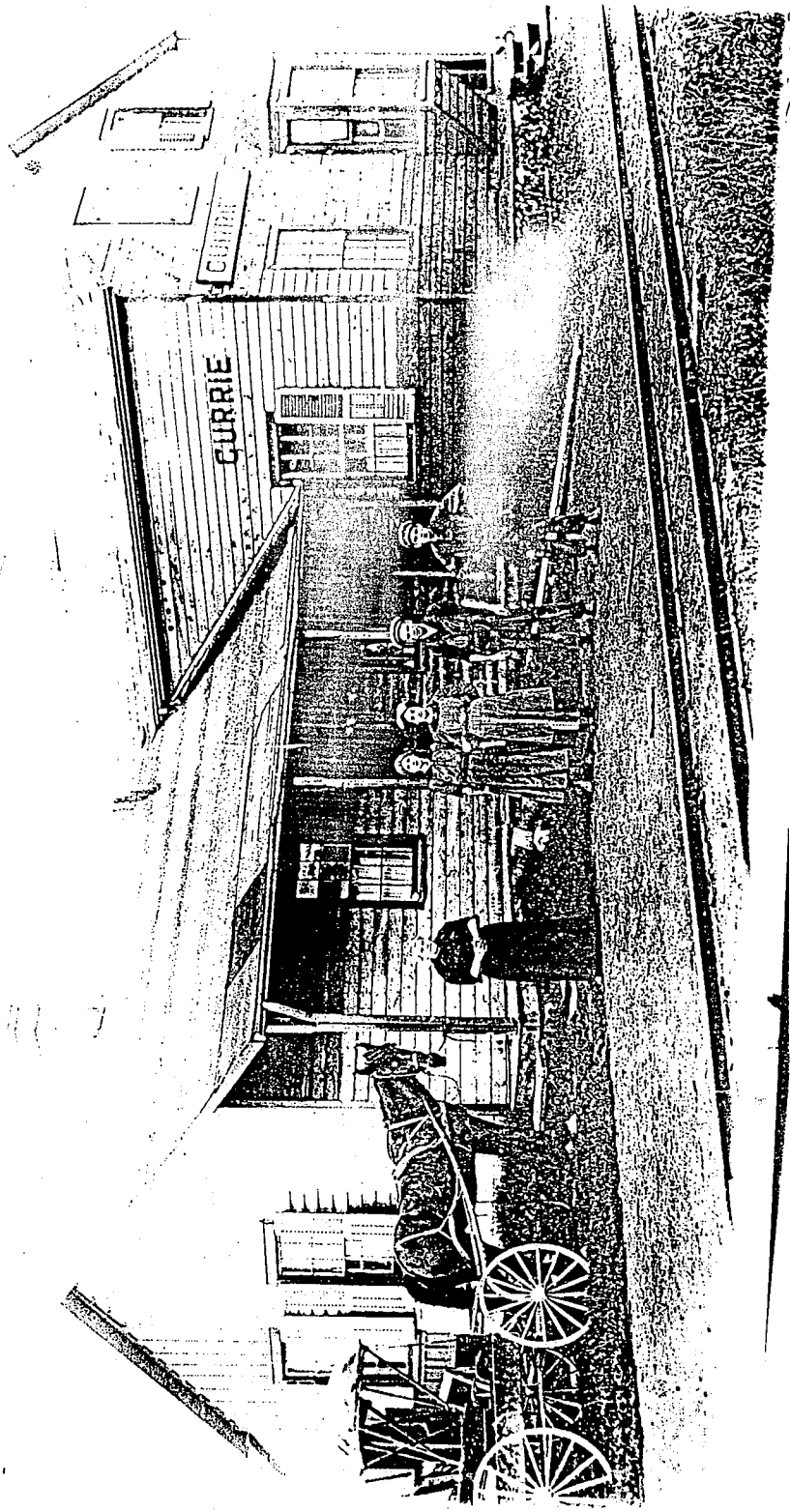


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DENNIS Groat Norwich Junction

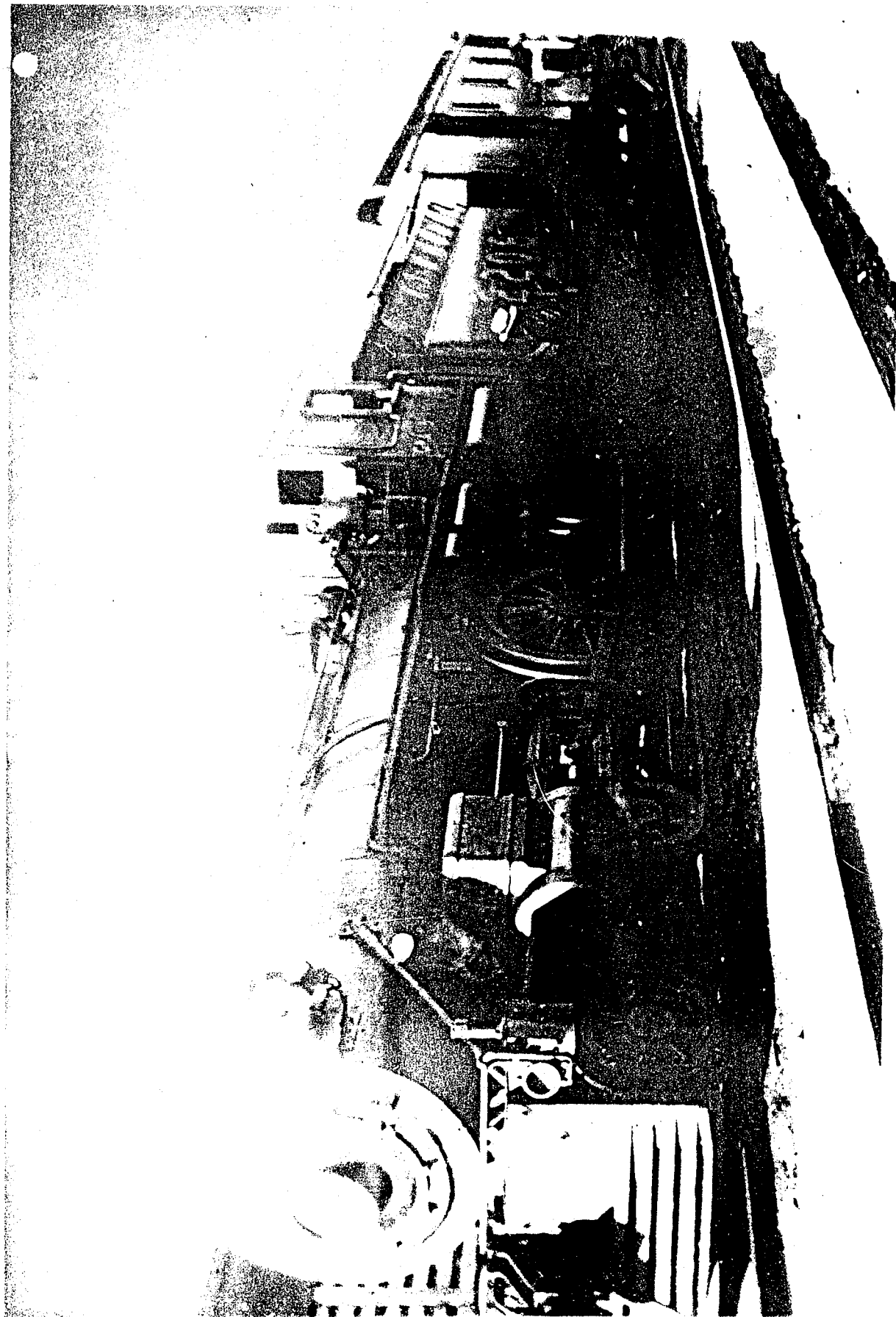


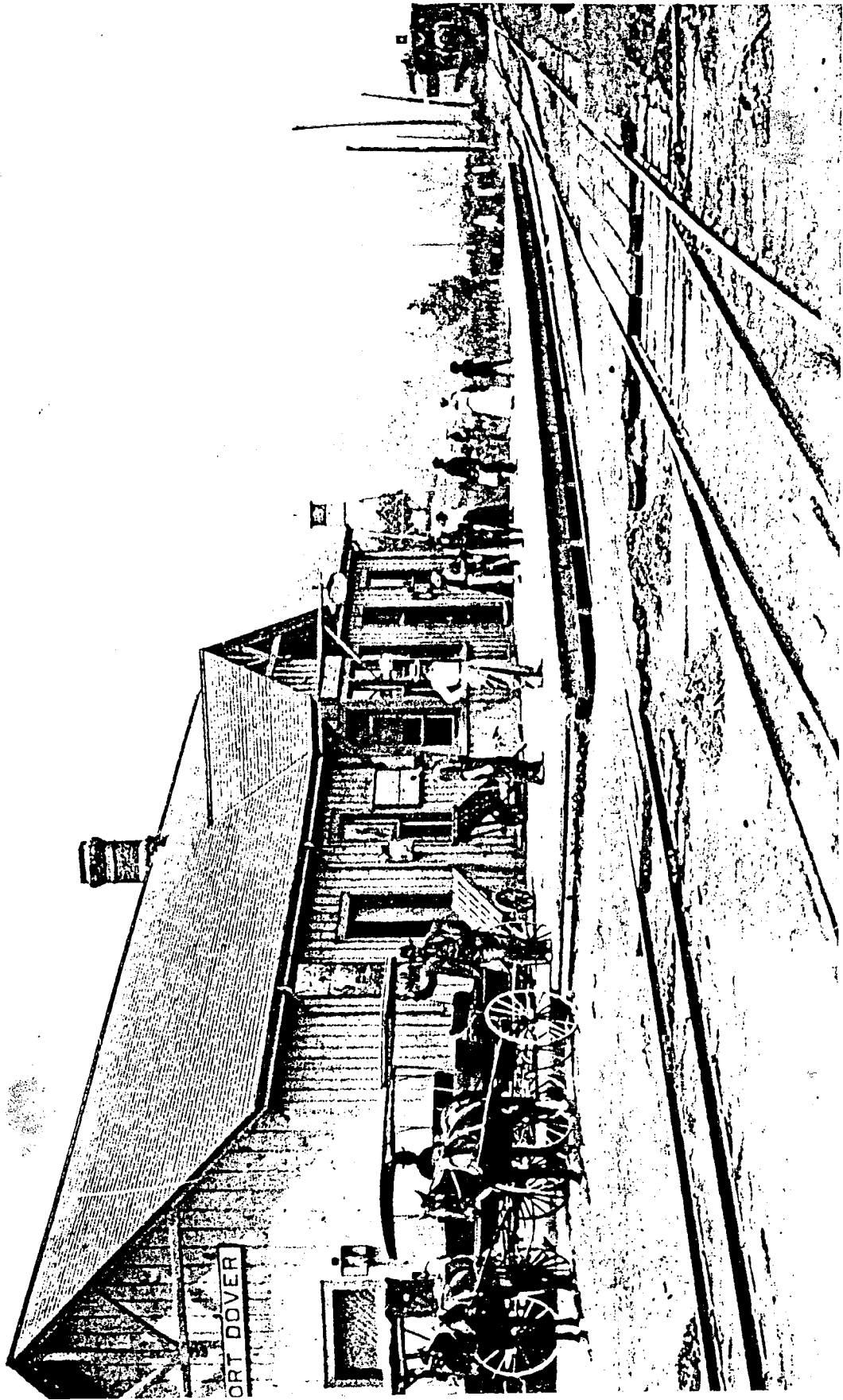
CURRIE STATION

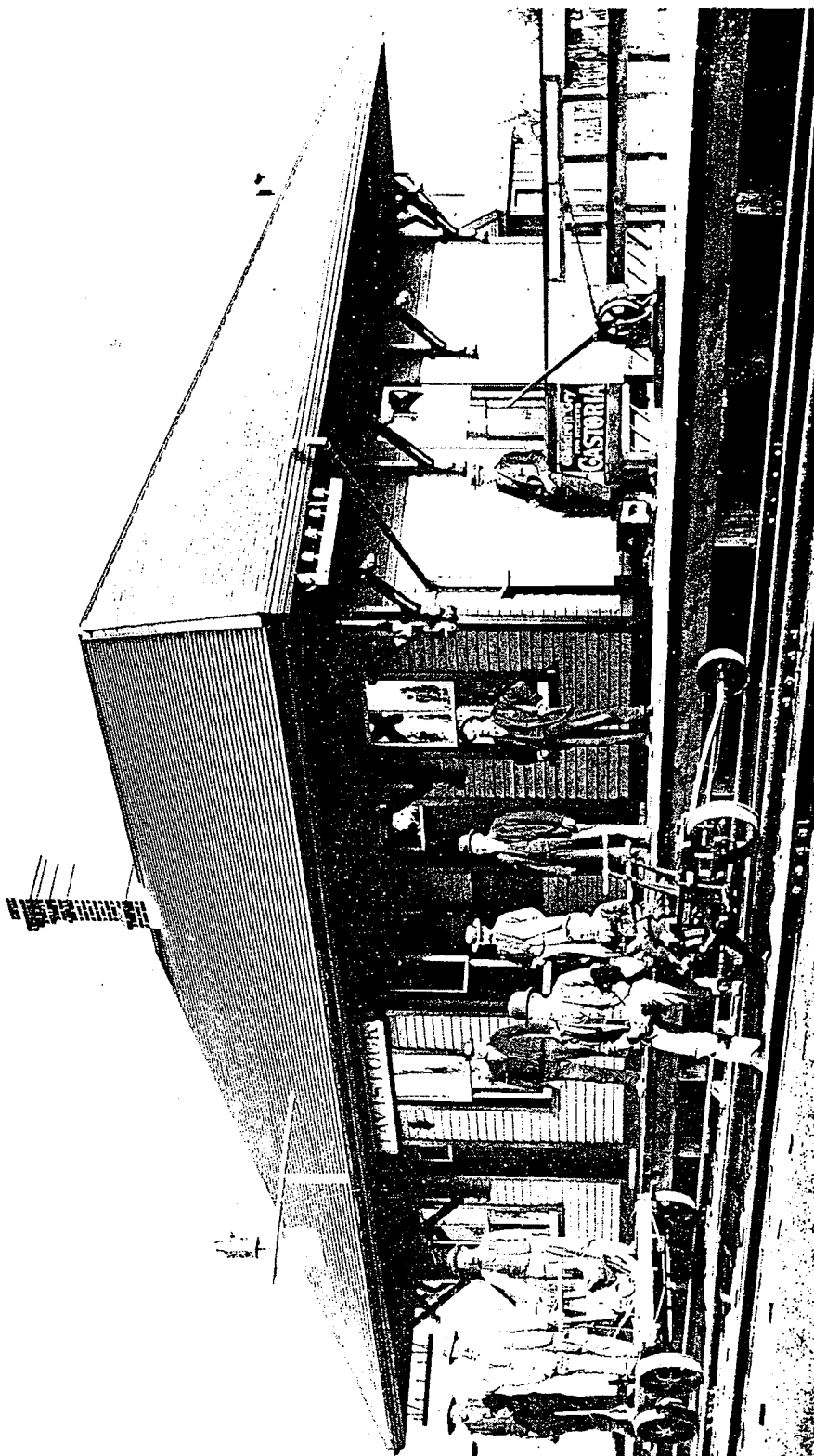
NORWICH ARCHIVES

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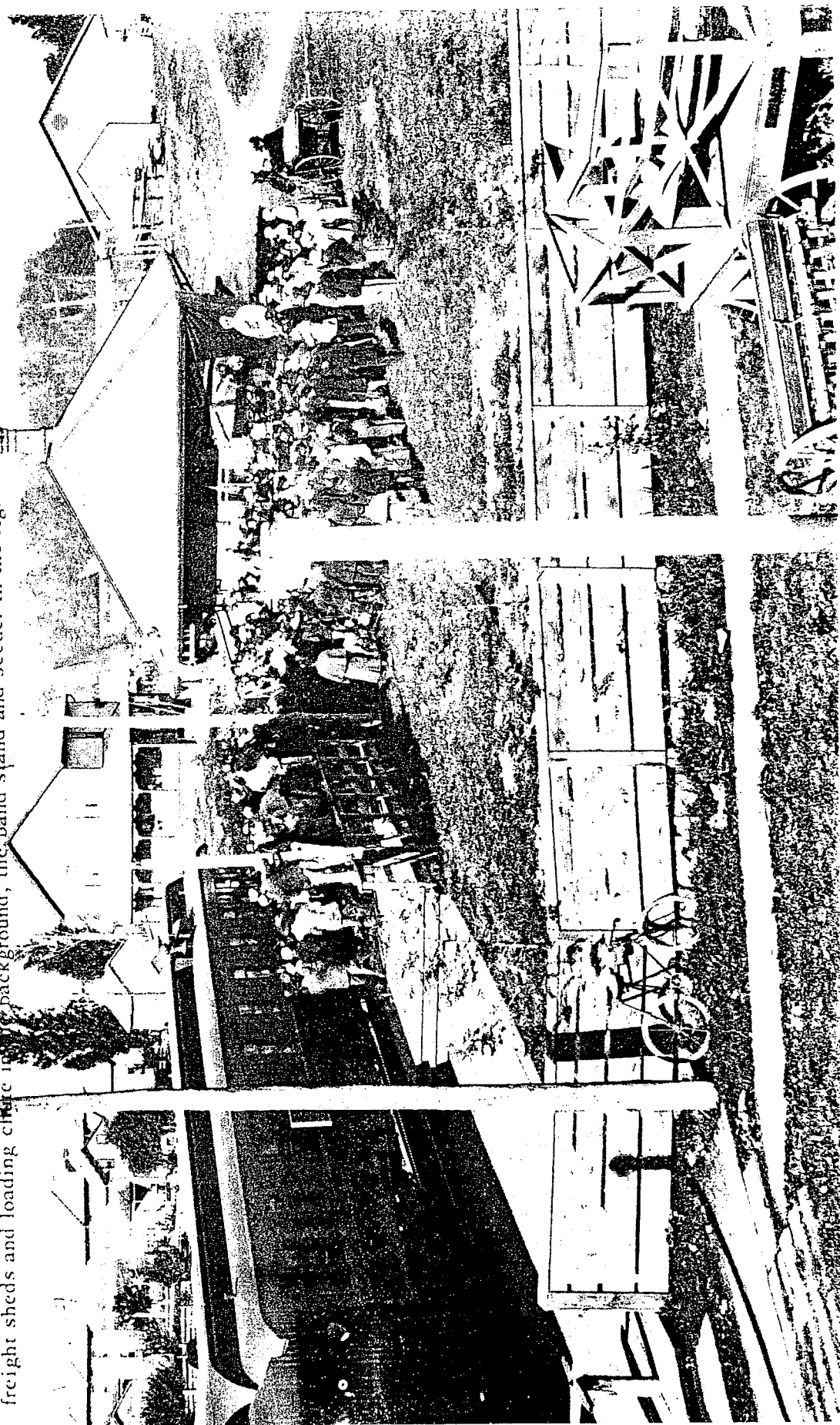


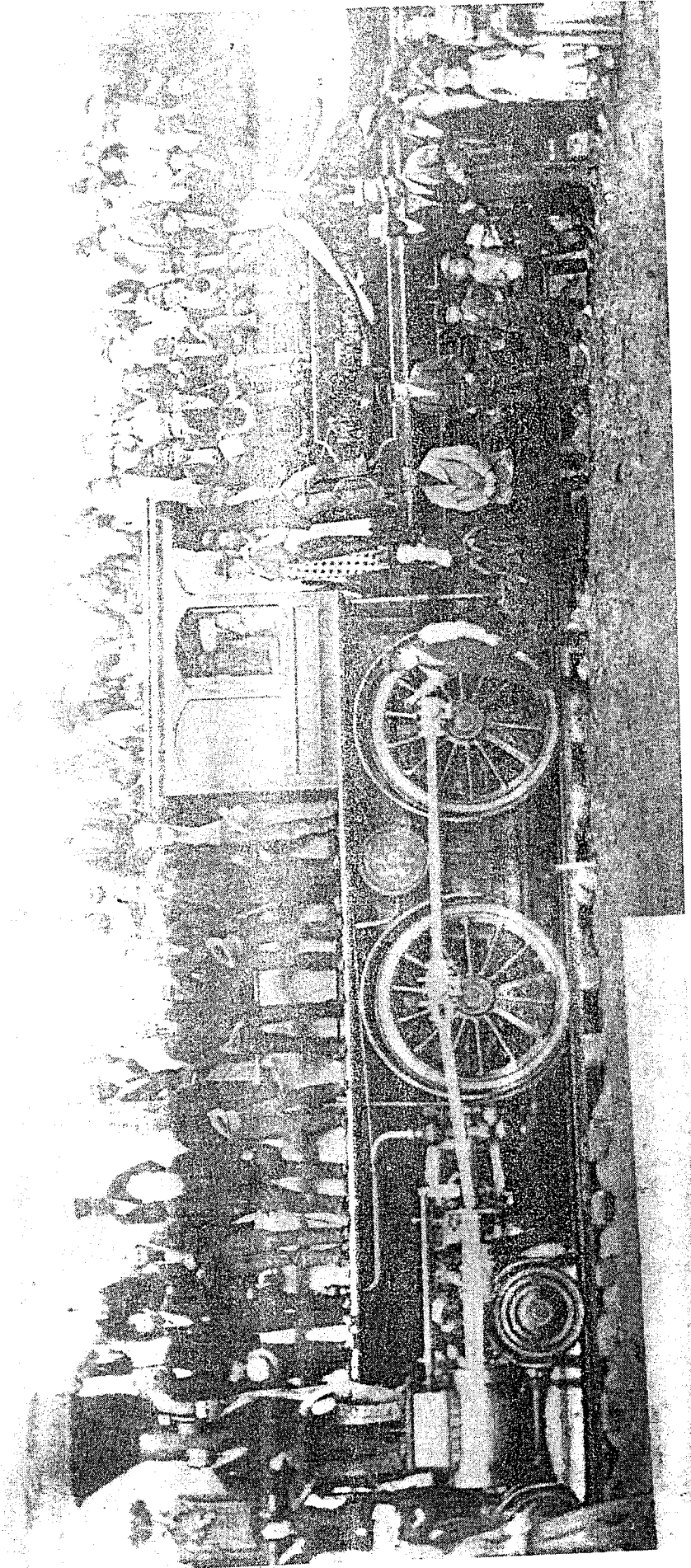
G.T.R. STATION

Before 1912 - since the red letter-box is missing from the front corner. Note the signal light, jutting out from the roof and the mechanism at the right for setting the semaphore, $\frac{1}{2}$ mile to the South-east, just beyond St. Paul's Cemetery on Roth Street.
(Arthur Ford, left; Mr. Tom Dryden, left on platform)

A GALA EVENT AT THE STATION

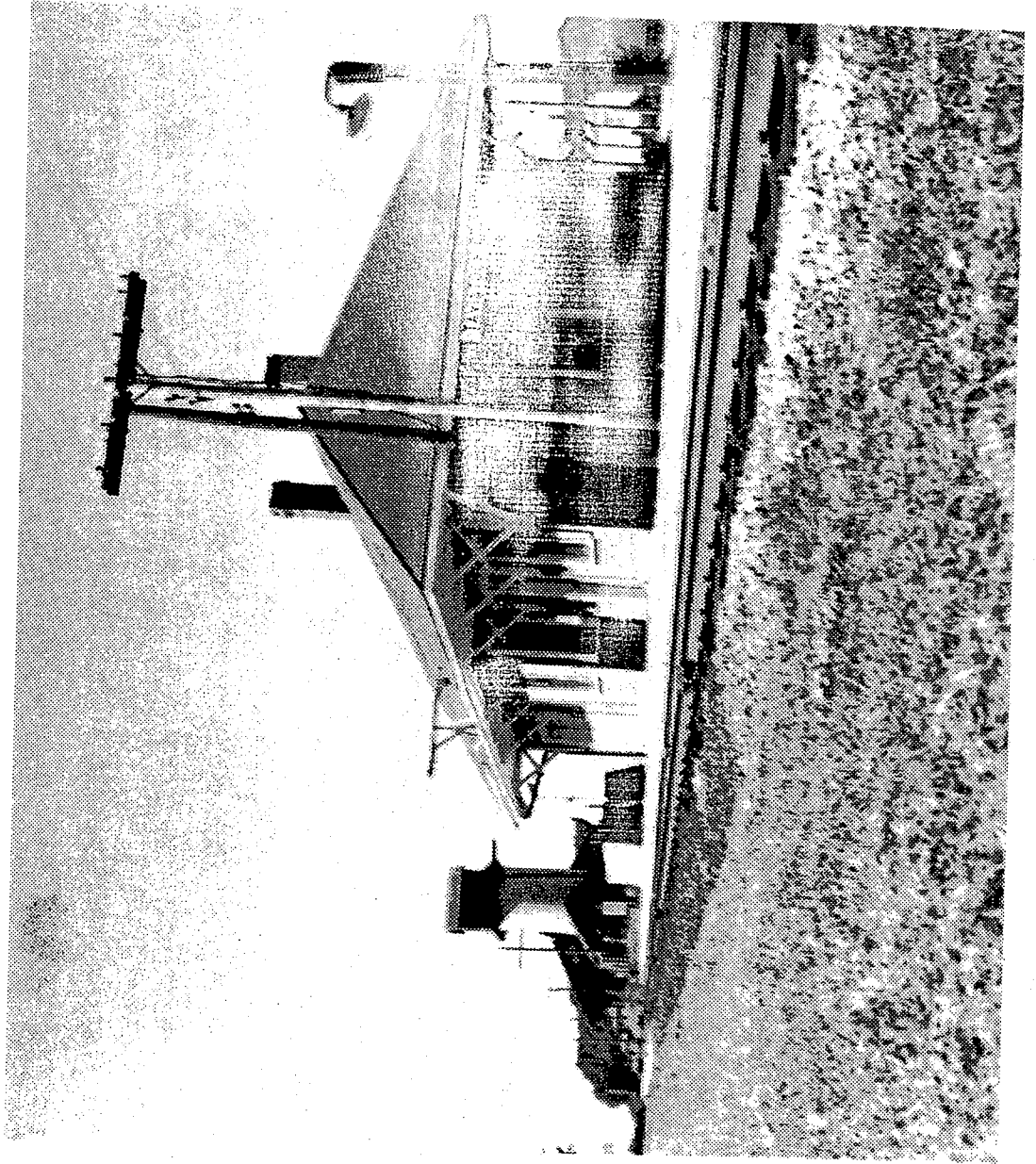
Date unknown, but before 1912, for on April 12 of that year the wooden fence was replaced by a new wire one. Note the turn-stile to keep cattle out; the red shed just to the left of the coaches, the station-master's residence just at the end of the last coach, the man in the plug-hat just stepping off the train, the Union Jack and crowned banner, the freight sheds and loading chute in the background, the band stand and seeder in the right foreground.

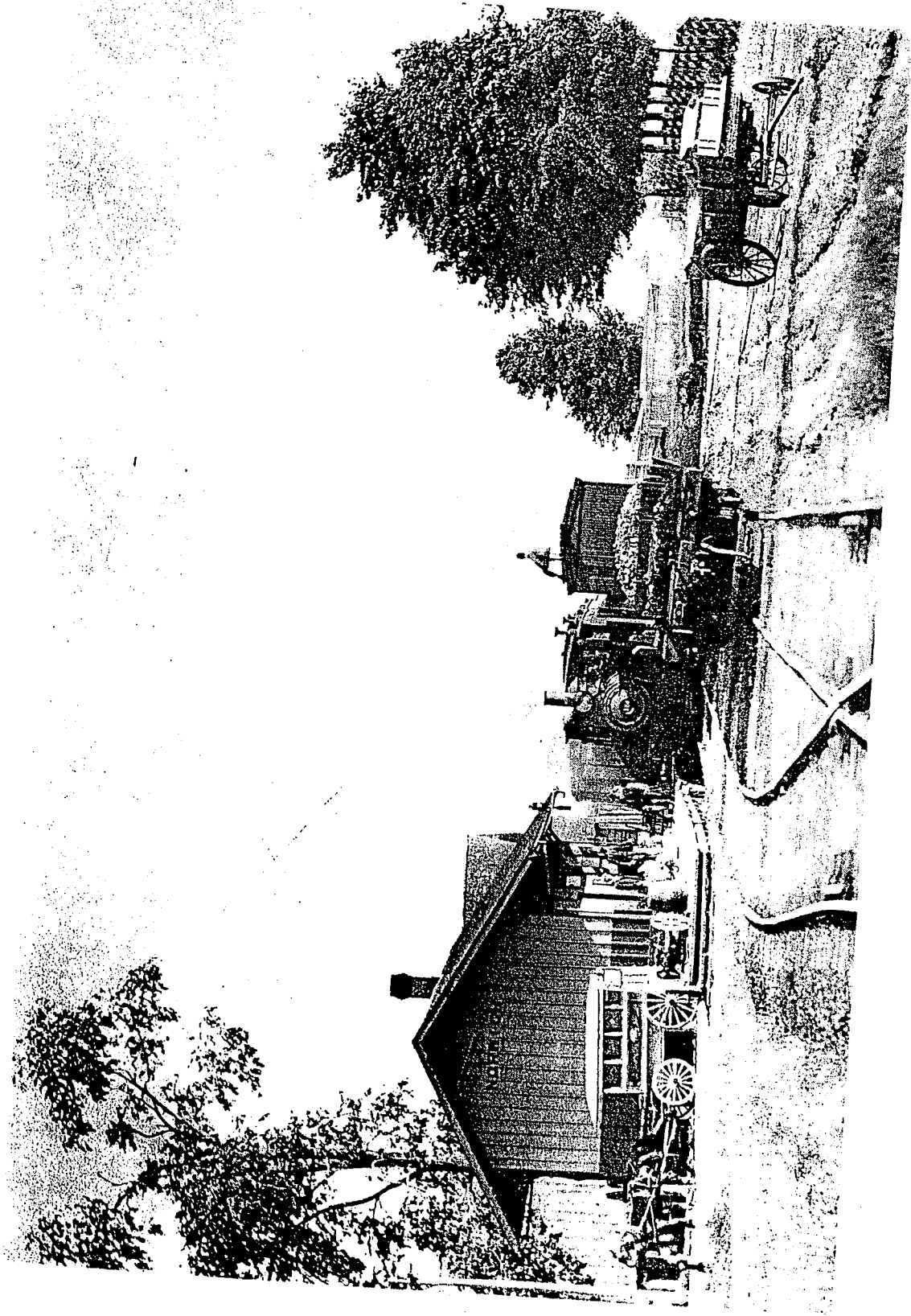


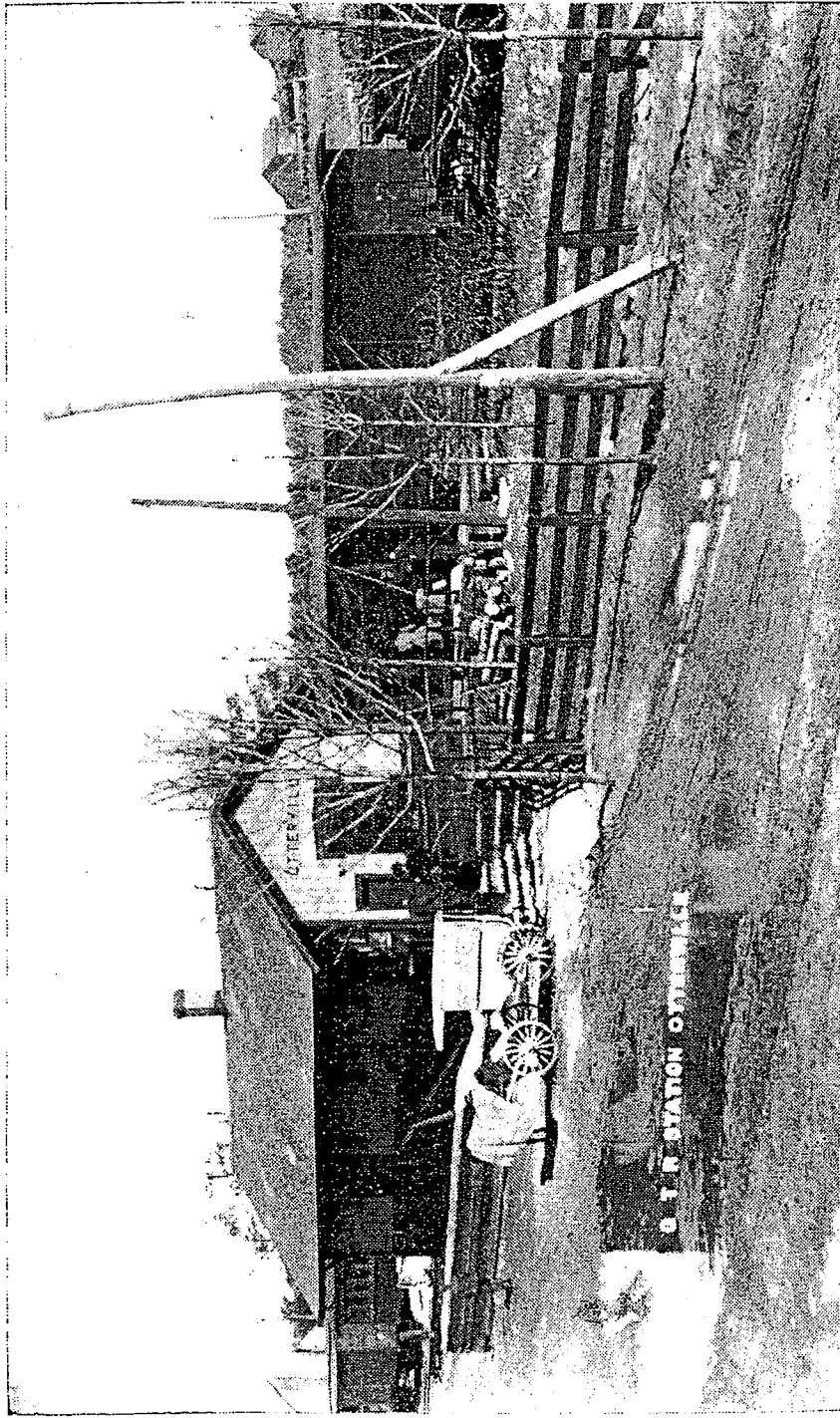


Woodstock and Lake Erie Railway and Harbour Company first train into Port Dover June 1875. By 1879 this line was bought over by the Grand Trunk at five cents on the dollar of issued stock.

THAVISTOCK



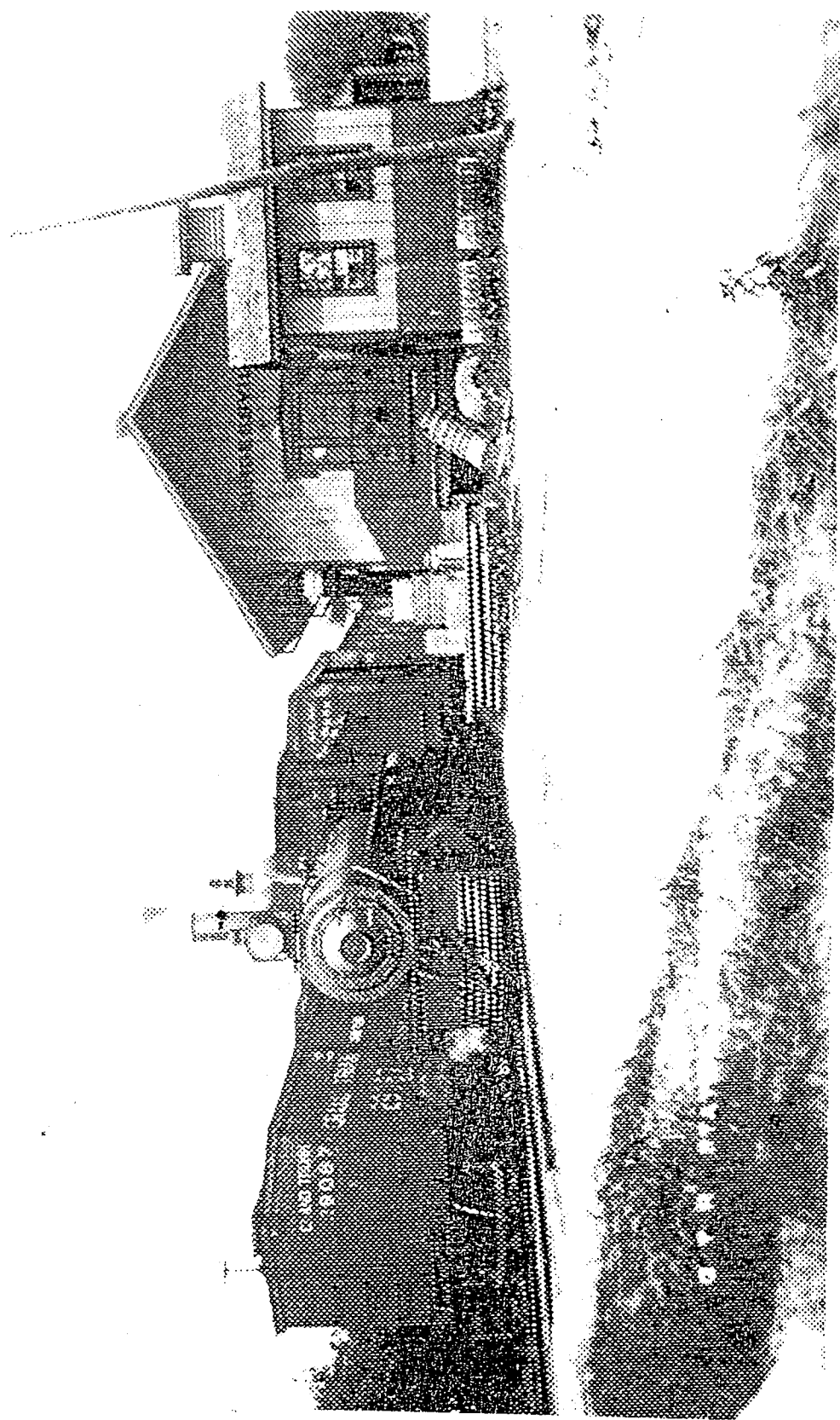




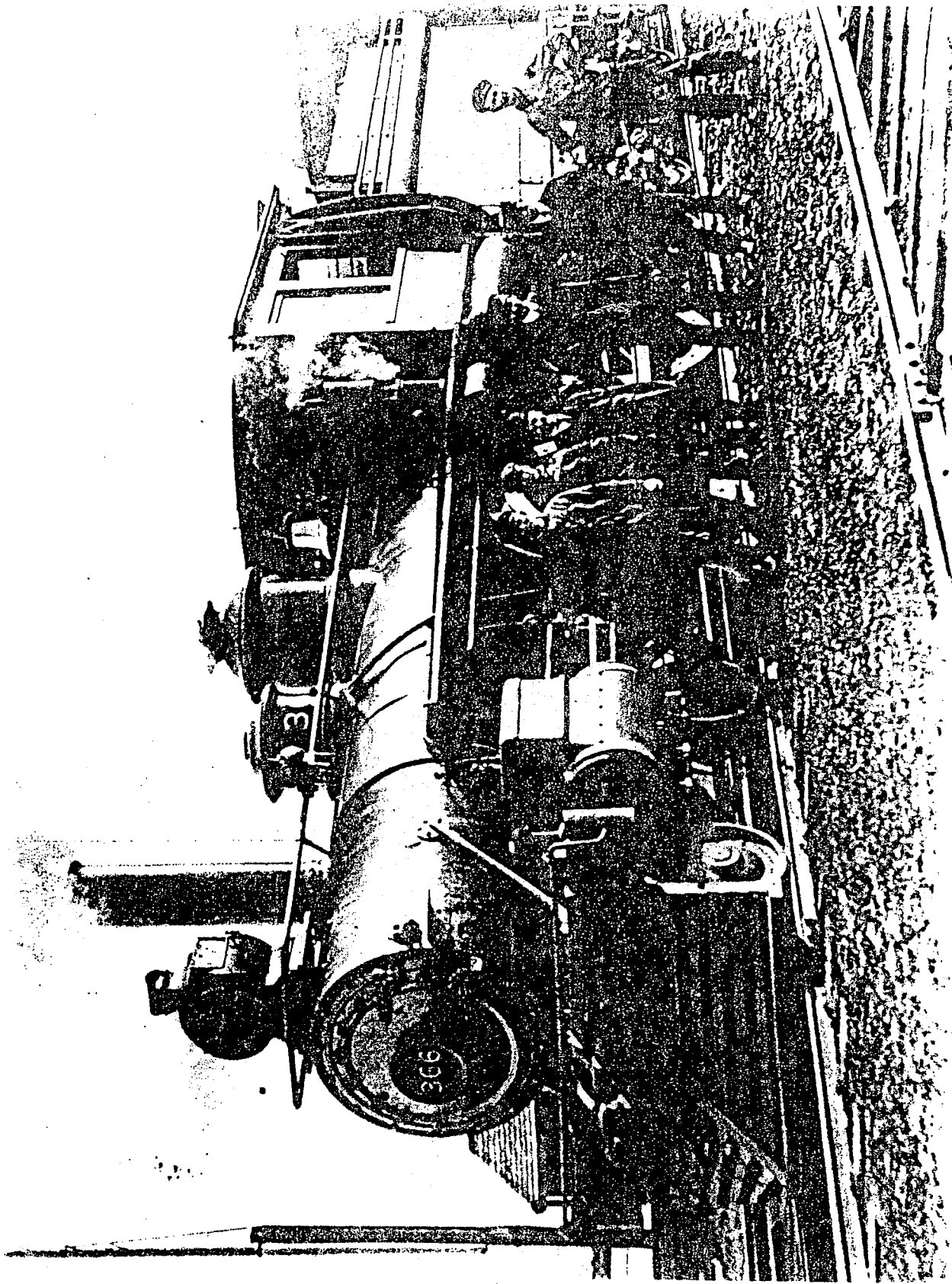
Station in the Days of Matthew Furlong's Bus



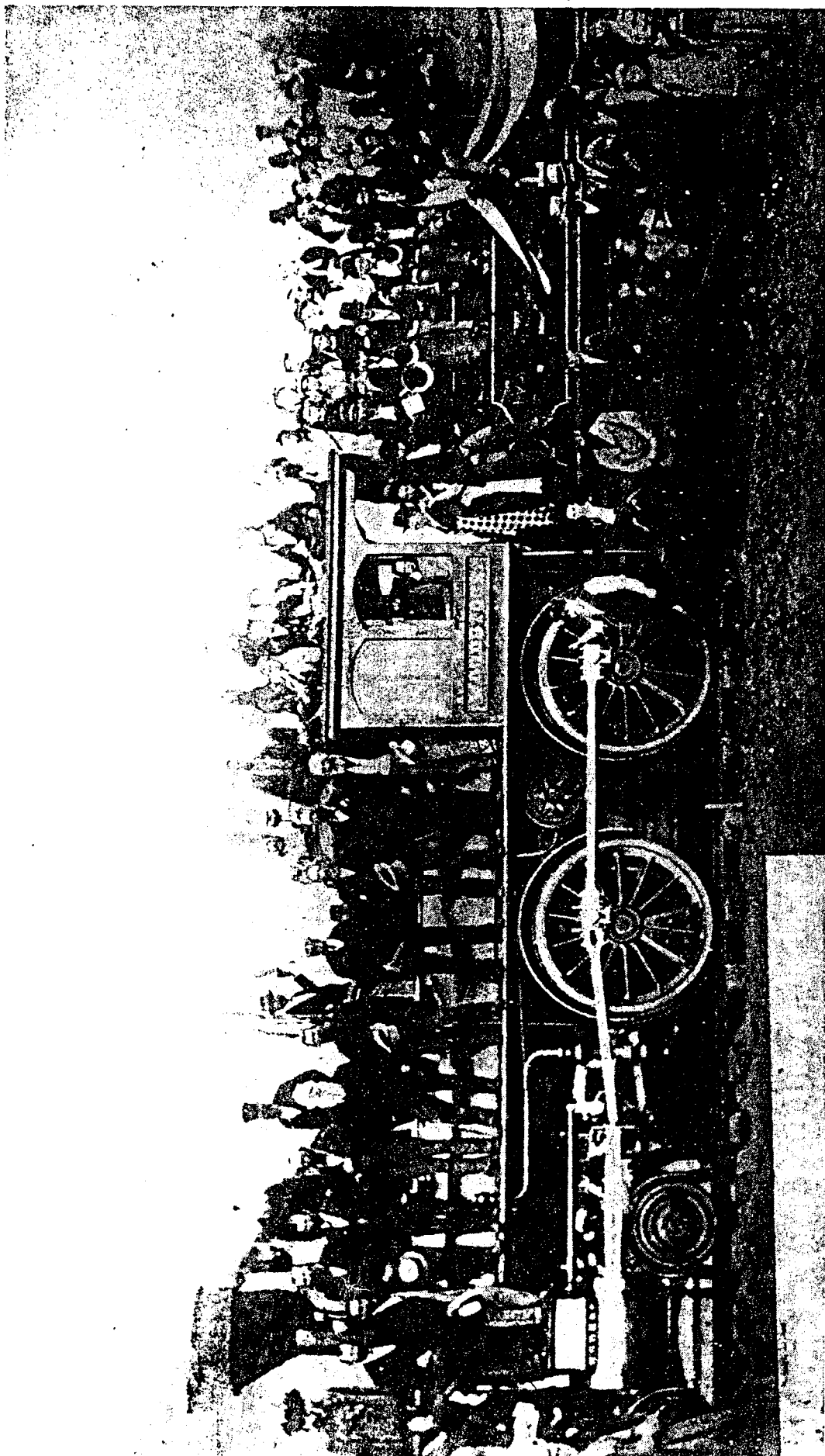
TAVISTOCK JUNCTION
Main Line with Port Dover tracks entering from the right.



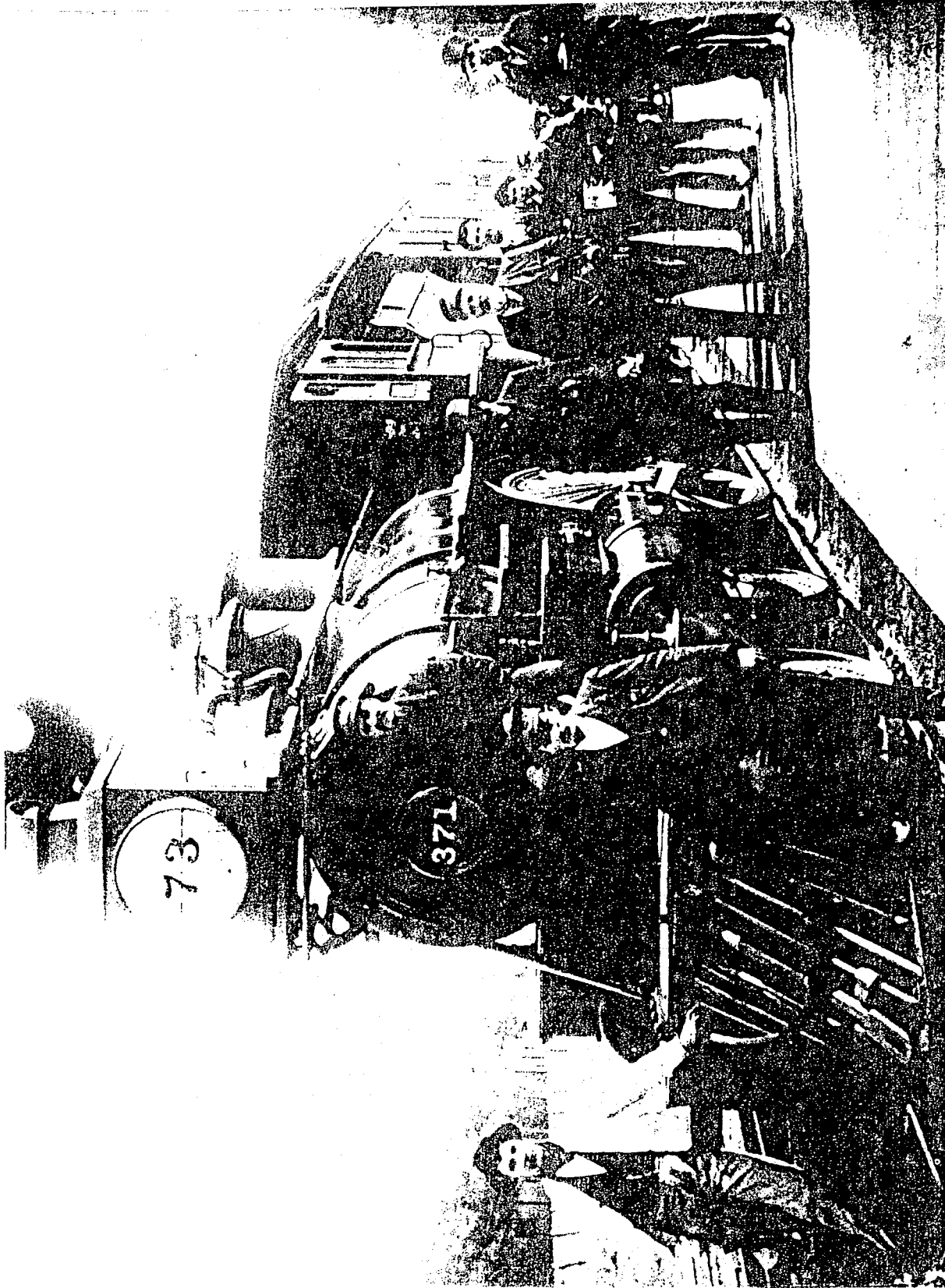
G.T.R. STATION, BURGESSVILLE



This picture of an old 366 engine, is taken right at the station at the bottom of Main Street. The pole for the storm signal is seen on the left, and Jake Everse used the building, (also seen on the left), for his boat livery. It is understood this was an afternoon train from Stratford, and stayed only a short time in Port Dover before leaving. An early 1853, Charter, obtained by the Woodstock and Lake Erie Harbour Company, intended to build a railway line from Port Dover to Woodstock, and every municipality supported the endeavour with bonus grants. Woodhouse Township had a free holders vote Nov. 18, 1853, which was successful in passing, bonusing the Woodstock and Lake Erie railroad \$8,000.00. Windham Township voted \$8,000.00 and Simcoe \$10,000.00. The building was proceeding during 1854 and 1855, and most of the grading and bridges were completed, most of the ties were out on the grade and lorries had been built. There seemed to be a leakage in the whole endeavour, and the result was bankruptcy. It was reported, fabulous prices were paid for yards and station locations, by the railroad. It was 20 years in the future before another charter was granted.

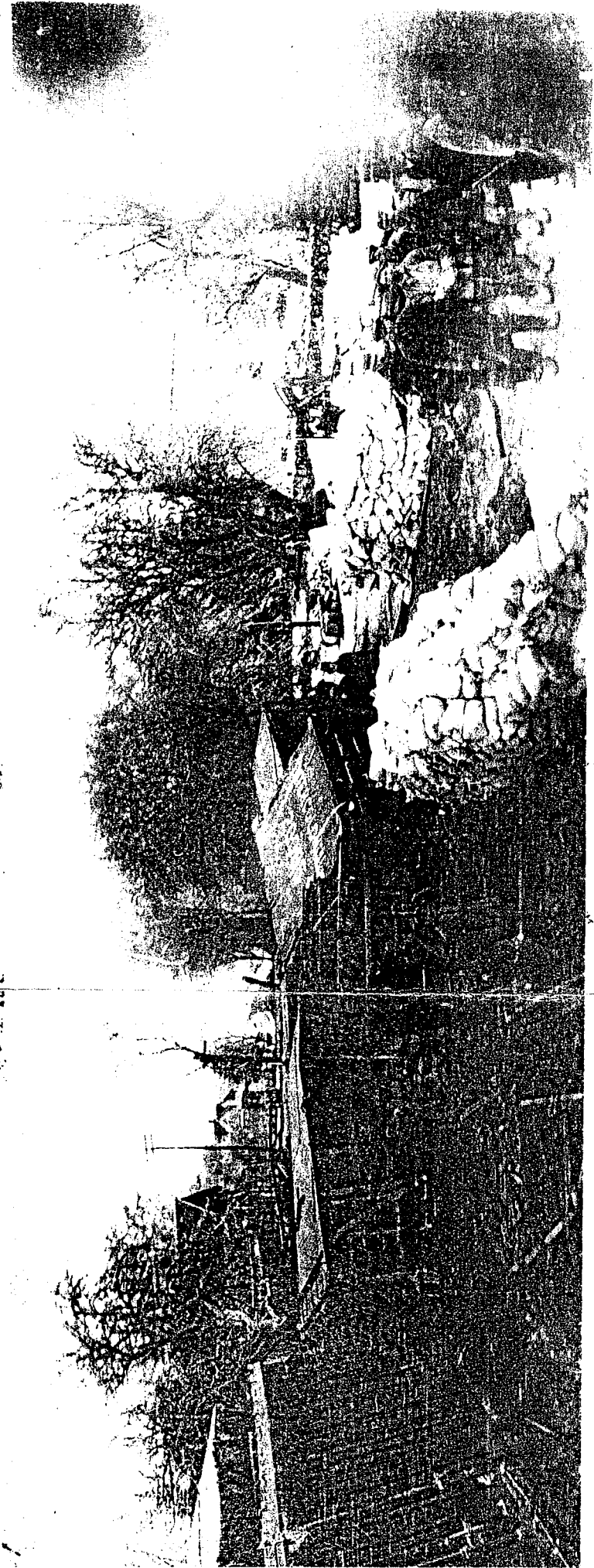
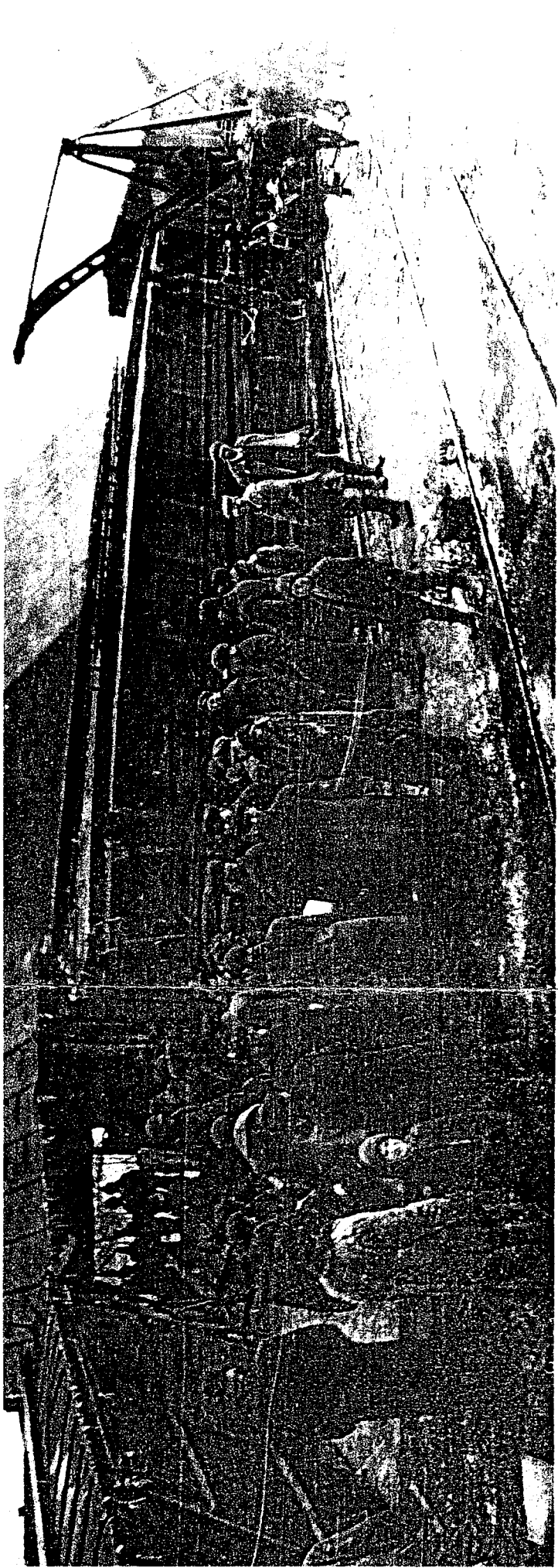


Woodstock and Lake Erie Railway and Harbour Company first train into Port Dover June 1875. By 1879 this line was bought over by the Grand Trunk at five cents on the dollar of issued stock.



On October 18, in 1871, the Port Dover harbour was sold at public auction, by James Riddell, who was acting under Federal Government instructions. It sold for \$6,200.00 to Oziah Ansley, the Reeve of Woodhouse Township, and this was before the incorporation of Port Dover as a village. Mr. Ansley was acting on behalf of the Port Dover and Lake Huron Railway. James Riddell, back in 1850, was the editor of 'The Independent', a weekly newspaper published in Port Dover. This Port Dover and Lake Huron R. R. held several meetings with the Township Council, to obtain right of way through property owned by Peter Lawson, to bring the rail line in parallel to St. Patrick St. and to Market St. Along Bridge Street, the railway had to compensate the property owners as it became necessary to dig their houses up that overlooked the banks of the once beautiful Lynn River, and move them back. J.B. Barrett esq., Mr. Warren and Mr. John Allan, appointed an independent evaluator, and the Council had Mr. George Jackson as valuator. Mr. Barrett received \$800.00, Mr. Warren received \$200.00, and John S. Allan received \$100.00. This train ran into Port Dover during the 1890's, and 'Happy' Joe Smith, the baggage-man, is sitting at the front beside engine No. 371.

Loaned by Joe Smith



NORWICH April 1 1912



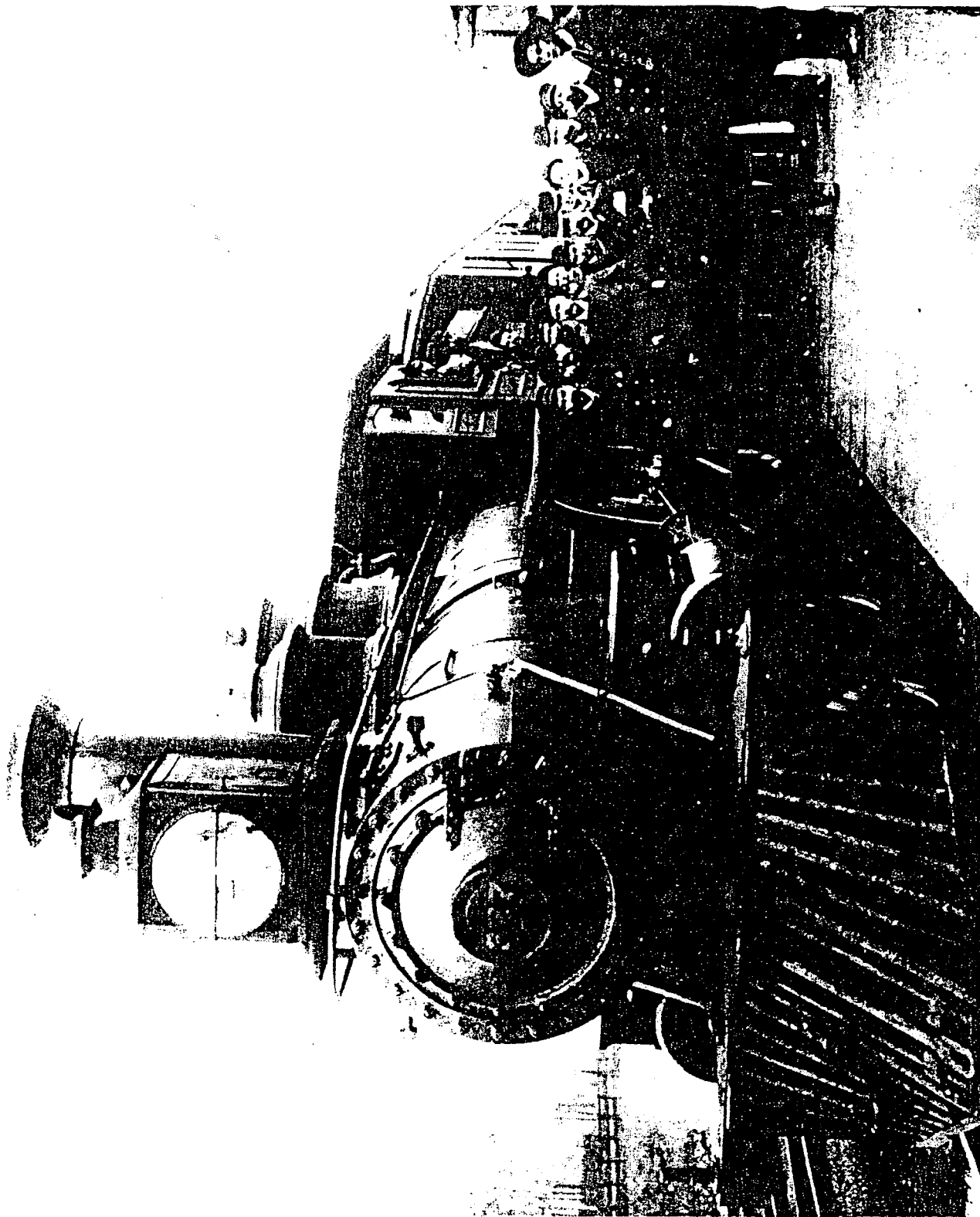
NORWICH April 1-1912

Simcoe, Ontario.



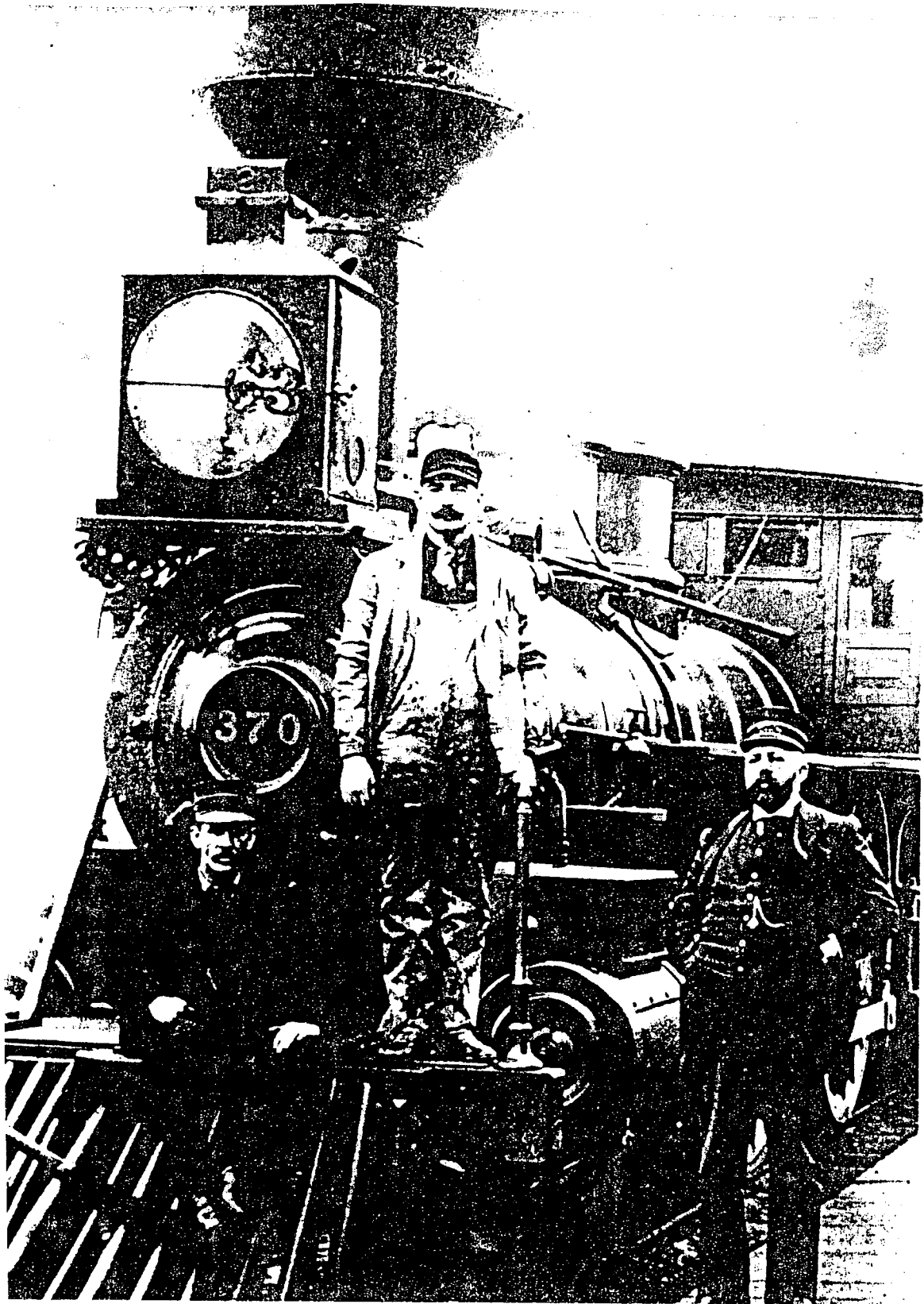
Photo by Wm. L. Reddy

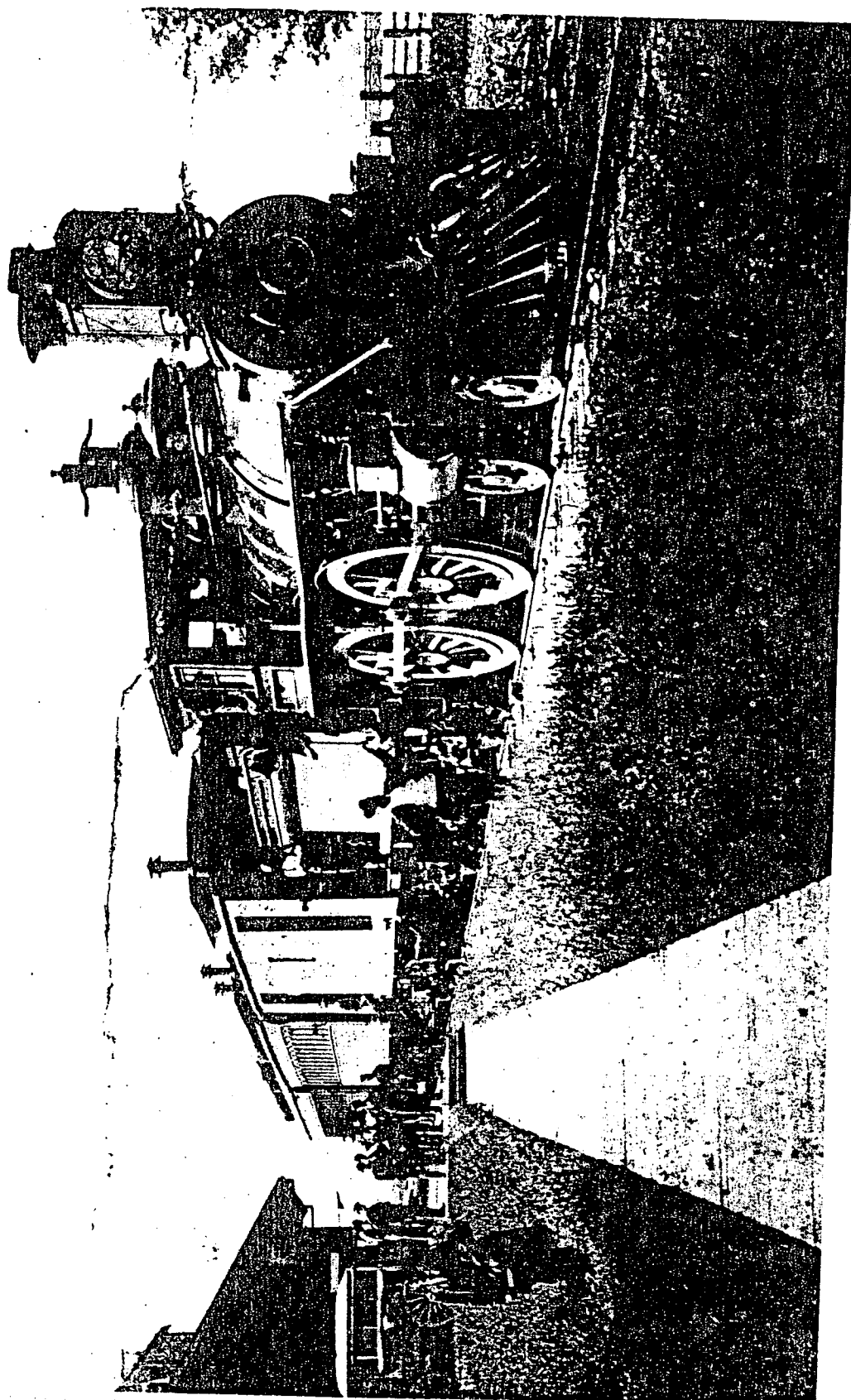
CNR Mogul 903 rolls off the hand-operated turntable at Simcoe, Ontario, Saturday, October 15, 1949. Two years later, this engine was renumbered to 81 and is presently on display at Palmerston, Ontario.



Loaned by Joe Smith

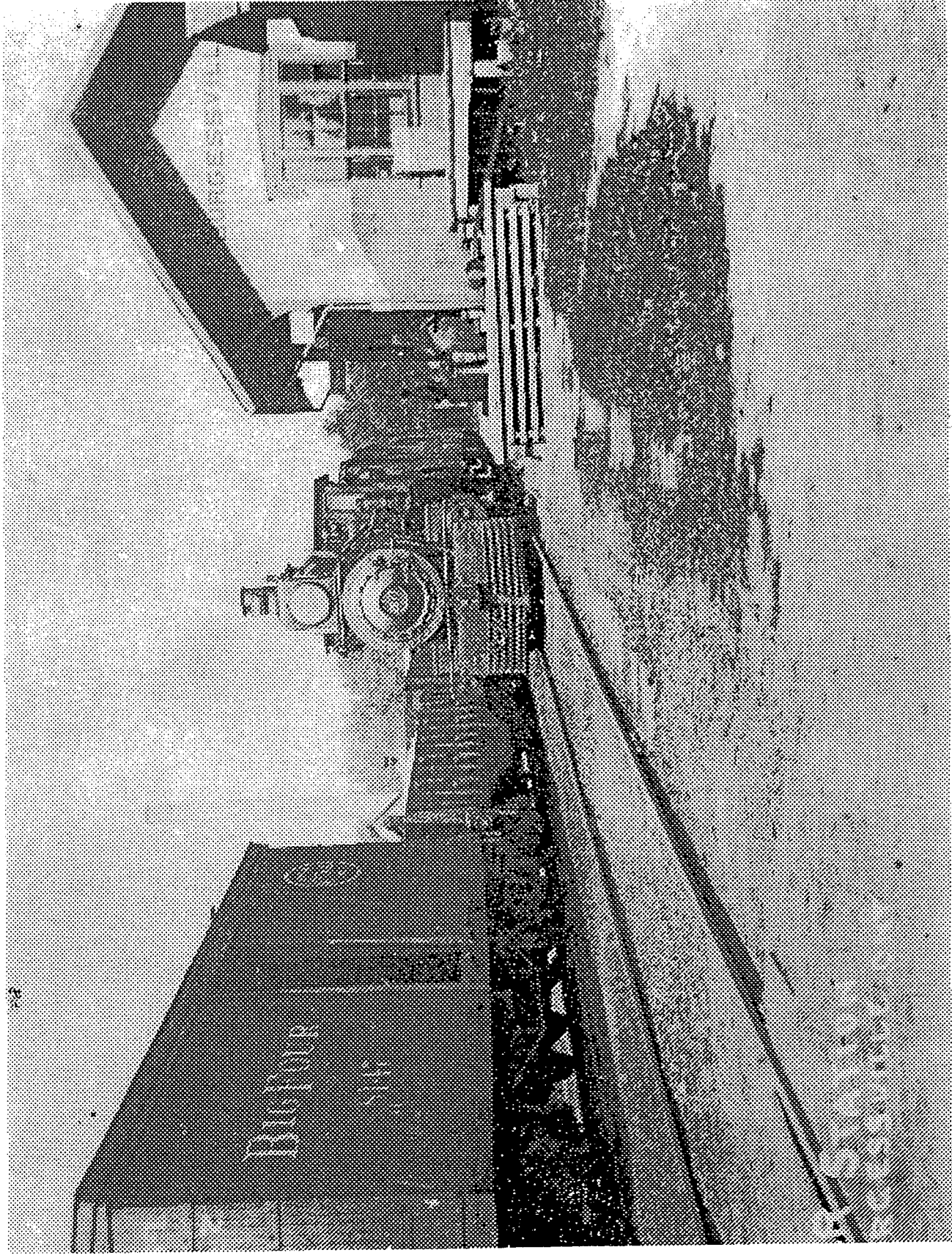
With the Grand Trunk Railroad train to Port Dover, the picnics developed a mounting usage of the service in the early years. July 1st. was a big day in the 1890's. In 1893, morning trains came in from Hamilton, Simcoe and Port Rowan to enjoy the festivities. The Council donated to a committee each year, it was money well spent. That year the races included the run from the park up Brant Hill, and at the pier, they were walking the greased pole and doing a tight rope walk between piers, it drew a big crowd. This same year of 1893, a Martin Fose from Simcoe was walking on the Lynn Valley tracks along the many twists and curves. The afternoon train came up behind, whistled, but hit him into the ditch. He was taken into Port Dover, examined by Dr. Hamilton and released, there were no broken bones. Martin roamed around town a while, then started up the tracks again, on his way home to Simcoe. When he was at about the same area where he was struck before, a special train of excursionists, numbering 600, returning to Brantford with two engines pulling, came up behind him again, whistled and applied the brakes. Alas, he was struck again, catching it in the cow catcher. He was instantly killed, and most unusual.



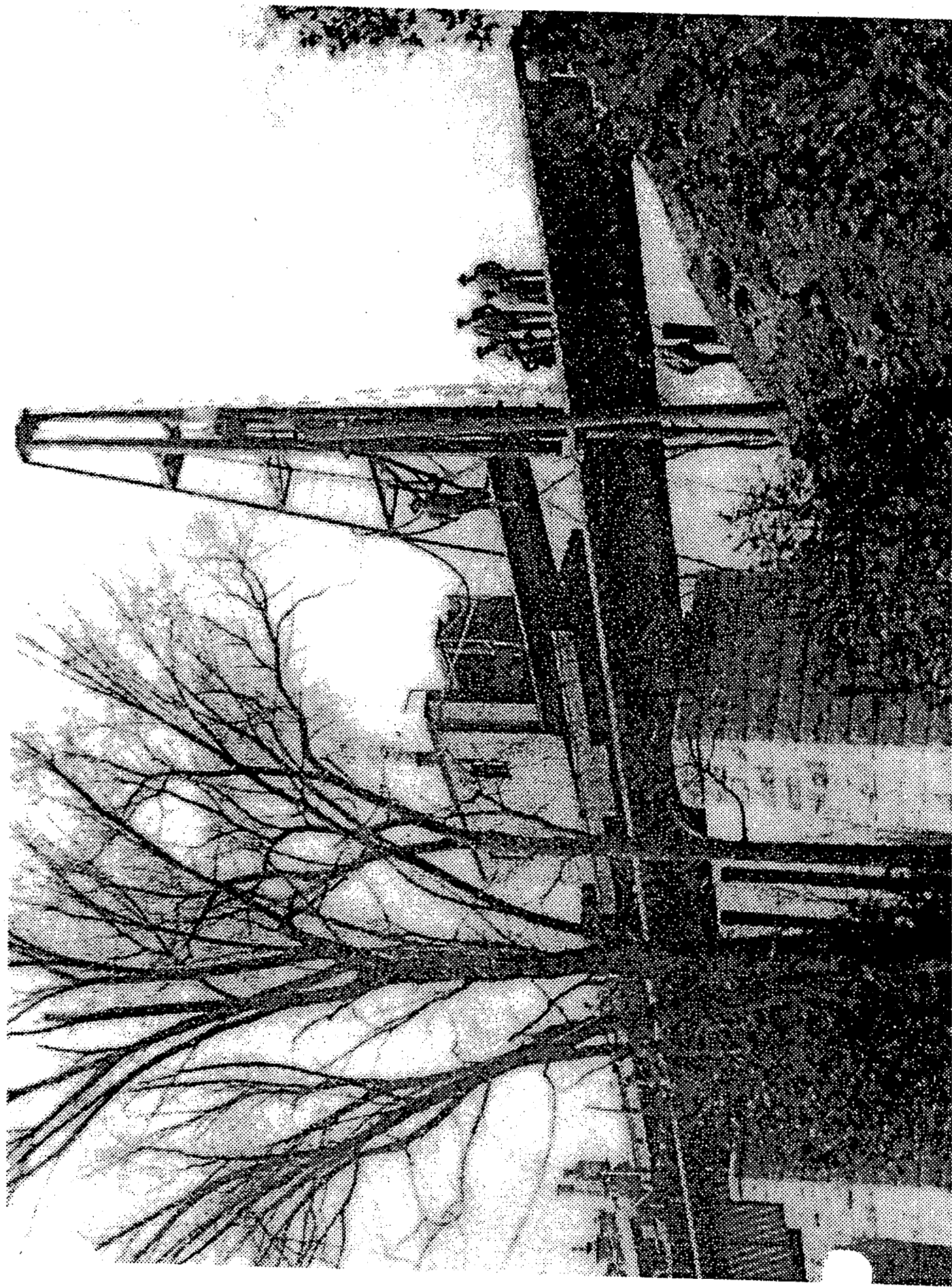


Another train engine that ran into Port Dover before 1900, is shown above. The picture was snapped in Woodstock, and engine number 717 was no stranger to the station rail birds of Port Dover. One of the station agents at Port Dover, had a sign to discourage loiterers that might disturb his repose, it read 'brevity is the soul of wit, state your business and git'! Mr. Cameron McBride, in recalling the first trains into Port Dover, indicated the engine house for the steam engines was not at first a round house, but quite a large building that could house 3 engines, and was located at the site where the Lake Erie and Northern station was built. Engineer was Mr. John G. Powell until 1896, the fireman was Mr. Sullivan and Bill Franks was engine wiper. The railroad could be credited with bringing the first rush of tourists and picnickers into Port Dover. In 1889, you could come down from Simcoe and return every Thursday afternoon for 25 cents, which on July 1st. that year, brought alot of the 4,000 visitors to Port Dover celebrations. The Six Nations Indians gave lacrosse games and war dances. The Parade went up to the Driving Park for the games of lacrosse and 1500 attended. In 1889, the railway brought another Sunday School excursion into Port Dover with 1750 picnickers.

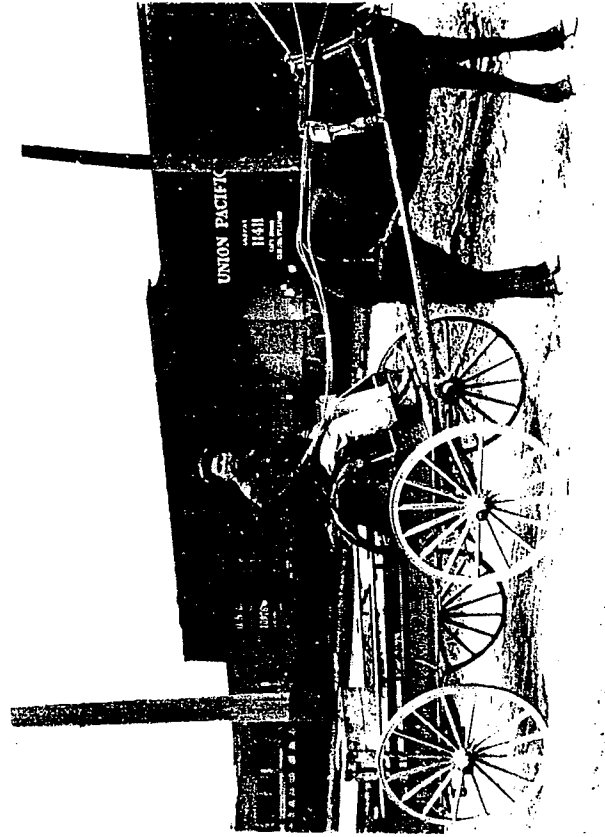
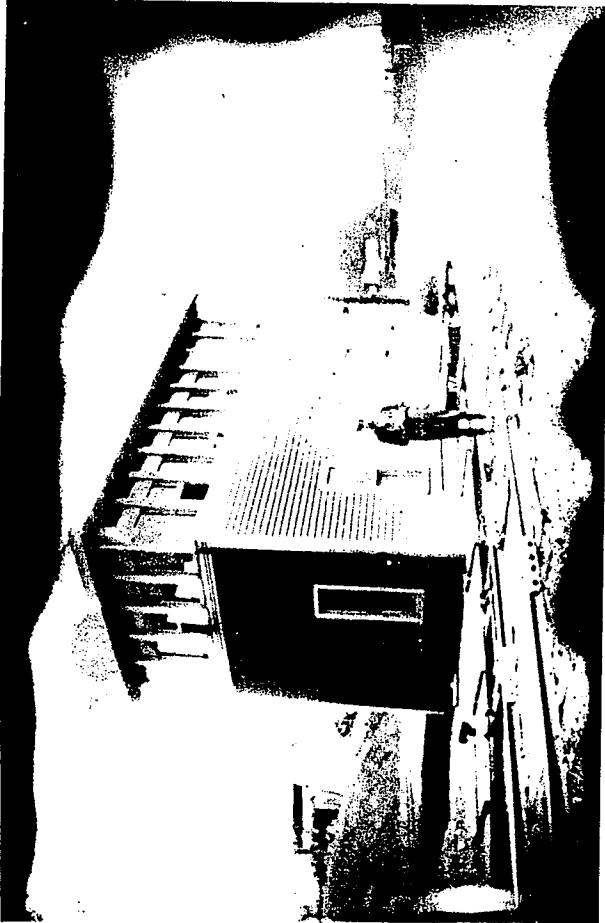
Loaned by Joe Smith



A steam locomotive at the Burgessville railroad station.

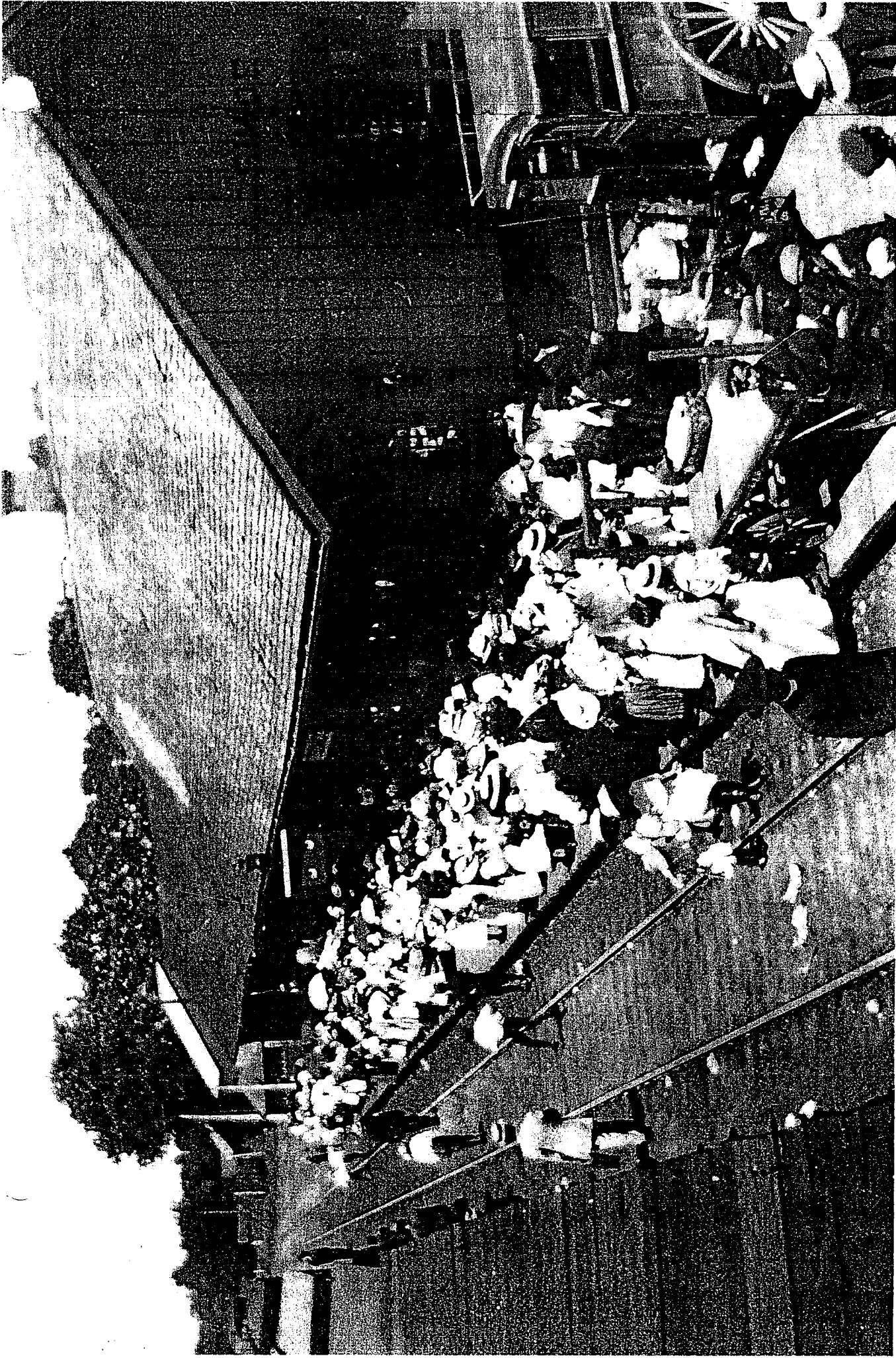


OTTER CREEK



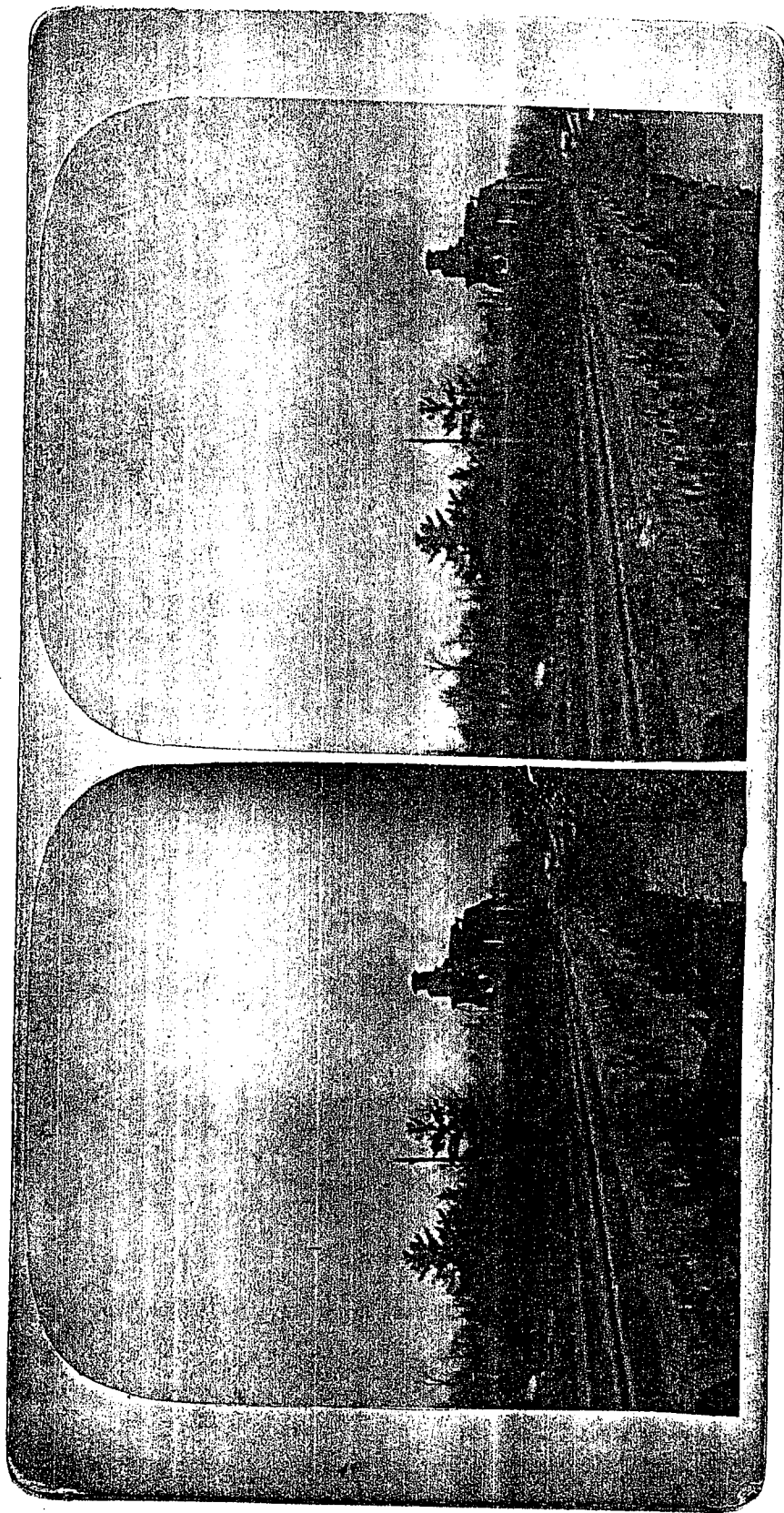
On an old page - The November 1911 issue, an original Grand Trunk passenger train was involved in a signal mishap as it crossed the diamond just west of the old K.C. The two men and longer left photos show the wreck as it appeared several hours later. As can be seen, the signal tower was badly damaged at the time. The crossing guard's shanty and the old signal tower can be seen as can in our next photo. The locomotive in the upper right photo is a Mogul type. The lower right photo shows a train wreck on the Canadian Pacific line which occurred just east of Virden about 1907.

The three photos on this page were printed from the original glass negatives. The black areas around the edges of the pictures are simply the effect of age on these negatives. Upper left shows the signal tower at the diamond on the Canadian Pacific line where the Grand Trunk line crossed - originally the Lake Huron and Port Dover Railroad. The tower was located just north of Tecumseh and Brant St. in the lower left is seen a beautiful example of a powerful Mogul type Grand Trunk locomotive as it appeared in 1896 while standing in the yards in Windsor. Above is a photo of the speedy parcel and baggage delivery both railroads offered to Woodstockians about 1895.



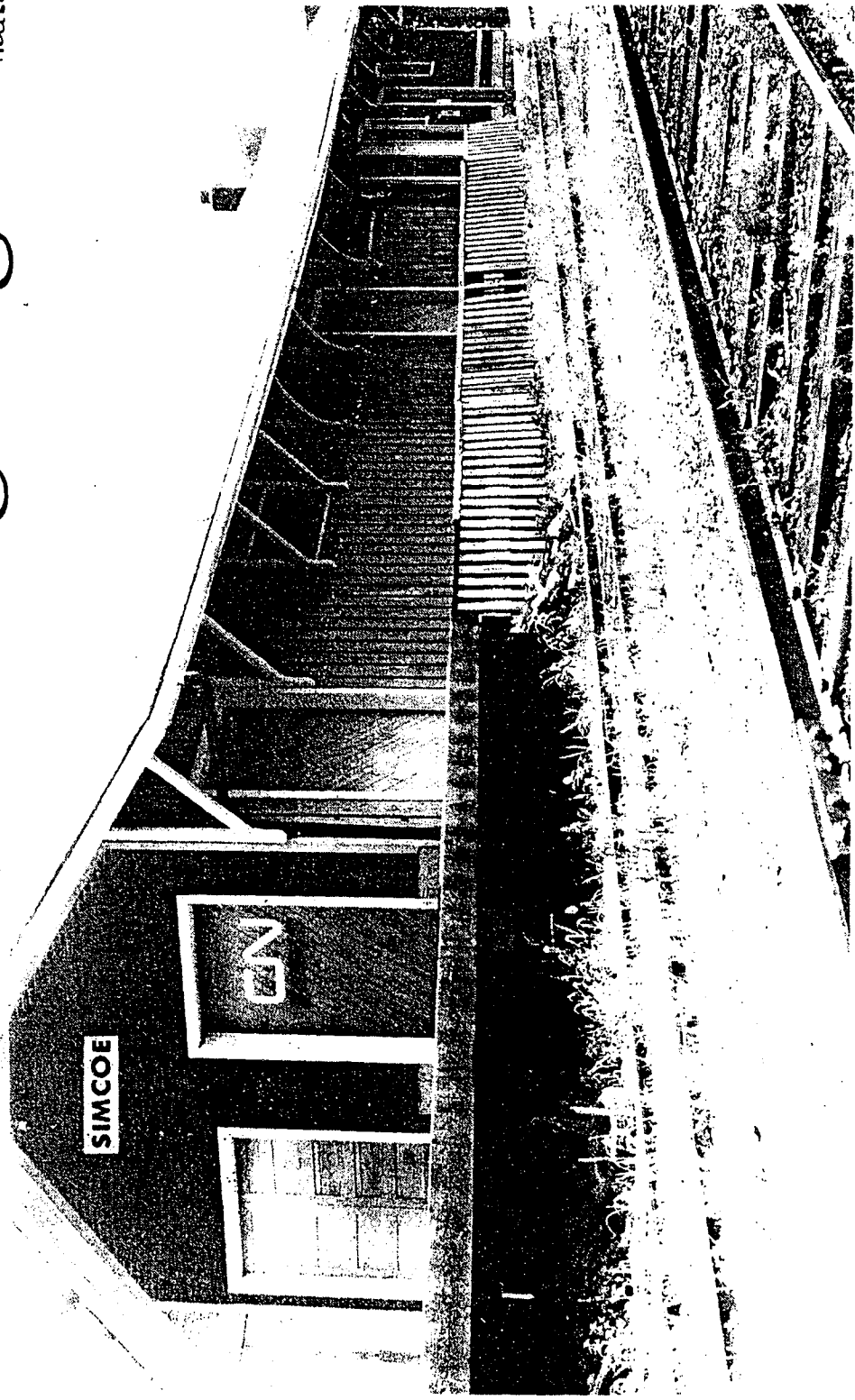
Metcalfe Street Station, looking north — circa 1910



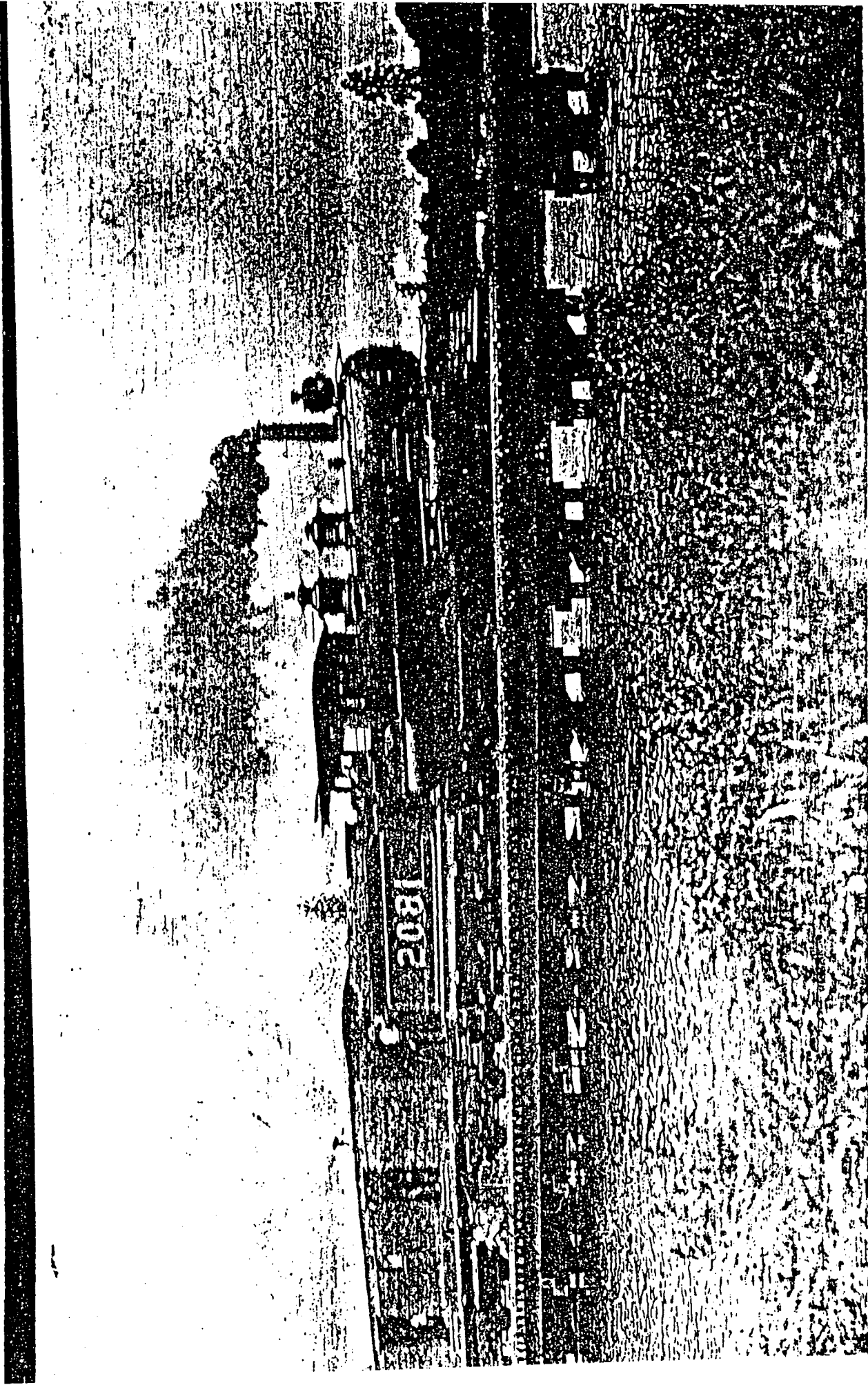


Another part of the historic past is going

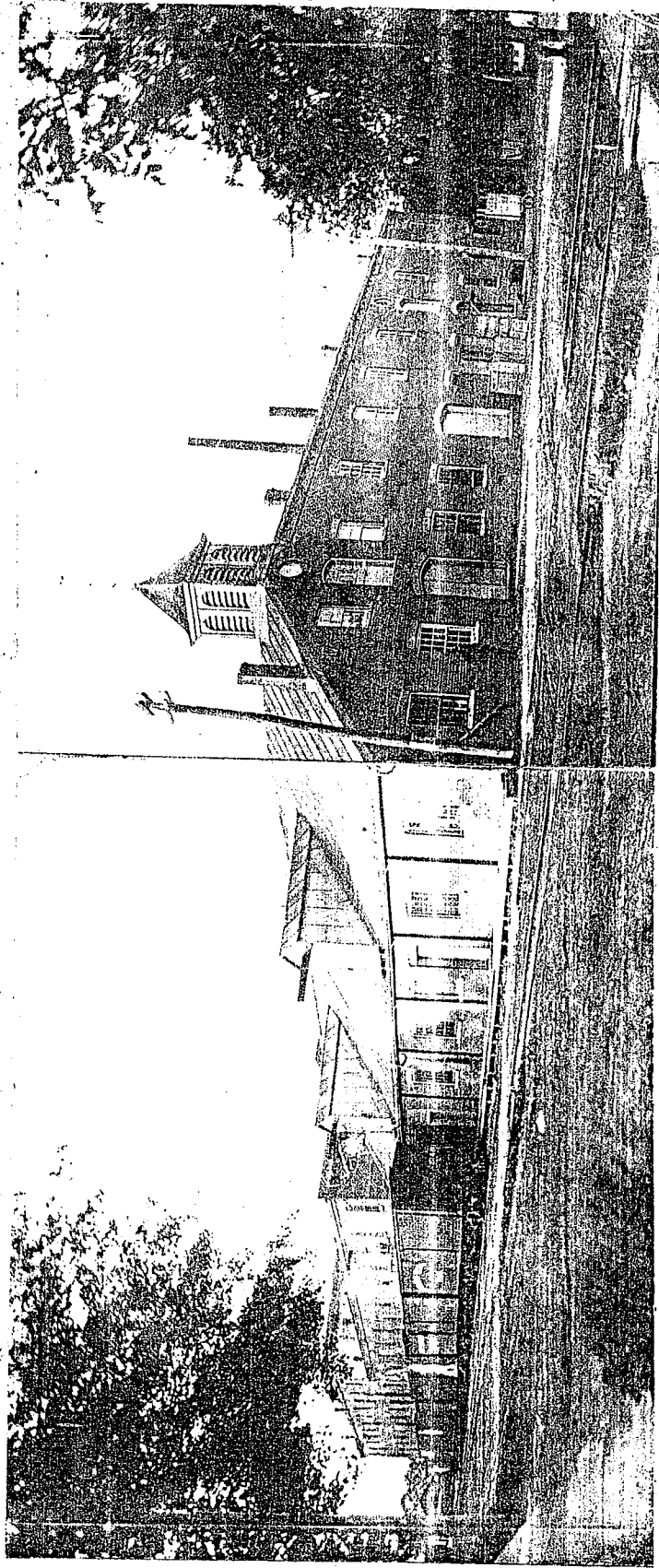
THE SIMCOE REFORMER,
FRIDAY, AUGUST 17, 1973—3
Simcoe-Historic
Houses, S. Kes.



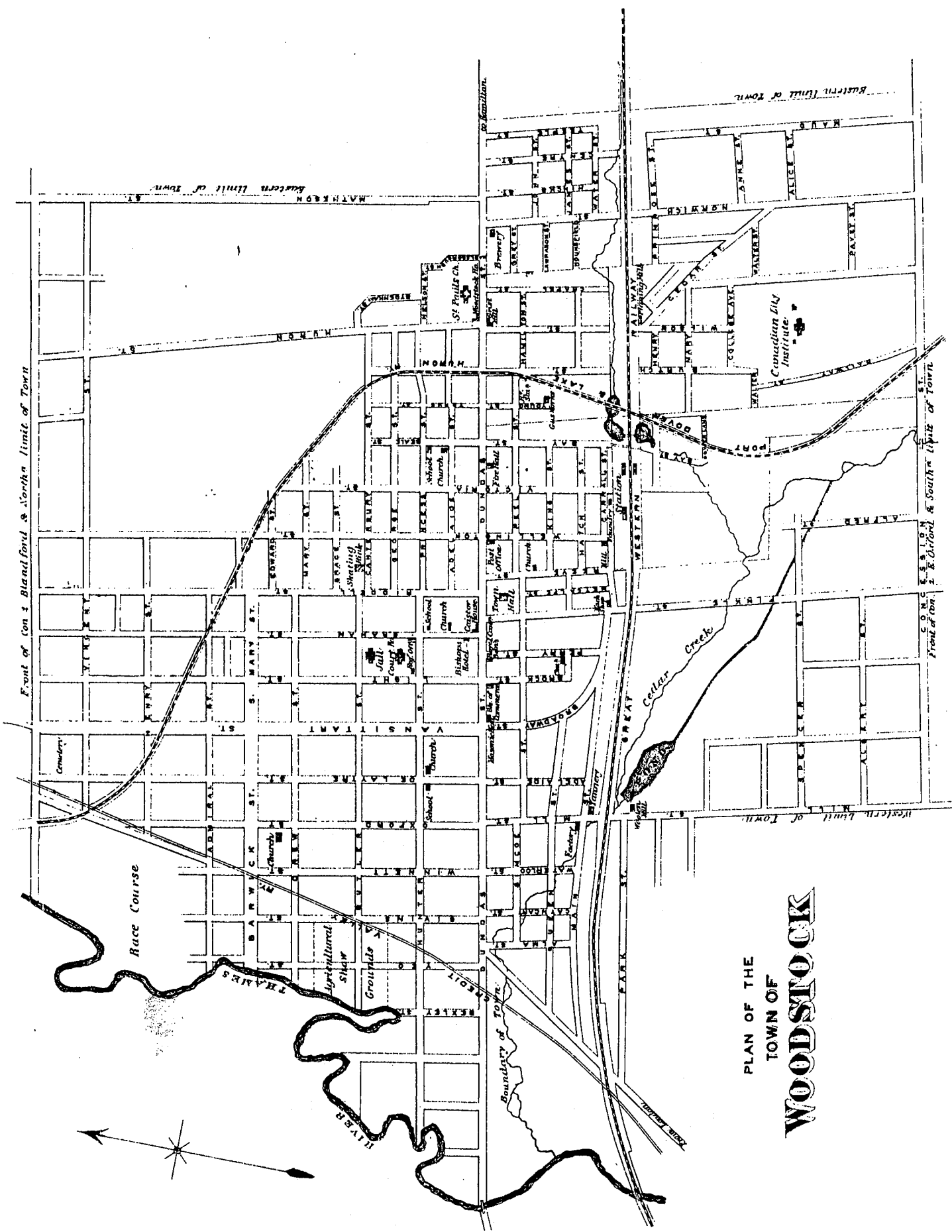
Another part of history in Norfolk County will go by the wayside when the 97-year-old building up for sale by tender. Three others in the area will suffer a similar fate. (Staff Photo)



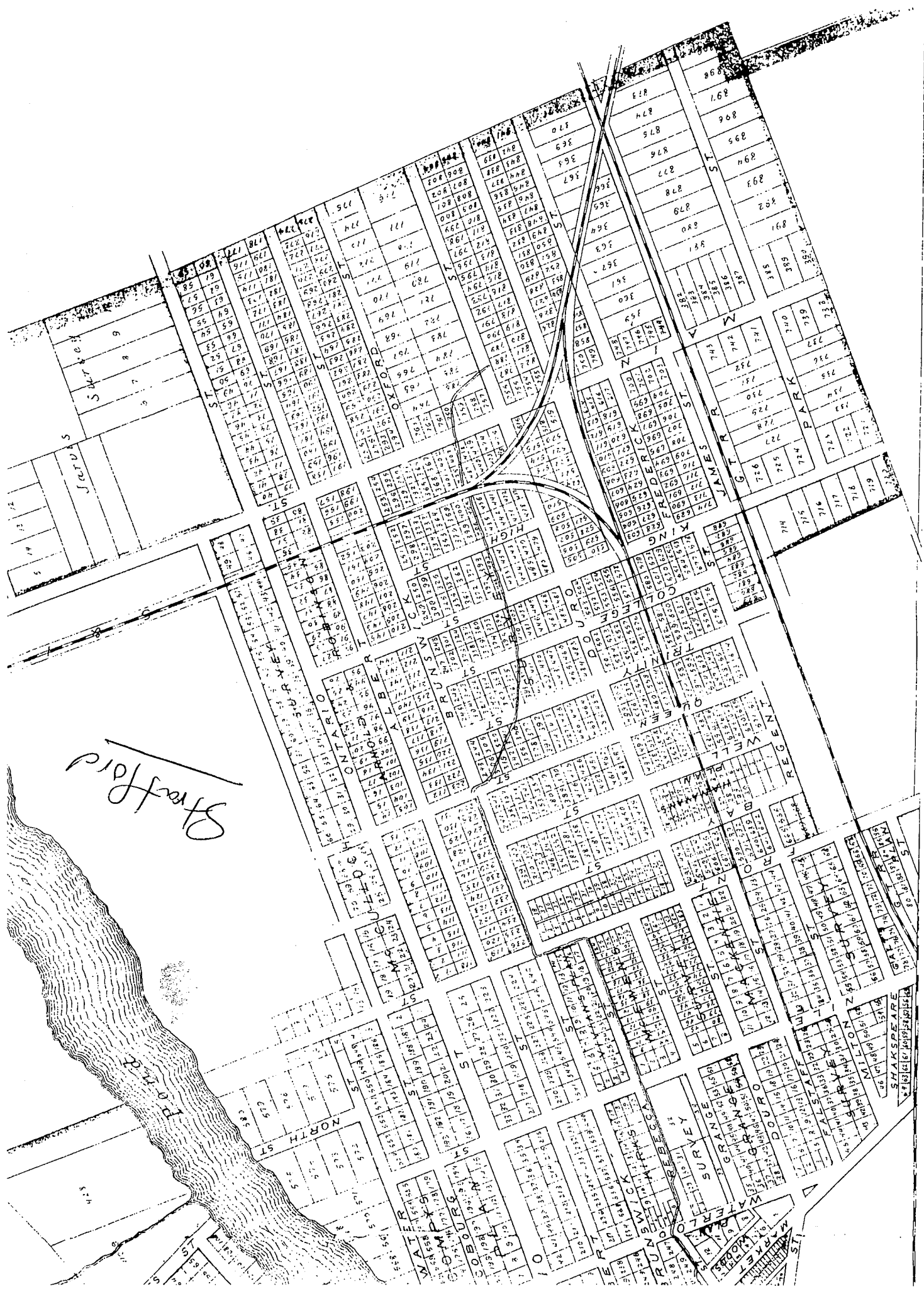
he pic=Nic Limited. Near Simcoe, 1st July, 1913.



Cannery
Simcoe.



PLAN OF THE
TOWN OF
WOODSTOCK



Strait

PORT

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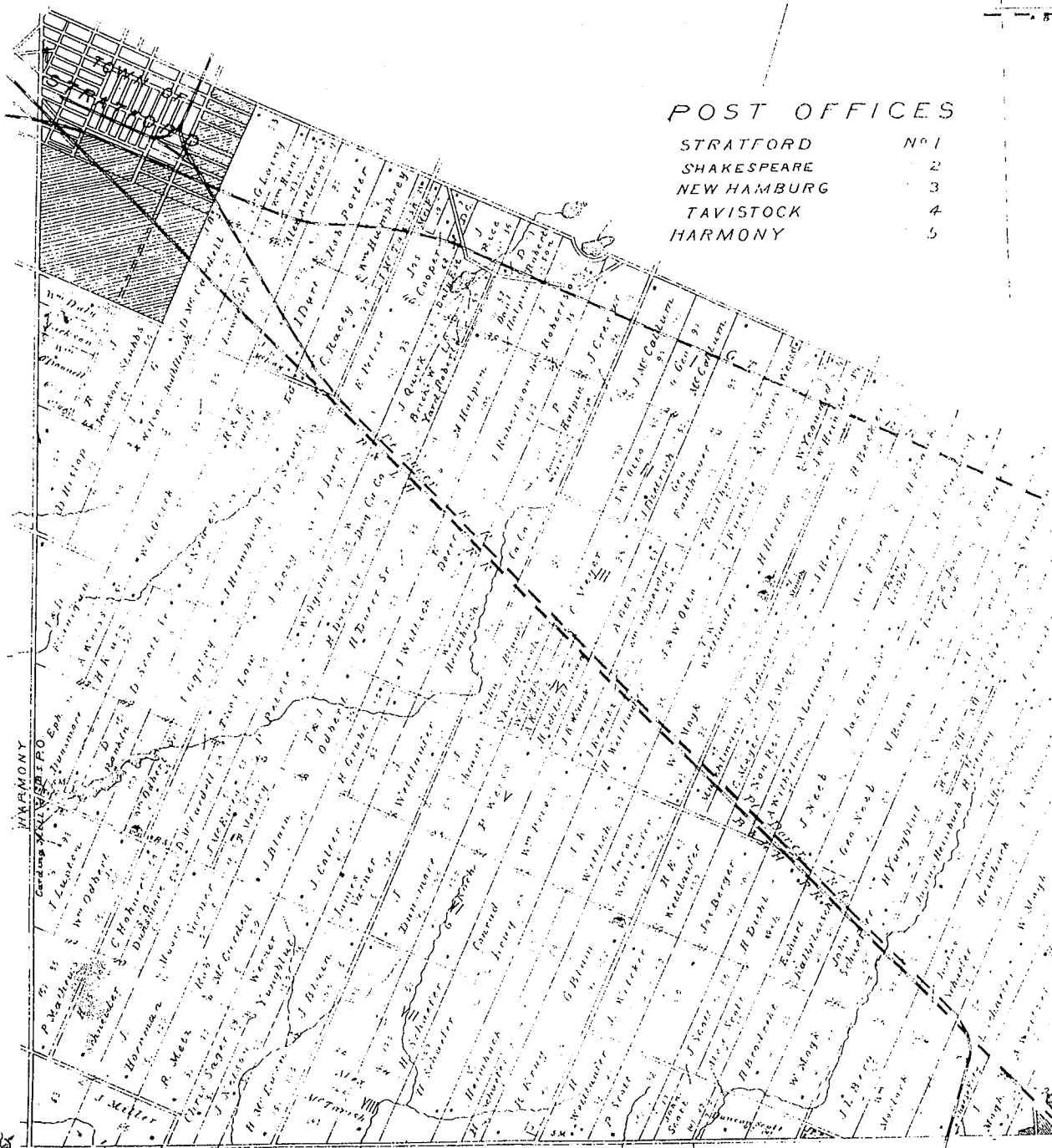
S. EASTHOPE

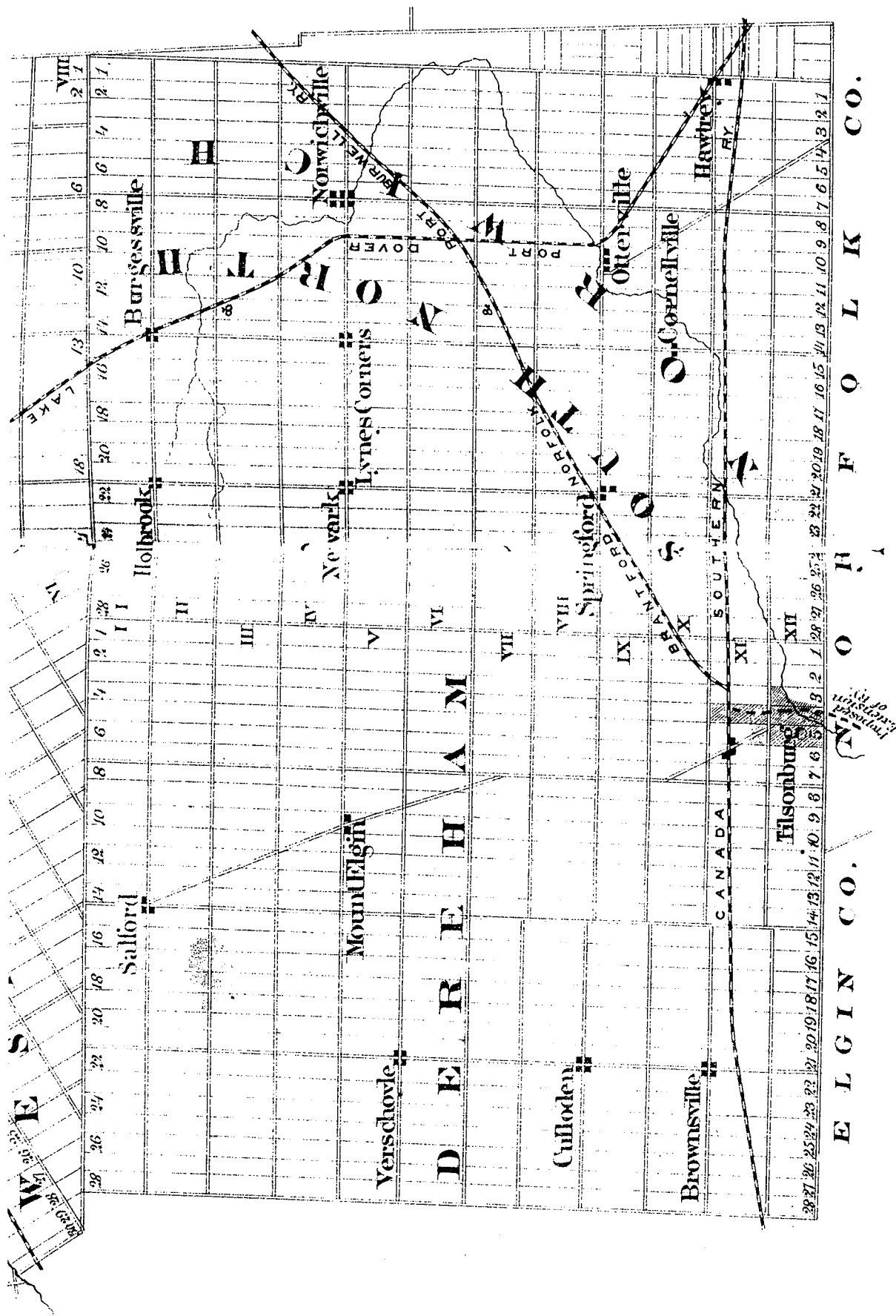
TOWNSHIP



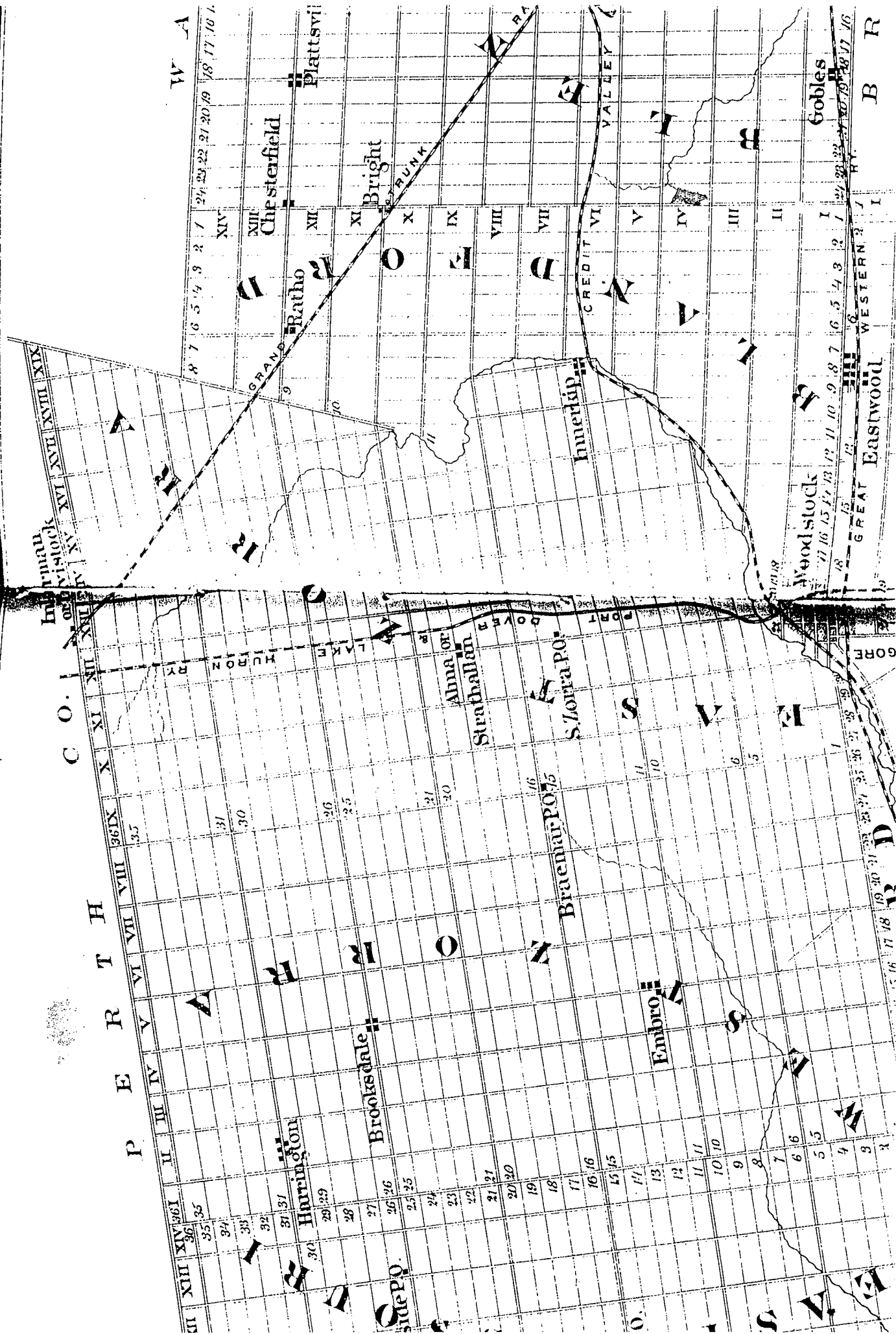
POST OFFICES

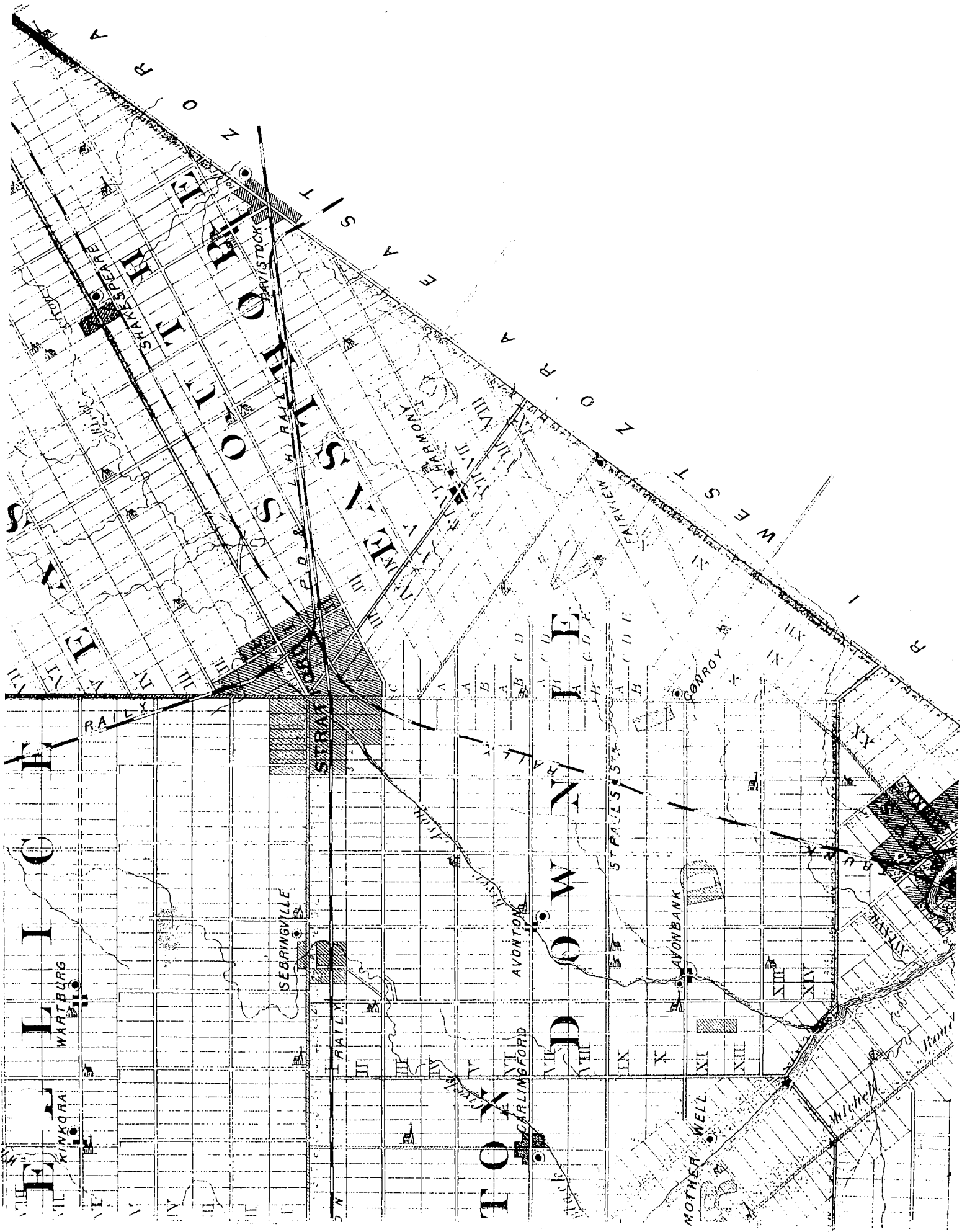
STRATFORD	Nº 1
SHAKESPEARE	2
NEW HAMBURG	3
TAVISTOCK	4
HARMONY	5

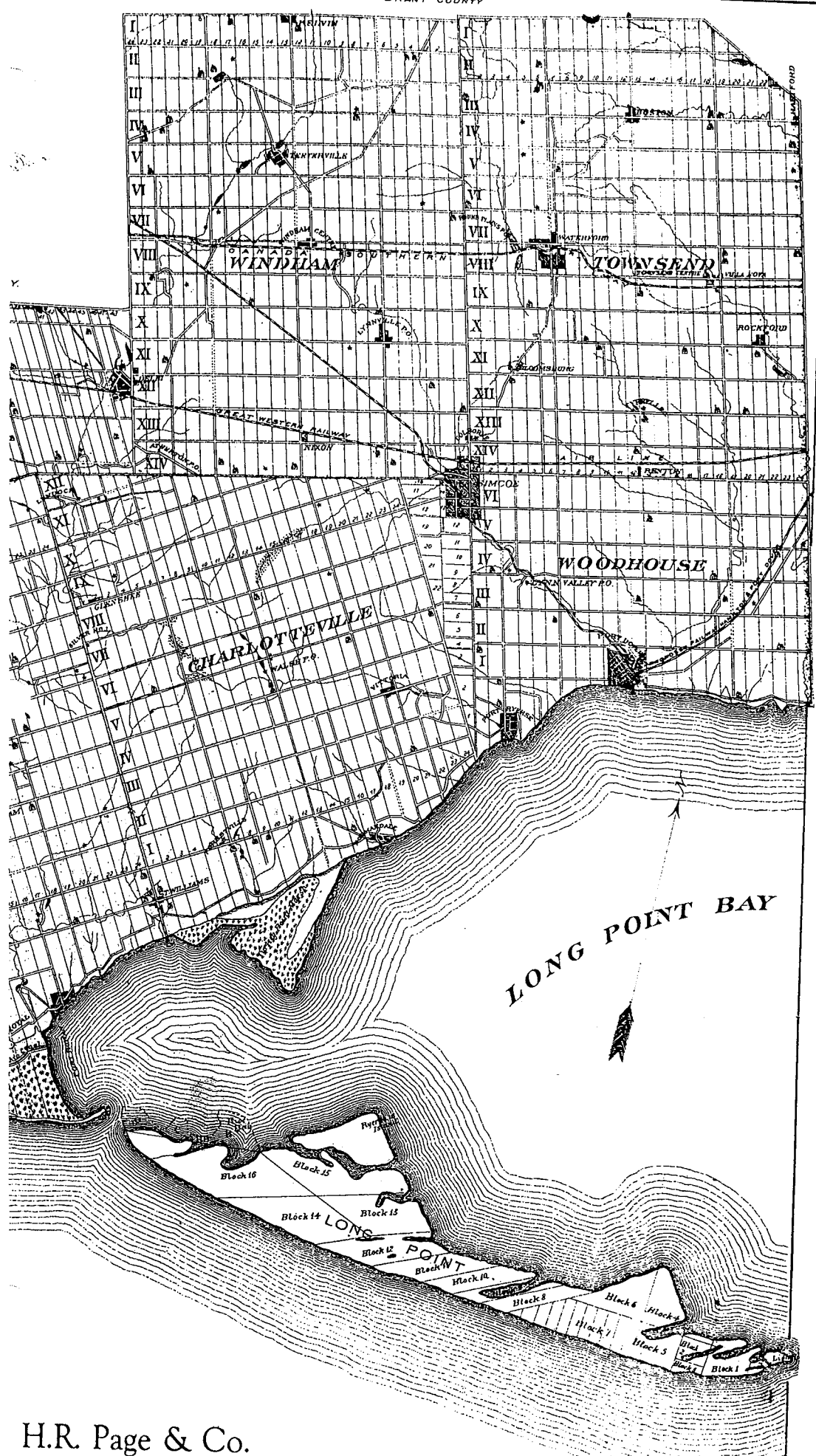


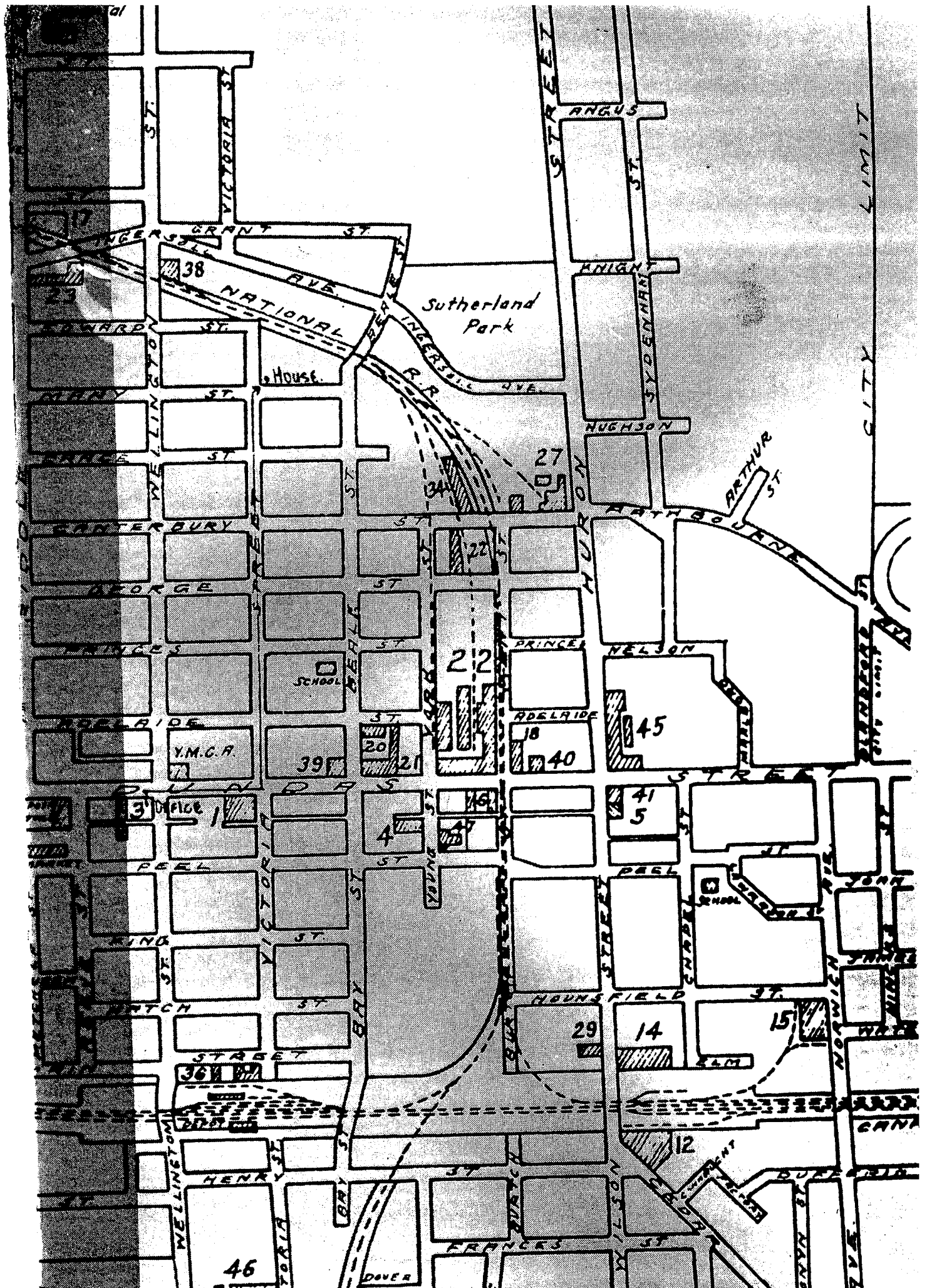


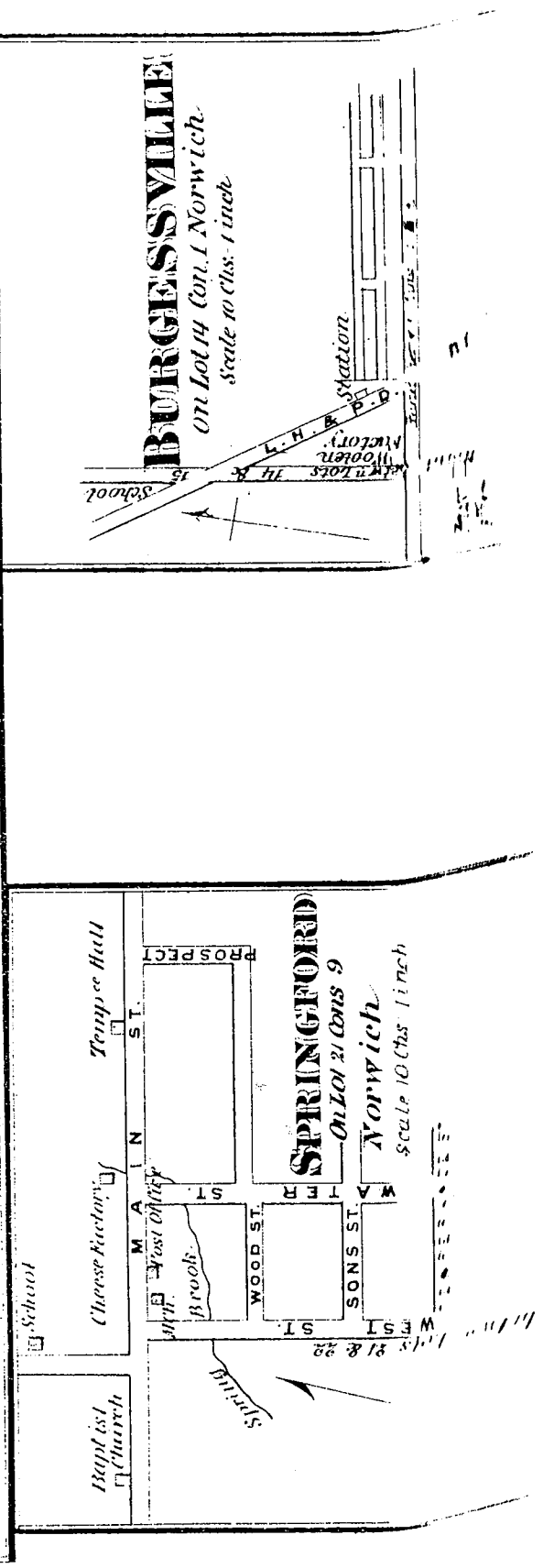
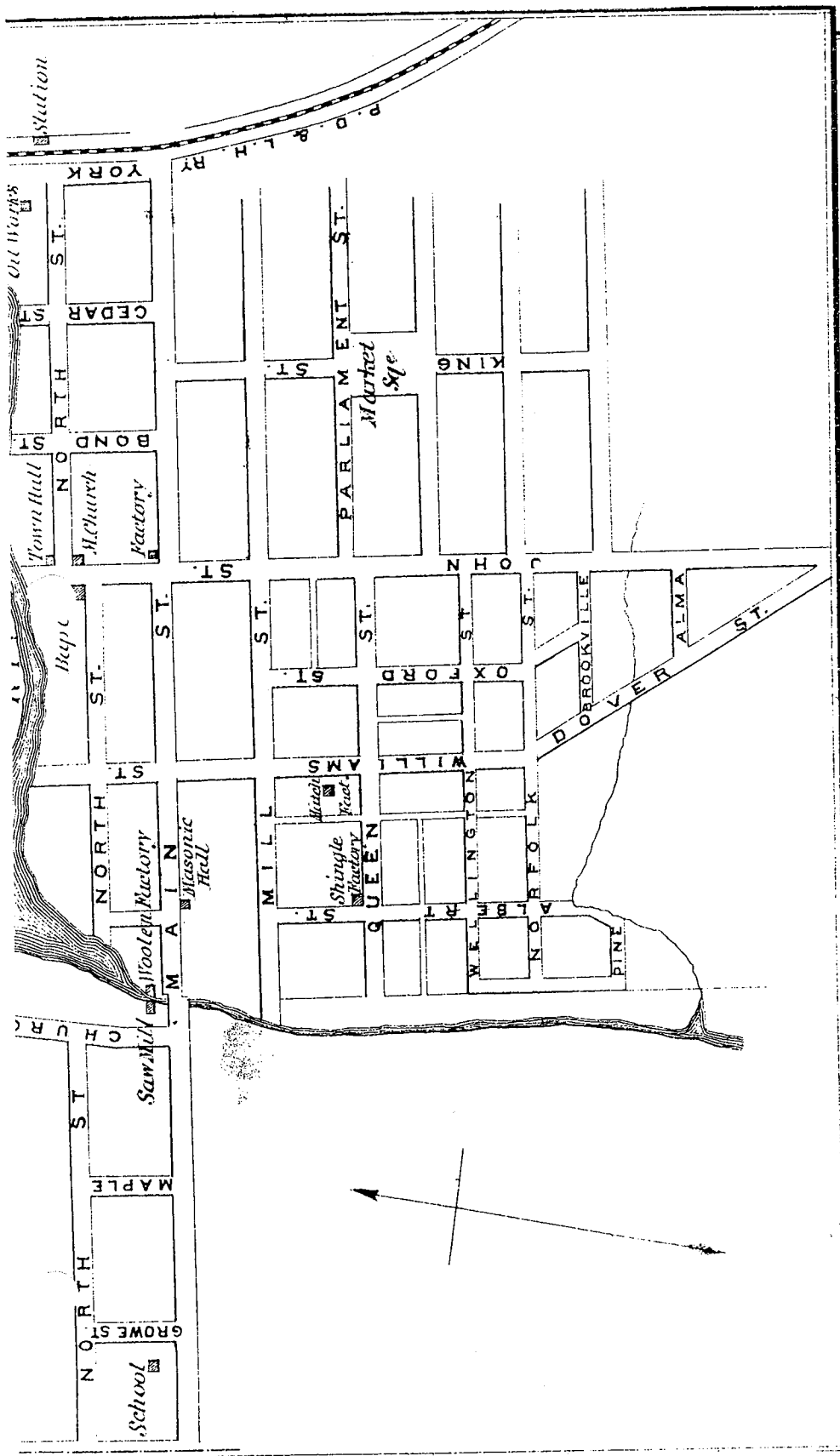
E L G I N C O . F O L K C O .







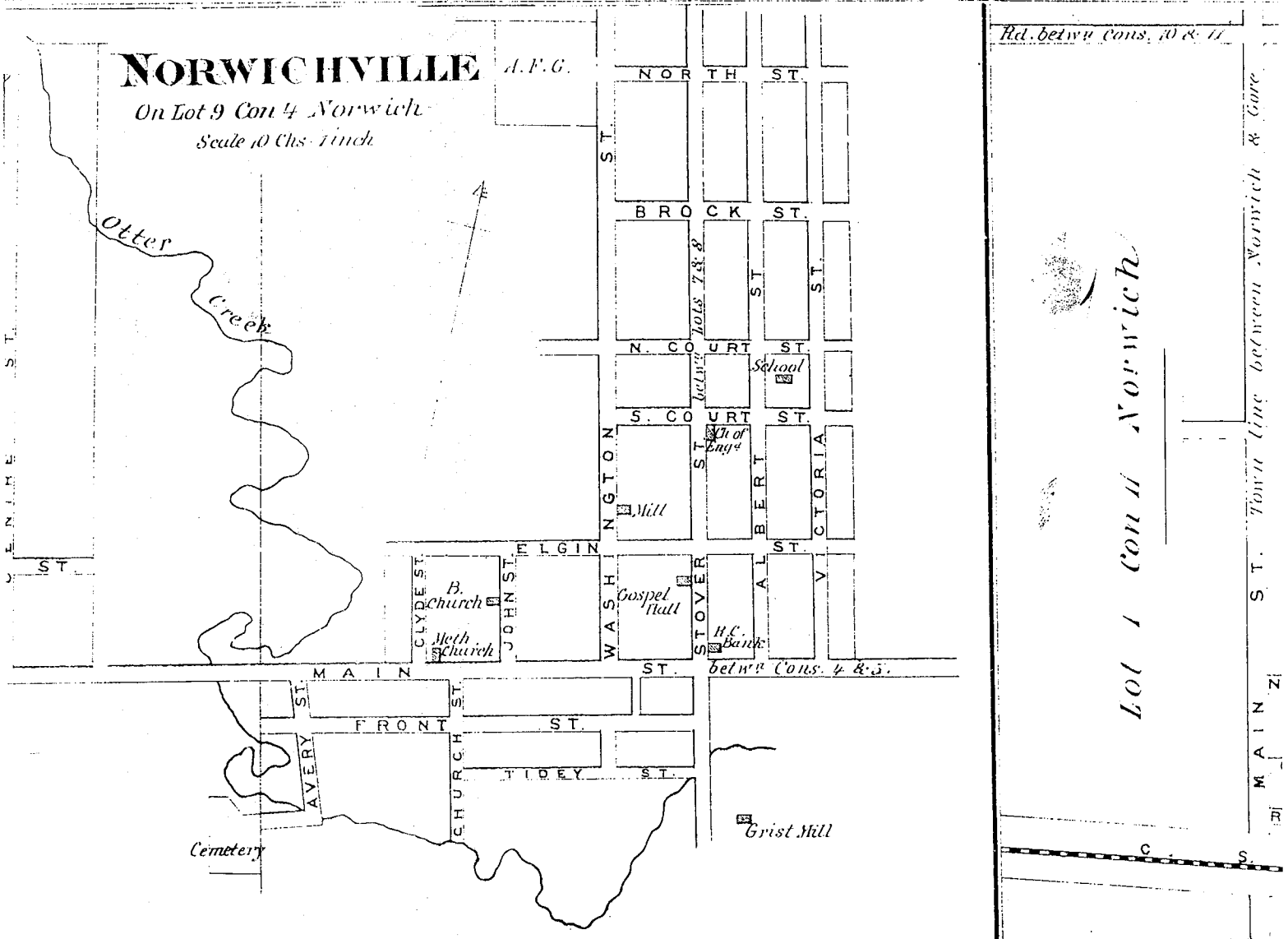




NORWICHVILLE

On Lot 9 Con 4 Norwich

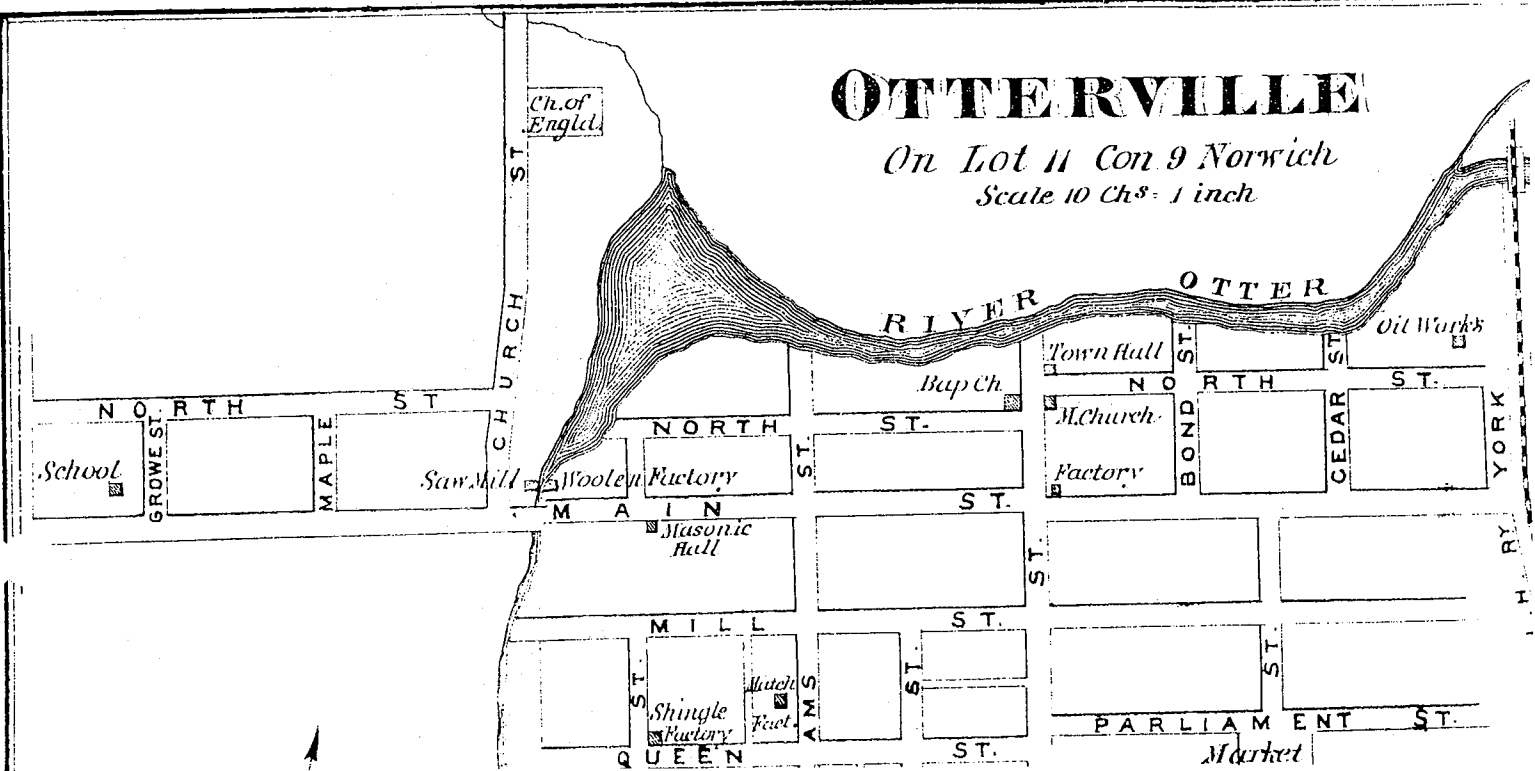
Scale 10 Chs = 1 inch



OTTEERVILLE

On Lot 11 Con 9 Norwich

Scale 10 Chs = 1 inch



G.T.R. TIME TABLE

B. & T. Div.

	Going East		Going West	
Tilsonburg J't.	8.05	4.07	12.30	9.35
Tilsonburg	8.15	4.14	12.26	9.25
Springford	8.26	4.25	12.11	7.06
Mdl. Tn Line	8.32	4.32	12.04	6.59
Norwich J't	8.37	4.37	12.00	6.55
Norwich	8.45	4.42	11.55	6.51
New Durham	8.59	4.46	11.47	6.45
Hatchley	8.53	4.51	11.41	6.40
Harley	8.59	4.57	11.34	6.33
Burford	9.07	5.05	11.26	6.28
Brantford	9.50	5.41	10.45	5.45
Harrisburg	10.10	6.00	10.16	5.06

G. B. & L. E. Div.

	Going North		Going South	
Pt. Dover	7.20	2.15	1.50	7.55
Simcoe	7.45	3.05	1.20	7.38
Pt. Dover J't	8.12	3.45	12.35	7.15
Hawtrey	8.16	4.53	12.27	7.11
Otterville	8.26	4.17	12.15	7.04
Norwich	8.42	4.50	11.50	5.48
Burgessville	8.47	5.00	11.20	6.36
Curries	8.57	5.13	11.00	6.23
Woodstock	9.07	5.30	10.45	6.10

Gazette, 1895.