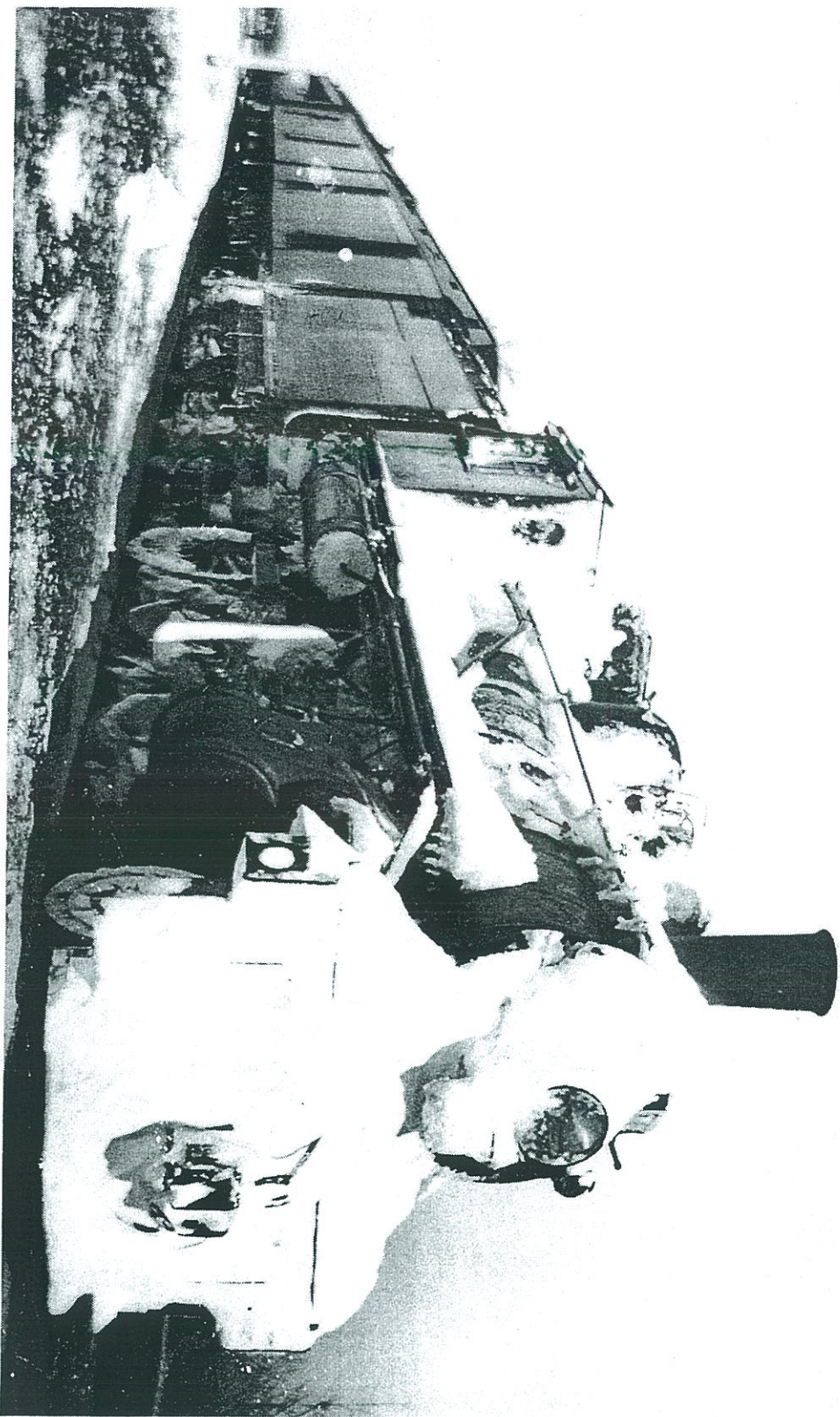


SOUTH
NORFOLK
RAILWAY

C. H. RIFF



Loaned by John Backus

When train service started into Port Rowan in 1888, its results were felt immediately. Farmers could ship cattle and hogs, it was no longer necessary for a group to take several days and go to market by sleigh with the frozen carcasses aboard. Fishing took an immediate jump, because they now could get their catches to the city. We can only wonder at the number of fowl shot at Long Point that were looked for by Toronto Hotels to be displayed on their menus. The "Spirit of the Age" newspaper editor Col. James Ryan editorially speculated on the advisability of area investors to start building summer lodgings for the tourists that were arriving for summer relaxation.

Work on the South Norfolk Railway has been proceeding steadily, notwithstanding the drawback of wet weather. The grade is completed to Forestville and the steel is within a mile of that village. A great deal of work has been done on the grade between Forestville and Pt. Rowan, and the 10th will probably witness the completion of that part of the work of construction. If nothing of an untoward character intervenes the long desired entrance of the iron horse into Port Rowan will take place on or about Thanksgiving Day.

Norfolk Reformer
November 1 1888

The locomotive for the iron train on the South Norfolk Railway arrived here yesterday morning, and is now busily engaged in laying the rails. The train is under the charge of Conductor George Rapley, and we have no doubt the hills and dales of Charlottesville and Walsingham will soon resound the snorts of the iron horse, with Driver D. Ross at the throttle. Mr. Thomas Ladd is track foreman.

September 19
1888

On New Year's Day an excursion train was run from Port Rowan to Simcoe on the S.N.R. About 200 passengers took advantage of it at Port Rowan, and the number was increased by additions at St. Williams, Forestville, Walsh and Vittoria until it reached nearly 400. The party reached Simcoe about 2:30 p.m., and returned at 10:30 at night. A large number visited the Opera in the afternoon and evening. The train was under the charge of Conductor Algie, formerly of London, who is becoming a favorite with the people along the line, as he is a courteous, gentlemanly and efficient official; Driver Young presided over the "iron-horse," and as he was on one of the construction trains he was already favorably known to many who were on the train. Everything passed off pleasantly, and several of the passengers had their first "ride on the rail," and they voted that the South Norfolk Railway was a great success.

January 9, 1889

SOUTH NORFOLK RAILWAY.

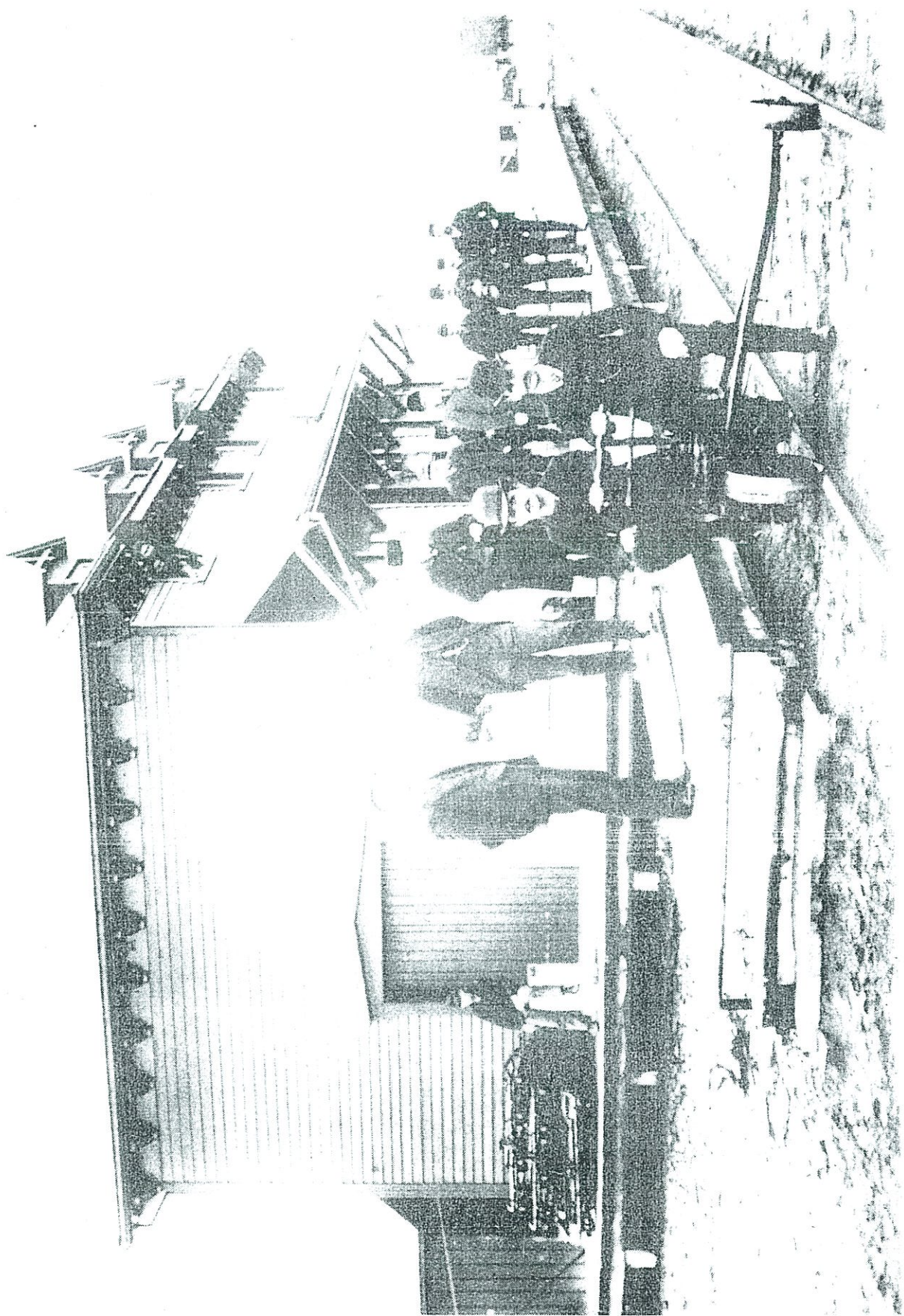
Regular trains commenced running on this line on Monday morning, when the following time card was issued:

Going west.	Mxd.	Accm.
Simcoe, L. L. Junc	10.00 am	9.04 pm
" G.B.&L.E.	10.20 am	9.20 pm
Vittoria,	10.40 am	9.33 pm
Walsh,	10.58 am	9.43 pm
Forestville,	11.15 am	9.51 pm
St. Williams,	11.40 am	10.00 pm
Port Rowan,	12.05 pm	10.10 pm

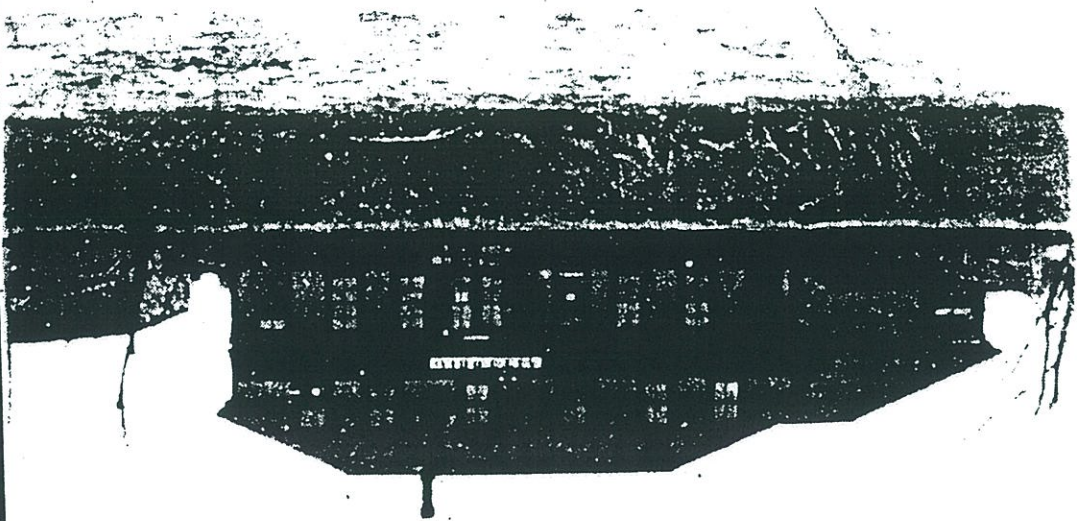
Going east.	Accm.	Mxd.
Port Rowan,	7.10 am	1.30 pm
St. Williams,	7.20 am	1.53 pm
Forestville.	7.29 am	2.06 pm
Walsh,	7.37 am	2.20 pm
Vittoria,	7.47 am	2.35 pm
Simcoe, G.B.&L.E.	8.00 am	2.50 pm
" L.L. Junc	8.15 am	3.05 pm

This table has been adopted temporarily, and will only last until a divisional change has been arranged, when we hope to see an early train fixed for Hamilton and Toronto. Such an arrangement would be a great convenience to the people of this section and would give great satisfaction.

January 2
1889



Glimpses into yesterday



A small town's busy railway station

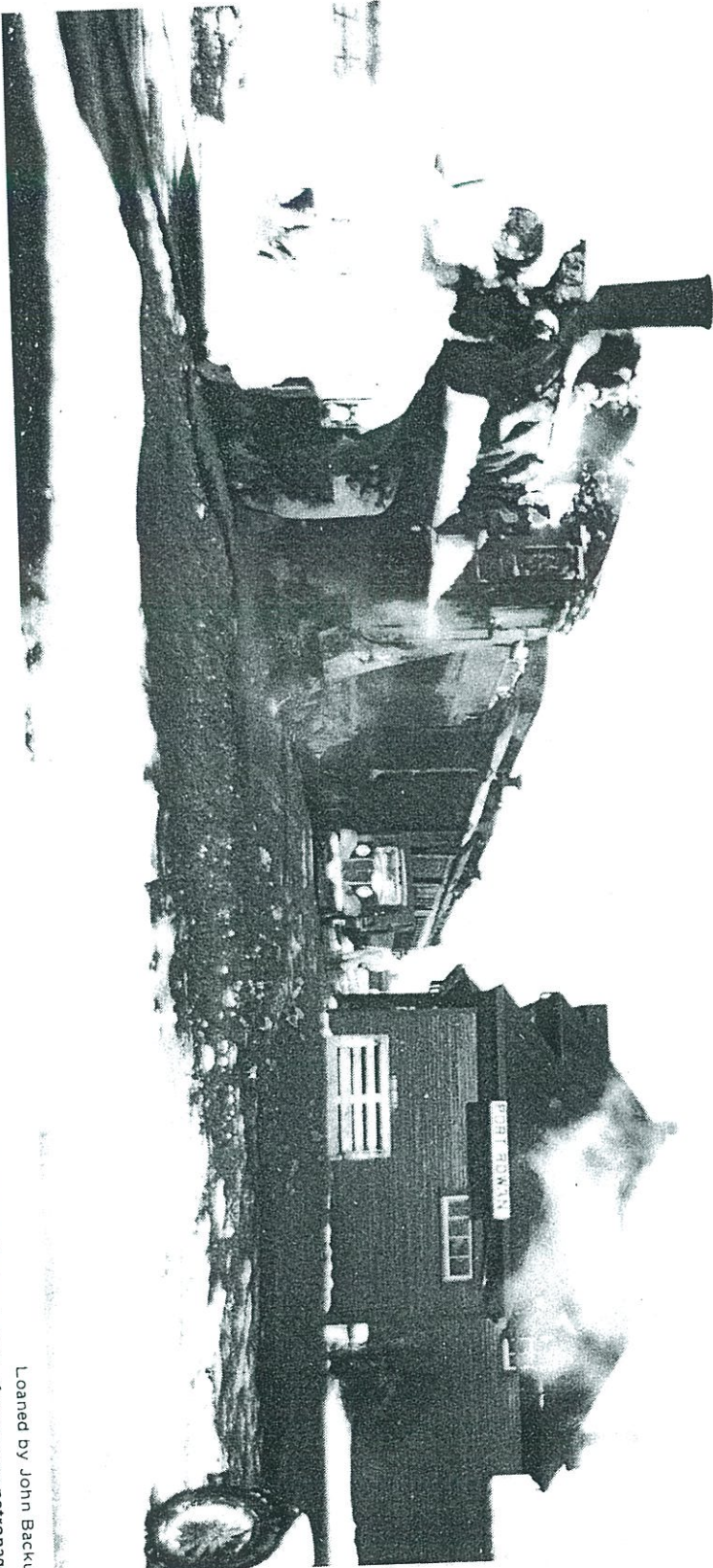
In our own time of continuously shrinking railway and services across the country, it's hard for most of us to imagine a period when a small village's railway station was a busy hive of activity. Even bus services to outside centres have suffered diminishing businesses in recent times.

This handsome structure, with dormer windows gracing its second storey, was the impressive wooden railway station in the village of Vittoria some fifty years ago. The photograph comes from a collection dating to the 1930's in Simcoe's Eva Brook Donly Museum.

Conservations with two local citizens with older memories of Vittoria, Mrs. James Newkirk and Len Maylin, recalled the station as an important transportation link for the community back some fifty and seventy years ago.

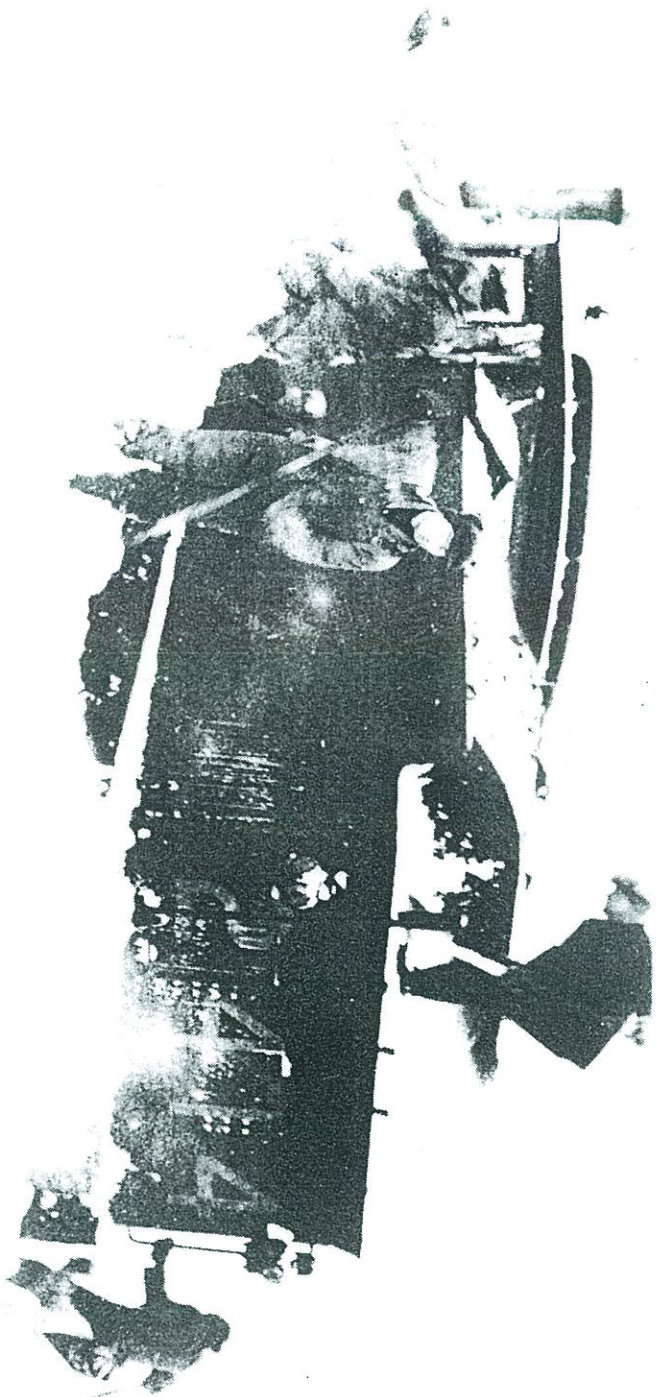
At one time, some three trains a day passed through, including a line that continued on to Port Rowan. The train station was a dropping off center for the daily mails, and many residents used the trains for a short day trip to Simcoe, only a few miles away. There were living quarters for the station master's family in the upper storey.

Business declined, however, and transportation patterns radically changed. Train service dropped to only one a day, then none. Some 30 years ago, the station at last was torn down.



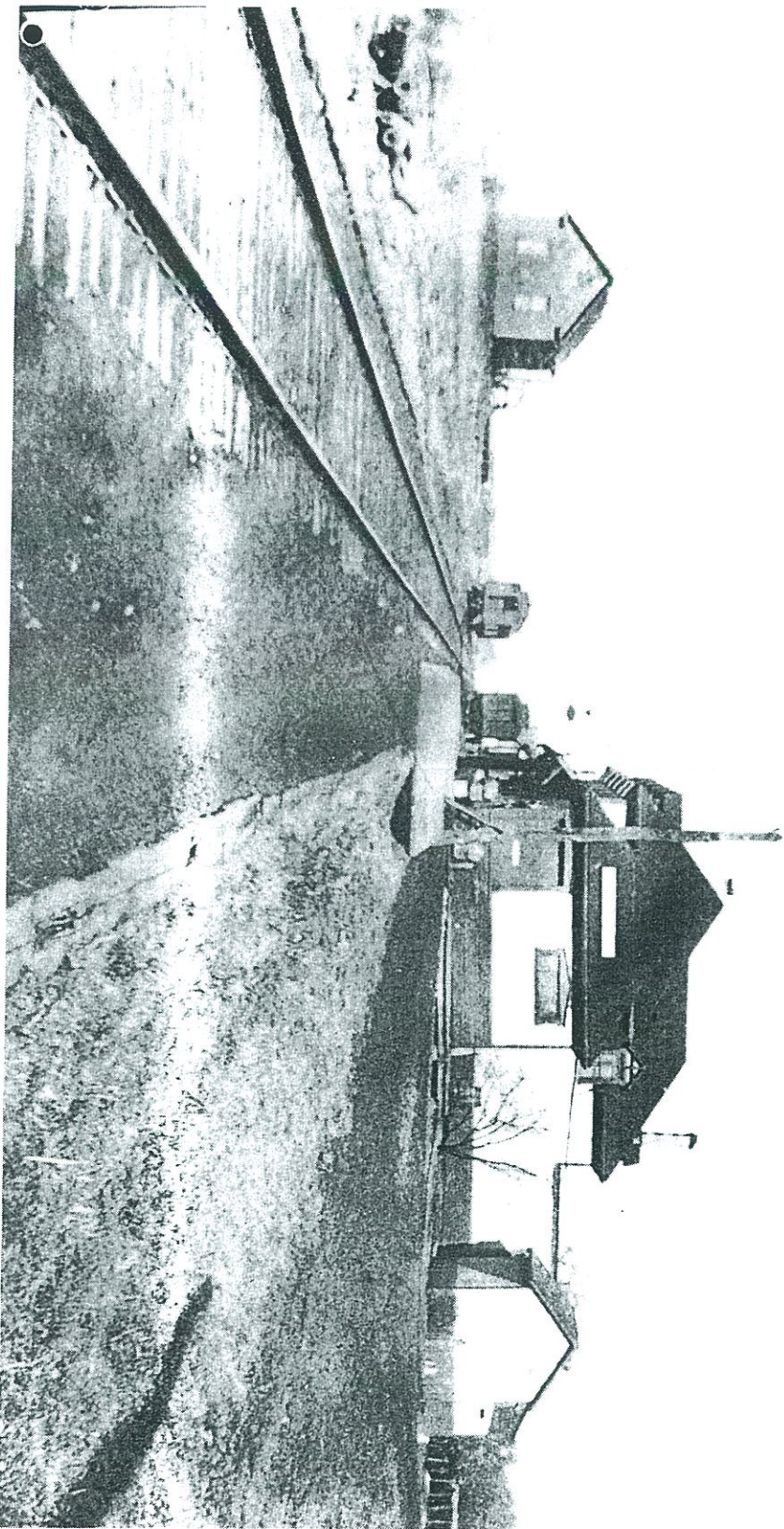
Loaned by John Backus

This picture of 1937 shows the "one a day" train service. By 1926 the night arrival and early morning departure train was taken off, due to lack of passenger patronage. Walt Healey station cartage driver is seen standing alongside the 1937 chevrolet truck. The commercial impact of train service to Port Rowan emerged large, old time fisherman such as Captain John Collett, Isaiah Brown and Joseph Crockett shipped tons of fish spring and fall by rail. Shipping days for the stock year pens were busy, some of the drovers were Thomas Alton, William Leighfield, Chalmers Abbott, Peter B. Fick. Port Rowan News of November 1895 reported the large lot of hogs shipped from Port Rowan with \$3.50 a hundred weight paid.



Loaned by Bill Cronk

A snowstorm of 1917 buried engine 2414 on its way out of Port Rowan and again the brain of man was required to dig it free. We understand Jim Toeher was engineer and Joseph Howe is the man second from left with snow shovel in hand. The original attempt to bring a rail line into Port Rowan under the name Port Rowan and Lakeshore Railway was actively started by a Col. Collier from Port Dover. Hundreds of Italian labourers from Buffalo were employed, and they purchased goods in Port Rowan and fed themselves. Col. Collier's "dreams" fell apart, the labourers were not paid and trouble was brewing. Family men sent their families out of town, militia were called in, the labourers were transported to Simcoe where they were housed at Mechanics Hall, and then sent on to house at Buffalo in the 1880's.



Loaned by Frank Reeves

This 1918 view shows the area layout adjacent to the station house. To the left is the round house and its turn table. Two trains daily serviced Port Rowan, the evening train stayed overnight in the round house and left early the following morning. John Norman for many years was oiler and engine wiper. The emergence of truck transport service took from the railway. Cartage business gradually forced the railways to close out many feeder lines. W.G. Livingston is recalled as station agent for over 30 years, retiring in 1935, and he was succeeded by O. T. Heath who retired in 1951. Supply agents filled in until the finish of passenger service in 1957 and the closing of the Port Rowan station on January 15, 1965. The rails were lifted in March, 1965.



Loaned by Wallace Mason

Many years of hopeful speculation preceded the actual construction by South Norfolk Railway a division of the G. T. R. when a thrilled 1,000 persons of all ages greeted the actual arrival of the first engine to this station. The last spike had been driven by Benjamin Kilmaster and Richard Richardson, M.P. for South Norfolk. It was the realization of years of wanting, and as early as 1879 the middle of February, speculation was around for a narrow gauge rail line similar to American style and could be built at \$4,000.00 per mile. Now with the railroad, there is no more getting up in the middle of the night to leave by stage coach at 6:00 a.m. for Simcoe. The winter stage coach had mighty cold seats and little comfort from springs.

Rode Norfolk Train in 1876



John Streeter, 96 May See Rail Line Shut Down

By DOUG. GALBRAITH
Reformer Staff Reporter

VITTORIA (Staff): A man who took part in the beginning of an era in Norfolk transportation is probably going to see the end of it.

Citizens of the small lakeside community of St. Williams recently attended a meeting to protest closing of the railway station there. Some who voiced their opinion at the meeting felt the tracks of the CNR-owned line between Simcoe and Port Rowan would in the near future be torn up.

John Streeter, 96, of Vittoria, rode on the first train to travel these tracks in 1876.

Mr. Streeter told The Reformer: "I was ten years old and I was glad when the train arrived in Simcoe as I was on the engine and it was cold."

Free rides were given to everyone opening day and people travelled for miles by horse and buggy to ride the train. The train was filled to capacity, he said.

"That's why my brother and I rode the engine — the only place there was room," he said.

Had Big Station

"It was a fine big station that was built at St. Williams when the railway was built." He couldn't remember what happened to the original station.

He remembers an incident that nearly marred the history of the county. A large number of Italian workers were brought to help construct the railway. The construction company went broke and was unable to pay the men. The men suffered without food and pay for several weeks. Finally the hunger got the best of the men and they started a riot which was not stopped until the militia was brought in to restore order.

John Streeter of Vittoria is the only known resident of Norfolk who remembers when the railroad was built between Simcoe and Port Rowan. The now CNR railway was called "the Norfolk South Western Railway," he said. (Staff Photo)

Went after Foreman

"The Italians were going to burn the foreman of the company at the stake," he said. Most of these men returned to their homes after the riot.

Mr. Streeter recalls as many as seven passenger trains using the line in one day. It was reported at the St. Williams meeting that about two freight trains a month are using the line today.

The CNR stated that the reason it was going to ask to have the station closed was because of lack of business.

Mr. Streeter was born in Forestville on July 14, 1866. "I retired when I was 85," he said. "I hope now to live to be a hundred."

was completed. At 2:40 in the afternoon a special train left Simcoe, when some thirty businessmen of the town and others took advantage of the opportunity of riding on the first train that passed over the entire length of the South Norfolk Railway. Among them we noticed J. L. Campbell, Reeve, Frank A. Brown, J. C. Boyd, W. C. McCall, W. B. Browne, A. D. Ellis, W. Sutton, W. Marshall, C. Grant, G. A. Curtis, C. A. Austin, R. Pedlow, J. Baxter, W. D. Battersby, O. M. Jones, E. G. Wells, C. Marlatt, J. Coates, J. Brown, C. A. Chadwick, R. Porteous, R. W. Meade, W. S. Perry, B. Cammell, W. J. Best, L. Brady, E. A. Jackson, F. W. Denton, G. M. Adams, F. Stevenson, J. Balmer, H. B. Donly, etc. At Vittoria, Forestville and St. Williams, the company was increased by a number of the leading residents of those localities. The train reached Port Rowan at four o'clock. The track was in good condition, considering the rapidity with which it has been constructed, and when ballasted will unquestionably be one of the best single track roads on the continent. It passes through a splendid stretch of country. On reaching the Port the train consisted of three locomotives and several cars. The engines were decorated with flags and evergreens, and several ladies were in the cabs under the kind protection of the drivers and firemen, who, with the conductors, are becoming favorites with the fair sex for their gentlemanly bearing and courteous manners. The leading locomotive, which is under the charge of Driver Ross, and belongs to Conductor Rapley's train, has quite a historical record—it was the first to go into Wharton on the completion of the G. B. & L. E. R., and it was the first to greet the people of Port Rowan on the completion of the S. N. R. The bell on it was on the engine of the Buffalo and Lake Huron Railway that carried the Volunteers to the front at the time of the Fenian raid, and the sound of its tones will wake up recollections in the breasts of many of the sons of South Norfolk. Before entering the station Benj. Killmaster, Esq., President of the Company, assumed control of the throttle, and Isaac Foster, Esq., Vice-President, acted as fireman—these gentlemen had thus the honor of driving the first locomotive into the Port. In front of the engine Dr. Geo. Stewart, Reeve of Walsingham, was on the pilot, with a broom in his hands as an emblem of a clean sweep and that the cobwebs of inertness were swept away by the march of progress; behind him were Dr. Wm. Kennedy, of Vittoria; A. C. Dedrick, Esq., Deputy Reeve of Walsingham; T. B. Dedrick, Esq., merchant, Port Rowan; Mr. Daly, C.E., who had charge of the construction of the road, and the representatives of the Norfolk Reformer and the British Canadian newspapers. At the station several hundred people had assembled, and as the train reached its destination enthusiastic cheer after cheer rent the air, amid the cracking of fog-signals, blowing of whistles, etc. It was truly an important day in the history of Port Rowan and other points along the line, and the enthusiasm which was everywhere manifested showed that the inhabitants were fully alive to the great advantages to be derived from railway connection. After a general hand-shaking and exchanging of congratulations, the last spikes were driven by B. Killmaster and R. Richardson, Esqs.; now the South Norfolk Railway was a fixed fact, the hopes of the multitude there assembled being fully realized. The visitors then proceeded to take in the sights at the Port, after which they again assembled at the station and embarked on the train for Simcoe, where they arrived at 8 o'clock.

of the season last Wednesday. The Maud S. towed the J. T. Lord in to winter quarters the other day. Rev. R. Duff, of Selkirk, father of Mrs. T. J. Atkins, was in town last week. Miss Edith Saxon is visiting friends in Aylmer, where she will remain for some weeks. Mr. Charles Wood has returned home from British Columbia, after an absence of about a year, looking hale and hearty. Any person who had their doubts about the railroad helping us along towards civilization, should have been in town last Friday night, and they would have seen the first symptoms of it. About a thousand people assembled at the station last Friday afternoon to welcome the first train of cars to this place. The tracklaying was finished about four o'clock, the honor of driving the last spikes being equally divided between Messrs. Killmaster and Richardson, while one gentleman not wishing to be outdone represented himself as being to market to buy a broom, and stealing the first ride over the S. N. R. on the cowcatcher of the engine. A large number of people from Simcoe and intermediate stations arrived on the train to help do honor to the occasion. We are now anxiously waiting for the time to come when regular traffic will be done over the road.

Simcoe

November 28
1888

THE RAILROAD

The time on the train was spent in friendly conversation with all the passengers feeling free to join in at any time. The conductors, Bert Grapes, at the eastern end, and Bert Palmer, at the western end brewed a pot of tea for their passengers, and sometimes found themselves babysitting a young child on his or her way to visit relatives. The passengers would bring their own sandwiches made at home for the trip. Sometimes, someone would begin to play on a mouth organ and the passengers would break out into song.

The passenger coach was a combination car. The front half seated 34 people and the rear half was the baggage compartment under the charge of Fred Alexander. That compartment, at one time or another, carried everything from corpses to baby chicks.

Riding in the locomotive cab with the engineer, Arthur Cowe, and fireman, Victor Martin, was a tricky situation. Any brave passenger there had a narrow seat between an open window and hot boiler and the engine jolted you until your teeth rattled. Talk was impossible. You couldn't hear a shout over the roar of the locomotive.

Engines Number 30, 31, and 33 were familiar sights in the early and middle years and Number 90 ran on the line in the later years. When the 1950's dawned, the days of the rural railroad were numbered as roads and cars improved, making the trip faster. The last passenger train was pulled by Engine No. 238 on October 26, 1957, and express and freight were discontinued in 1962.

The old rails have long since been pulled up and the ties scattered. The train station was moved to the Hammond Feed Mill and later was sold again. All that remains now is the vacant rise of the former right of way. But, always in the minds and memories of the older residents are those happy days on the old South Norfolk Railway.

Sources:

Madeline C. Mutrie, Compiler. Tweedsmuir History of St. Williams. The St. Williams Women's Institute. 1967.

"From Railway Station to Feed Mill", in The Simcoe Reformer, October 24, 1962.

Daughen, Kay, "Unique Rail Line Has Homey Touch", in The Hamilton Spectator, June 20, 1953.

Reminiscences of Gerry Johnson.

Preceding Page:

The first St. Williams Train Station. Bruce and Walter McCall are seated in the jigger. Standing to the left are John Brock and John Cope then "Old Mr. (Frederick) Cope", and, standing between the heads of the brothers I believe is Daniel McCall.

Right; Cully Price and Jack Tennant standing beside the station house.



THE FIRST SOD

of the new South Norfolk Railway, and the importance of the commencement of the construction of this great local improvement, which will connect Port Rowan and Simcoe by an iron bond and open up the Long Point district to the advantages of railway facilities, very naturally excited a great deal of interest and attracted a large number of spectators to the northwest angle of the fair grounds, the townships of Walsingham and Charlottaville being more especially well represented. At the appointed time Mr. John Nickerson, Chairman of the Railway Committee, took the chair on the platform, and opened the proceedings with an appropriate address. He was followed by His Worship Mayor Luscombe, who, on behalf of the inhabitants of Simcoe, extended a warm welcome to the visitors who had assembled to witness this important ceremony. Dr. Stewart, Reeve of Walsingham next addressed the audience in a felicitous speech. He was followed by Alex. McCall, Esq., President of the South Norfolk Railway, who made an appropriate and interesting address. Then came Col. Tisdale, M.P., who referred in well chosen remarks to the twenty-first anniversary of the establishment of the Dominion of Canada, and also to the importance of the event they were about to witness—the turning of the first sod of a line of railway to run through the southwestern portion of this county, a fine section of country that was without railway facilities. He referred to the fact that Mr. C. B. Daly an engineer of the Grand Trunk Railway was on the platform, and that the work of construction would be pushed forward with energy as soon as the engineer had prepared the specifications. Then came the novel feature of a lady turning the sod. This was done by Mrs. McCall, wife of the President of the Company—Alexander McCall, Esq. His Worship Mayor Luscombe, on behalf of the town, presented the esteemed lady with a handsome silver spade, with ebony handle, purchased through Mr. Counter from the manufacturers, Messrs. P. W. Ellis & Co., of Toronto. The blade of this beautiful article was artistically engraved with a wreath of maple leaves and in the centre was the following inscription:

Presented to Mrs. Alex. McCall
by the Citizens of Simcoe,
Turning First Sod of S.
N. R. 2nd July, 1888.

Mr. A. D. Ellis also presented Mrs. McCall with a handsome working spade, the blade being made of polished steel, embellished with bronze. The spadeful of turf was placed on a miniature wheelbarrow and wheeled to the site of the embankment by Master Harold McCall. The ceremony was concluded with cheers for the Queen, the South Norfolk Railway, etc., the Band playing the national anthem.

The British
Coloniaist
Simcoe.
July 4 1888

The Railroad

The railroad that formerly ran through St. Williams was begun in 1884 and was originally known as the Collier Railroad. It was intended to run from Port Burwell to Port Dover where it would link up with the existing line from Hamilton. However, only three miles were graded when, in 1886, it was taken over by the Grand Trunk Railroad. Rails were then laid from Simcoe to Port Rowan, crossing St. Williams just north and west of the village. The Station Yard was cleared out of the brush on the east side of the Townline Road just north of the Jim Johnson homestead.

Thus was born the South Norfolk Railway Company which served the district for so many years.

A large two storey wood frame station was built beside the line, with the ticket office and waiting room on the ground floor and Station Agent's residence split between the ground floor and the storey above. The first Station Agent was John Tennant and he ran the Station until his retirement in 1925. He worked first for the Grand Trunk Railroad, and then its successor Canadian National Railroad from 1919.

The next Station Agent was a Mr. Malcomb who served for a short time. During his tenure, in 1926, the old station building was dismantled. It was replaced by the Forestville station building which was moved to St. Williams. Our third Agent was Joseph Gray who remained until his retirement in 1937 and he was then succeeded by R. L. (Dick) Thomson who stayed on until 1962.

The forty-three mile rural rail line from Hamilton to Port Rowan was St. Williams' link to the world in the early days. Many a resident boarded the train to Simcoe, Port Dover, and Hamilton, leaving the horse and buggy at home as they enjoyed shopping the bigger towns and cities. The Train Station was also the starting point for many a villager's honeymoon.

The trip on the train was a leisurely one. The last word in locomotive design in the early 1900's, the old engines rambled along at a speed rarely exceeding 35 miles per hour. The notable exception was on the stretch around Renton when it was on the New York Central line and then the old engine was cranked up to 80 m.p.h. to keep ahead of the big express trains. However, it would then settle back to 15 m.p.h. between Simcoe and Port Rowan.

The train would start out at Hamilton at 9:20 AM and pass through Caledonia, Hagersville, Jarvis, Simcoe, reaching St. Williams about mid afternoon. From St. Williams it continued to Port Rowan, the end of the line. At this point the old engine was disconnected from its passenger and freight cars and chugged out onto a hand-operated steel turntable. This interesting gadget was a circular structure about fifty-nine feet in diameter set in the middle of a field. Once the engine was on the turntable, the train's crew dismounted to take their places at the projecting handles then began their march around the table until the great locomotive's nose once more pointed back to Simcoe. Back out chugged the engine to be reconnected to its cars.

Once more the train arrived at the St. Williams Station and the east bound passengers boarded for the long slow trip to Hamilton. On this stretch, there was a side trip from Simcoe to Port Dover. Saving the need for using the turntable at that end, the engine backed its cars from the Port to Simcoe.

St Williams History

971.336

R. Robert Mutrie

ion Treasury in aid of railways; and that in future such aid will only be given to important through lines. It is evident, therefore, that if the present scheme miscarries, and if at some future time an attempt should again be made to give the South Norfolk farmer the railway connection he so much needs, the future promoter will have to provide \$54,000 more than the present Board requires to furnish in order to float the undertaking—an addition that would render all chance of success utterly hopeless. It would seem, therefore, that the choice is between the present scheme and no railway connection whatever, either now or at any time in the future.

The greater part of the money furnished by the Dominion Parliament, the Township of Walsingham, the Grand Trunk Railway Company and the Town of Simcoe, as well as that contributed by the Township of Charlotteville itself, will be spent within the latter Township in purchasing right of way, materials for ties, bridges, fences, in payment for hire of teams, for wages, and in a variety of other ways by which the farmers will be direct gainers. And this expenditure, too, will be of actual cash and within a few months, while the taxation for redemption of the debentures will be in infinitesimal doses extending over twenty years, and will, in fact, be paid to a large extent—as it should be—by that posterity who will gain as much as the present generation from the running of the railway.

A Charlotteville ratepayer assessed for \$1,000 will be called upon to pay \$2 20 per annum for this railway accommodation for the next 20 years. It is scarcely conceivable that any farmer within the district to be served by the railway will not directly and evidently get a return in cash each year very much in excess of this amount; but even if he is unable to see an immediate cash return for his outlay, the indirect benefit he will derive from the increased value given to his farm and the convenient market at his own door for all farm produce, will return to him an ample profit for his railway investment.

The present value of \$2 20 per year for 20 years is \$37 42. Any farmer who desires it can without difficulty during the construction of the railway, make more than that amount of clear profit by supplying some of the many things already enumerated required for purposes of construction; when he has done so he has in reality received before hand in cash all that he will have to pay during 20 years for the railway; and he will have and enjoy all the direct and indirect advantages that the railway will bring to him practically without cost. This is not a fanciful picture but a reality. It may be urged that in the case we have just put the farmer gives value in the shape of the material he supplies; that is true in a sense, but it is the railway that makes that material valuable. Without the railway that material would be unsaleable; with the railway comes the demand for and the enhanced value of the material. For the sake of illustration we have dealt with the case of a farmer assessed for exactly \$1,000. Each man can multiply or divide that sum so as to apply the parable to his own case.

17th inst., which would, he had no doubt, be carried, as the people of that township, like those of South Walsingham, were determined to have railway facilities. This meeting had been called to lay the matter before the people of Simcoe with the view of getting a bonus of \$5,000, which would complete the scheme and insure a speedy construction of the road as a portion of the G. T. system. He understood the G. T. Co. intended to bridge the creek at Port Dover this summer, so that trains could be interchanged on the G. B. & L. E. and H. & N. W. Divisions. He hoped to lay before the electors of Simcoe in a few days a letter from the management of the G. T. R. announcing that in case the South Norfolk Railway was built Simcoe would be made the headquarters of the southern terminus of the H. & N. W. R., so that trains for Hamilton and other points on that road would start from here. If Simcoe would not grant the aid, the company would have to adopt some other scheme to raise the necessary \$5,000. Colonel Mabey, of Port Rowan, followed with a well considered address, showing how determined were the people of South Walsingham to have a railway built—they were in favor of having it run to the county town; but if the present scheme should fall through, they would assist any road to any point to get railway communication. With the aid of a map, which had been prepared by Mr. Soare, he showed the fine section of country the road would tap, and he believed the great bulk of the trade of South Walsingham and Houghton which now went to Tilsonburg would be taken to Simcoe if the road was built. Mr. Browne, of the Simcoe Mills, having been called for, addressed the meeting, and said he was opposed to the scheme, as he believed it would injure the milling business of the town. Mr. Sutton, miller, agreed with Mr. Browne. Mr. John Nickerson said he had no doubt the road would injure some manufacturing interests; but he believed it would be a benefit to the merchants and mechanics of the town. One thing was certain, the road was bound to be built, and if it did not come to Simcoe it would go elsewhere, and then Simcoe would rue the day that it did not assist the road. Mr. M. C. Brown very forcibly advocated the building of the road, as he believed it would be to the advantage of the business men of the town, and would therefore benefit all classes of the community. Mr. Robb said that the proposed bonus of five thousand dollars would necessitate a very small tax: it would be only fifty cents on one thousand dollars of assessment. Mr. Wierett was of the opinion that if the meeting did not fully understand the project it would be better to hold an adjourned meeting in a few days, by which time it would have been more fully discussed. Mr. A. D. Ellis was in favor of getting the railway, as he believed it would greatly increase the business of the town and the cost would not be oppressive. He therefore moved seconded by Mr. H. B. Donly—that in the opinion of this meeting the sum of five thousand dollars should be granted by way of bonus to the South Norfolk Railway Company by the Town of Simcoe, and the Town Council requested to submit a by-law to the ratepayers for the purpose of raising the same. The resolution was carried by a large majority, and the meeting adjourned.

Simcoe

MAY 9 1888

ALL ABOARD FOR PORT ROWAN.

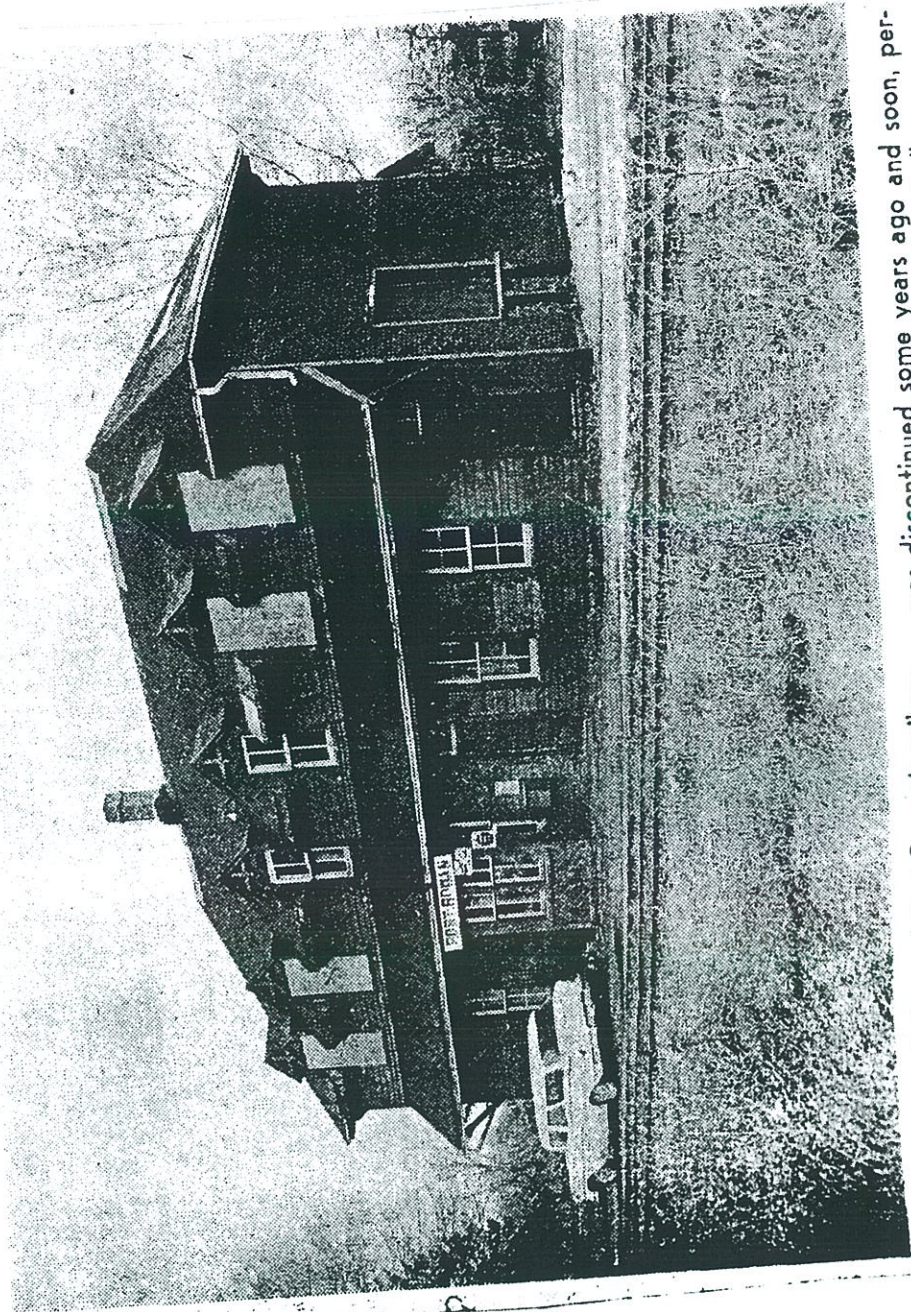
Last Friday was a red letter day in the history of South Norfolk, when the tracklaying on the South Norfolk Railway, connecting Simcoe and Port Rowan, was completed. At 2:40 in the afternoon a special train left Simcoe, when some thirty businessmen of the town and others took advantage of the opportunity of riding on the first train that passed over the entire length of the South Norfolk Railway. Among them we noticed J. L. Campbell, Reeve, Frank A. Brown, J. C. Boyd, W. C. McCall, W. B. Browne, A. D. Ellis, W. Sutton, W. Marshall, C. Grant, G. A. Curtis, C. A. Austin, R. Pedlow, J. Baxter, W. D. Battersby, O. M. Jones, E. G. Wells, C. Marlatt, J. Coats, J. Brown, C. A. Chadwick, R. Porteous, R. W. Meade, W. S. Perry, B. Cammell, W. J. Best, L. Brady, E. A. Jackson, R. W. Denton, G. M. Adams, F. Stevenson, J. Balmer, H. B. Donly, etc. At Victoria, Forestville and St. Williams, the company was increased by a number of the leading residents of those localities. The train reached Port Rowan at four o'clock. The track was in good condition, considering the rapidity with which it has been constructed, and when ballasted will unquestionably be one of the best single track roads on the continent. It passes through a splendid stretch of country. On reaching the Port the train consisted of three locomotives and several cars. The engines were decorated with flags and evergreens, and several ladies were in the cabs under the kind protection of the drivers and firemen, who, with the conductors, are becoming favorites with the fair sex for their gentlemanly bearing and courteous manners. The leading locomotive, which is under the charge of Driver Ross, and belongs to Conductor Rapley's train, has quite a historical record—it was the first to go into Warton on the completion of the G. B. & L. E. R., and it was the first to greet the people of Port Rowan on the completion of the S. N. R. The bell on it was on the engine of the Buffalo and Lake Huron Railway that carried the Volunteers to the front at the time of the Fenian raid, and the sound of its tocsin will wake up recollections in the breasts of many of the sons of South Norfolk. Before entering the station Benj. Killmaster, Esq., President of the Company, assumed control of the throttle, and Isaac Foster, Esq., Vice-President, acted as fireman—these gentlemen had thus the honor of driving the first locomotive into the Port. In front of the engine Dr. Geo. Stewart, Reeve of Walsingham, was on the pilot, with a broom in his hands as an emblem of a clean sweep and that the cobwebs of inertness were swept away by the march of progress; behind him were Dr. Wm. Kennedy, of Victoria; A. C. Dedrick, Esq., Deputy Reeve of Walsingham; T. B. Dedrick, Esq., merchant, Port Rowan; Mr. Daly, C.E., who had charge of the construction of the road, and the representatives of the Norfolk Reformer and the British Canadian newspapers. At the station several hundred people had assembled, and as the train reached its destination enthusiastic cheer after cheer rent the air, amid the cracking of fog-signals, blowing of whistles, etc. It was truly an important day in the history of Port Rowan and other points along the line, and the enthusiasm which was everywhere manifested showed that the inhabitants were fully alive to the great advantages to be derived from railway connection. After a general hand-shaking and exchanging

PORT ROWAN.

The sailor boys are gathering in one by one. Beer and a good sized club made things lively last Friday night. The Ivey Alderson made her last trip of the season last Wednesday. The Maud S. towed the J. T. Lord in to winter quarters the other day. Rev. R. Duff, of Selkirk, father of Mrs. T. J. Atkins, was in town last week. Miss Edith Saxon is visiting friends in Aylmer, where she will remain for some weeks. Mr. Charles Wood has returned home from British Columbia, after an absence of about a year, looking hale and hearty. Any person who had their doubts about the railroad helping us along towards civilization, should have been in town last Friday night, and they would have seen the first symptoms of it. About a thousand people assembled at the station last Friday afternoon to welcome the first train of cars to this place. The tracklaying was finished about four o'clock, the honor of driving the last spikes being equally divided between Messrs. Killmaster and Richardson, while one gentleman not wishing to be outdone represented himself as being to market to buy a broom, and stealing the first ride over the S. N. R. on the cowcatcher of the engine. A large number of people from Simcoe and intermediate stations arrived on the train to help do honor to the occasion. We are now anxiously waiting for the time to come when regular traffic will be done over the road.

November 28
1888

Murdoch Collection
Hamilton Public
Library
April 13
1863



The boarded-up windows of Port Rowan's railway station tell the sad story . . . Passenger service was discontinued some years ago and soon, perhaps, there will be no railway line at all.

There was just a ripple of excitement when Colonel Collier returned from New York last week and announced the fact that he has not done with the Lake Shore and Port Rowan yet. Further developments may soon be expected.

The amount of wheat received in Dover for shipment during the week ending Saturday last was the largest during the last twenty years. So we are told by the oldest grain buyers.

Mr. Jem Pope, of Long Point, writes us that he intends visiting Dover on his ice-boat this winter and wants us to go back with him. Thank you Jem, we will accept your offer if there is anything left of you when you arrive here.

We felt very certain about our electric lights last week and thought about the poles at once but "a change has come over the spirit of our dream" and we have to take a back seat. But we shall continue to live in hope even if we have to die of despair in the dark.

November 7

1888

The following Bills having been read the first time in the Legislative Assembly of Ontario, have been referred to the committee on railways for consideration:

Port Royal and Lake Shore.

This Bill empowers a Company to construct a line from a point on Big Creek, Walsingham Township, in the County of Norfolk, at or near the western terminus of the Port Rowan and Lake Shore Railway, thence along the north shore of Lake Erie to the Village of Amherstburg, or to Bar Point in Malden Township, Essex County, or to some point on the River Detroit in that county. The capital stock is to be five hundred and eighty thousand dollars, to be divided into hundred dollar shares. Municipalities along the line are authorized to pay out of their general funds their fair proportion of the preliminary expenses, to be afterwards refunded if required in capital stock. It gives the Company power to build a telegraph line in connection with the railway and to make arrangements with other companies, and binds them to carry dry wood at three cents per mile per cord, and green wood at three cents per ton per mile. The customary provisions as to eminent domain in reference to the obtaining of gravel, stone, etc., are inserted.

Port Rowan and Lake Shore.

The Bill respecting the Port Rowan and Lake Shore Railway Company amends the charter in several important particulars. The time for the completion of the railway is extended to eight years from the passing of the Act. The Company are authorized to alter the route of the railway so that it may run from Port Dover westerly to a point on Big Creek, in Walsingham Township, along a line within four miles from Port Dover, St. Williams, Port Rowan and Port Royal. By-laws in aid of the line by the municipalities of Port Dover, Charlottetown and Walsingham are legalized.

February 9
1881

The regular fortnightly meeting of the Simcoe High School Literary and Musical Society was held last week in the Assembly room. The room was as usual crowded. A special feature of the afternoon was the addition contest between ten High School pupils and the same number of Model School students. Speed and accuracy were both tested, and the excitement of so keen a competition "flustered" some of the solvers not a little and hindered them in their work. After three "heats" the score stood: High School, 880; Model School, 860. Mr. Mather acted as director. Readings were given by Mr. T. H. Farling, and Miss M. Pettit, Misses Wallace and Jones contributed an instrumental duet and Gertrude Duncan a solo. Number six of Vol. six of the H. S. "Mirror" was read by the Secretary. Before adjournment the following resolution of condolence was submitted and unanimously carried:—Whereas it has pleased an all-wise Providence to remove from amongst us by death the late Miss Murtle Upper, a useful and esteemed member of this society, and an exemplary and promising pupil of this school, the Simcoe High School Literary and Musical Society desires to place on record an expression of its heart felt sorrow at the sad event, and to convey to the parents, brother and sisters of the deceased its warmest sympathy and condolence. The Society rejoices to know that her long and trying illness was borne with that cheerfulness and amiability of disposition so characteristic of her, and that she died in the hope of a blessed resurrection.

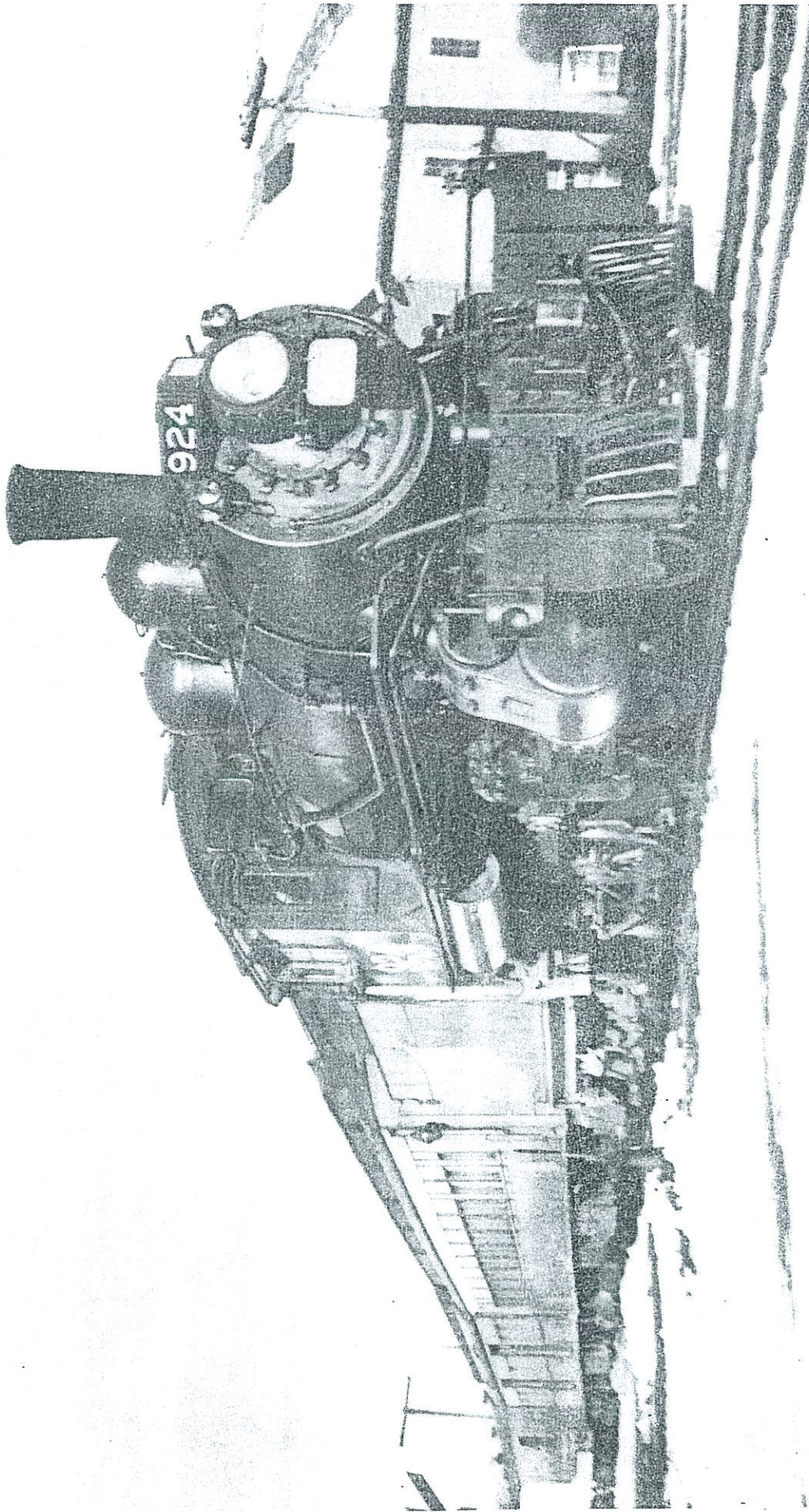
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to Mr. Ross. The train was a fine one for Talsburg, which is intended to be a local, intimating that Mr. H. did not appreciate railway facilities. Mr. Raym. (the children live in the Bing) he would not have sold, but the certainty of railway facilities enabled him to get a thousand dollars more for his farm than he had been offered before. Mr. Raymond was one of the strongest promoters of the road which has put a clear thousand dollars in his pocket. Try again Mr. Antip. (miss)

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November 29 1888
Norfolk Reformer



After the war by 1947, truck cartage and the use of the car has reduced the use of the Railroad Service down to "one-a-day"; times are changing!

JARVIS AND PORT ROWAN						
72	70	Miles	TABLE No. 40		64	358
P.M.	A.M.		Eastern Time		A.M.	P.M.
† 4.30	† 8.10		Lv... Toronto... ⊖	Ar	† 10.05	† 8.17
		31.25	..... Hamilton... ⊖			.....
† 5.45	† 9.20		..... Stuart St. Stn....		† 8.50	† 6.40
5.55	† 9.30		..... King St. Stn....		† 8.43	† 6.30
† 7.10	† 10.55	0	..... Jarvis.... ⊖		† 7.35	† 5.13
.....	11.05	6.02	..... Renton.....		7.24	5.00
	† 11.20	10.57	ar Simcoe (Loop L.) lv		† 7.15	† 4.49
79	† 11.25	10.57	lv Simcoe (Loop L.) ar		† 7.15	† 3.30
P.M.	11.28	11.67	..... Simcoe Jct.		7.05	3.25
† 8.13	11.35	13.42	..... Simcoe (GB&LE) ⊖		6.50	3.00
/ 8.23	11.50	18.93	..... Vittoria.....		6.32	2.45
8.33	11.59	22.63	..... Walsh.....		6.25	2.32
8.38	12.09	24.76	..... Forestville		6.17	2.22
/ 8.45	12.15	27.28	..... St. Williams....		6.10	2.12
† 8.55	† 12.28	30.76	Ar... Port Rowan Lv		† 6.00	† 2.00

† Saturday only. ‡ Sunday only. x Daily except Saturday and Monday. ⊖ No. 355 will wait at Canfield Jct. for connection.
 Numbers against stations refer to tables 1

1915

C.N.R. Port Rowan Branch to Remain

By order 56,737, Nov. 16 last, the Board of Transport Commissioners refused the C.N. Rys. application for authority to abandon operation of the Port Rowan branch, Simcoe Division, between Simcoe and Port Rowan, Ont., 16.92 miles. In a judgment supporting the order, written by Deputy Chief Commissioner F. N. Garceau, it was pointed out that the line concerned was formerly the South Norfolk Ry., incorporated by Act of Parliament in 1887. It received subsidies totalling \$144,000, of which \$54,000 was paid by the Dominion Government and the balance by the municipalities served by the line. The condition upon which the subsidies were granted was that the railway was to "operate said line of railway to run at least one train each way per day, with proper accommodation for passengers between the said Town of Simcoe and the said Village of Port Rowan".

The line was opened for operation in 1889, and the judgment recorded that it is in good condition except for the ballast, which is of sand (making resurfacing necessary), and the ties, which are of untreated soft wood and in poor condition. The territory served is a well-settled farming country, producing chiefly apples, small fruits, tobacco and other farm products. Port Rowan is the center of considerable industry, and some volume of fish traffic is shipped by express. There are station agents at Port Rowan and at St. Williams. Counsel for the municipalities, opposing the application, stated that the traffic before the depression was sufficient to permit the railway to operate the line profitably; during recent years the industrious population of the region has worked steadily and successfully to increase production.

Revenue figures showed that in the period 1927-30, one firm in St. Williams paid \$55,700 in freight charges on traffic handled over the branch, but during the period 1934-37 the revenues from all sources credited to the branch and the balance of the system were only \$66,476. Counsel for the municipalities pointed out that the depression years so reduced

the volume of business done, by firms in Canada and elsewhere, that railway business was likewise reduced. He claimed that, with return to normal business conditions, the firm in St. Williams and other firms will be doing a volume of business exceeding that of the pre-depression years. Also, he said, even the statements of the 1934-37 four-year period do not disclose a situation warranting abandonment. An operating loss of \$10,084 in 1936 was cut to \$4,639 in 1937; he said that it was his understanding that the May, 1938, revenue exceeded that of May, 1937, by over \$1,000 at Port Rowan and St. Williams alone. Figures filed showed that the traffic has been increasing since 1934.

Mr. Garceau noted in his judgment that the maintenance of way and structure expenses on the line in 1937 were \$6,175, and that the transportation expenses in that year were \$8,476.56. In concluding his judgment, he said:—"The abandonment, according to the operations of 1937, would mean an economy of approximately \$4,639 for the railway company, but labour would incur a loss of \$15,000 in wages, with corresponding loss in buying power and ill results for trade and industry.

"Moreover, the transportation facilities of this region would be disorganized for a certain period, resulting in inconvenience and loss to the public.

"From the facts above stated, it is evident that it is in the public interest for the railway to continue to co-operate towards the development and prosperity of this region, for which purpose it was subsidized.

"The railway was justified in making this application and in leaving to the Board the decision regarding its duty to the public in connection with this line. In order to protect itself against unfair criticism about deficits more apparent than real; the services rendered by the railway company cannot all be determined in dollars and cents, and the line should be maintained, more particularly in view of the larger revenue anticipated."

"I would dismiss the application."

Commissioner J. A. Stoneman took a

view similar to that of Deputy Chief Commissioner Garceau, and stated:—"In my opinion, the record indicates, very clearly, that an increase in earnings may be expected on this line in the very near future. I was very favourably impressed with the presentation made on behalf of those opposing this application, and I therefore agree that the application should be dismissed."

Commissioner G. A. Stone concurred in the view that abandonment was not warranted, and that the application should be refused.

February 1939

The Port Rowan and Lake Shore Railway.

MR. EDITOR.—As every body's thoughts are at present occupied with deeds of blood, and nocturnal visits of a horrible and deathly character, and the words "Lucan" and "Donnelly" the only sounds that seem to penetrate the ear, it is scarcely to be supposed that a few items from this locality, savouring of peace and quietness, will be pursued with any very great interest by the many readers of your valuable paper. Nevertheless I will proceed. The all important topic of interest that is at present absorbing the public mind, in the north part of this Township, is the propriety of granting a bonus to aid in the construction of the much talked of Port Rowan and Lake Shore Railway. Although this thing is being agitated to quite an extent, the people concerned will surely not have the audacity to ask it. But if they should they will find the workmen and farmers keenly alive to their interests and consequently unanimously opposed to the granting of the bonus. They (the farmers) are situated conveniently to the Air Line and Canada Southern Railways and do not feel disposed to burden themselves with a heavy debt, especially in these depressing times, in order to benefit a nominal few who reside along the Lake between Port Rowan and Dover. If the terminus of the proposed road had been fixed at Port Burwell or still farther west and the route to extend through the central part of the Townships of which they intend asking a bonus, the projectors would have met with a hearty co-operation in the work, from the ratepayers of this Township at least as it would then be a benefit to all both north and south. As the matter now stands to ask the people, north of the centre of the Townships through which the road is to pass, to grant a bonus to this company would simply be asking them to expend a large amount of hard earned money for which they could never expect to get value received.

A FARMER.

Langton Feb. 23rd, 1880.

Norfolk Reformer

February 27
1880

WEDNESDAY, MAY 9, 1888.

SOUTH NORFOLK RAILWAY.

THERE are some points in connection with the South Norfolk Railway scheme that it would be well for property owners in Charlotteville to ponder, before deciding to cast their ballots against the by-law to be submitted to their votes on the 17th May instant.

The Dominion Parliament has granted a subsidy of \$3,200 per mile for the 17 miles between Port Rowan and Simcoe, or a total sum of \$54,400. South Walsingham has granted a bonus of \$40,000, and although about eleven miles of the railway will be within Charlotteville, that township is only asked to contribute \$20,000 towards the construction of the road. In other words, although considerably more than half of the road will be within Charlotteville, and much more than half the money spent in building the road will be spent in Charlotteville, yet Charlotteville is only asked to contribute about one-sixth of the cost of construction.

It has been officially announced that for the present no more subsidies will be granted from the Dominion Treasury in aid of railways; and that in future such aid will only be given to important through lines. It is evident, therefore, that if the present scheme miscarries, and if at some future time an attempt should again be made to give the South Norfolk farmer the railway connection he so much needs, the future promoter will have to provide \$54,000 more than the present Board requires to furnish in order to float the undertaking—an addition that would render all chance of success utterly hopeless. It would seem, therefore, that the choice is between the present scheme and no railway connection whatever, either now or at any time in the future.

The greater part of the money furnished by the Dominion Parliament, the Township of Walsingham, the Grand Trunk Railway Company and the Town of Simcoe, as well as that contributed by the Township of Charlotteville itself, will be spent within the latter Township in purchasing right of way, materials for ties, bridges, fences, in payment for hire of teams, for wages, and in a variety of other ways by which the farmers will be direct gainers. And this expenditure, too, will be of actual cash and within a few months, while the tag-

RAILWAY MEETING.

The meeting called by His Worship Mayor Luscombe last Wednesday night, for the purpose of considering the South Norfolk Railway scheme, was fairly attended by the ratepayers of the town. The Mayor occupied the chair, and after a few preliminary remarks, called upon the President of the Road, A. McCall, Esq., to address the meeting. That gentleman then entered into a history of the undertaking. He stated that the scheme had been started by a Mr. Soare, C. E., after the Collier failure, who organized a company of Ottawa gentlemen, but as they were not capitalists, and found they had undertaken a scheme which they could not carry out, they handed it over to Col. Tisdale, who formed a local company, and succeeded in inducing the Dominion Government to grant a subsidy of \$3,200 a mile. Col. Tisdale waited upon Mr. Hickson, Manager of the G. T. R., who stated that company would undertake the building of the proposed road provided it got \$65,000 in addition to the Government subsidy. The road would be 17 miles long, and to build it there would be expended—Government subsidy, \$54,400; bonus from municipalities, \$65,000; by the G. T. R. Co., \$68,000—making a total of \$187,400—the G. T. R. to put on the rolling stock and operate the line. The provisional directors found this was the only arrangement they could make that would insure an early completion of the project, and they finally decided to ask the people of Walsingham for \$40,000, Charlotteville for \$20,000 and Simcoe for \$5,000. The electors of South Walsingham had already granted the \$40,000, and a by-law would be submitted to the ratepayers of Charlotteville on the 17th inst., which would, he had no doubt, be carried, as the people of that township, like those of South Walsingham, were determined to have railway facilities. This meeting had been called to lay the matter before the people of Simcoe with the view of getting a bonus of \$5,000, which would complete the scheme and insure a speedy construction of the road as a portion of the G. T. system. He understood the G. T. Co. intended to bridge the creek at Port Dover this summer, so that trains could be interchanged on the G. B. & L. E. and H. & N. W. Divisions. He hoped to lay before the electors of Simcoe in a few days a letter from the management of the G. T. R. announcing that in case the South Norfolk Railway was built Simcoe would be made the headquarters of the southern terminus of the H. & N. W. R., so that trains for Hamilton and other points on that road would start from here. If Simcoe would not grant the aid, the company would have to adopt some other scheme to raise the necessary \$5,000. Colonel Mabel, of Port Rowan, followed with a well considered address, showing how determined were the people of South Walsingham to have a railway built—they were in favor of having it run to the county town; but if the present scheme should fall through, they would assist any road to any point to get railway communication.

MAY 9
1888

The regular fortnightly meeting of the Simcoe High School Literary and Musical Society, was held last week in the Assembly room. The room was as usual crowded. The special feature of the afternoon was the addition contest between ten High School pupils and the same number of Model School students. Speed and accuracy were both tested, and the excitement of so keen a competition "flustered" some of the adders not a little and hindered them in their work. After three "heats" the score stood: High School, 880; Model School, 590. Mr. Mather acted as director. Readings were given by Mr. T. H. Farling, and Miss M. Pettit; Misses Wallace and Jones contributed an instrumental duet and Gertie Duncan a solo. Number six of Vol. six of the H. S. "Mirror" was read by the Secretary. Before adjournment the following resolution of condolence was submitted and unanimously carried:—Whereas it has pleased an all-wise Providence to remove from amongst us by death the late Miss Myrtle Upper, a useful and esteemed member of this society, and an exemplary and promising pupil of this school, the Simcoe High School Literary and Musical Society desires to place on record an expression of its heart-felt sorrow at the sad event, and to convey to the parents, brother and sisters of the deceased its warmest sympathy and condolence. The Society rejoices to know that her long and trying illness was borne with that cheerfulness and amiability of disposition so characteristic of her, and that she died in the hope of a blessed resurrection.

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November 29
1888

Uncle Rubeban Welcomes the 1st Train
into Port Rowan.

Word had passed around the settle-
ment that the first train would reach
Port Rowan station on Tuesday after-
noon at 4 p.m. and everybody must be
there to see.

Now Aunt Hannah had never seen a
locomotive, only pictures of "fast ex-
presses" on posters and such like. She
is a stay at home body, never goes any
place only to port, so we talked the
matter over the night before and made
up our minds to go to the "opening,"
as the store keepers say in their cir-
culars they send us twice a year.

Precisely at 12:30 I backed out the
phonon, "Noah's Ark," the young folks
call it, on account of its long service of
transportation, more than its resem-
blance to the one in the picture books,
and hitched Polly Ann thereto. When
we reached town everybody was looking
in one direction and as we joined the
train the boys shouted "Free bus to
the Station," and looked knowingly to
a democrat load ahead of us, but Aunt
Hannah says to this day it was us they
meant, and I can't change her opinion
on any point.

I tied Polly Ann to a telegraph pole in
the fence corner on the road and we
walked into the station yard on foot, as
I had my doubts about the road, more
ever seeing the cars either, and I did not
feel equal to the task of looking after
two skittish critters, which is a joke on
Aunt Hannah. The station house was
filled to the roof with spectators and the
ground was covered with other people
waiting for the 1st train to come in.

I walked down the track a little way
and noticed a suspicious looking gentle-
man fastening what looked like door-
knobs on the rails with pieces of tin. I
spotted him at once for a dynamiter who
was going to blow up the train.

My first impression was to kill him,
but when I looked into the matter I
concluded his weight was 300 pounds
and my average is only 185, though
Aunt Hannah weighs 265 which makes

p. Still I thought the easiest way
the best so I asked him if he had per-
sonal feelings against any of the road
officials. He said only feelings of admi-
ration. I then asked him if he voted for
the bonus, he looked mad and from the
way he acted I knew he didn't, but I
was bound to find out why he wanted
to blow a whole train of cars into
eternity, so I intimated that he must be
a heavy taxpayer; he said he guessed
he was heavy enough. As I think of it
now I believe he meant that for a joke,
but it was a sad time to give it for just
at that moment the train came in sight.
I ran madly down the track shouting
and waving my hands and arms, but in
vain, on rushed three locomotives
hitched to a train of living freight
beadling into those torpedoes, and it
seems like a dream, but there on the
cow catcher of the head engine sat
the Doctor and blame my eyes if it
wasn't Uncle Ben that was the engine
driver—I thought of all he'd done to get
the road and now that he should be the
man to run the 1st train to destruction
was more than I could think about,
bang-bang-bang it seemed as if 20 can-
nons were going off at once as the train
covered with evergreens and flags rode
slowly and safely to the end of the track
amid shouts of everybody and me.

It took me ten minutes to find Aunt
Hannah on top of a lumber pile holding
a board up in front of her shooting mur-
der and Lurrah for Uncle Ben turns
about just then the President of the road
discovered that there was one more
spike to be driven to finish the track
and it was a grand and awful spectacle
to see the old engine driver bare headed
and bare backed driving the last bolt to
its resting place.

Then came the best part of all—some-
body opened a barrel of beer in a car
near me and, and it was very good beer
too.

Aunt Hannah found me after a while,
she drove Polly Ann home and I slept
peacefully by her side.

It was a glorious day.

UNCLE RUBEBAN.

December 6

1888

were festooned about the locomotive. In-
side and out the cars were packed and even
the tenders were crowded with ladies. The
leading engine was given into the charge of
Benj. Killmaster, Esq., as driver and Isaac
Foster, Esq., as fireman. On the pilot
were seated Dr. Stewart, Reeve, and A. C.
Dedrick Deputy Reeve, of Walsingham, Dr.
Kennedy of Victoria, Mr. Dailey, Chief En-
gineer of the road, W. P. Kelley of the Ca-
nadian and H. B. Dooly of the RR. and
amid the exploding of fog signals, the
waving of handkerchiefs and the cheering of
all on board and an immense concourse of
spectators the first train glided into the Pt.
Rowan Station grounds. After the bustle
of arrival was over the last spikes were
driven by Mr. Killmaster and Mr. Richard-
son and Port Rowan people knew at last
that their dreams were realized. The Sim-
coe party were brought back in perfect or-
der by Conductor McCarty of train No. 2
at eight o'clock.

January 29 1888

the same extent as the other side of the river. The
the same extent as the other side of the river. The
the same extent as the other side of the river. The
the same extent as the other side of the river. The
the same extent as the other side of the river. The

The Bank has been slightly increased
the same extent as the other side of the river. The
the same extent as the other side of the river. The
the same extent as the other side of the river. The
the same extent as the other side of the river. The

An incorporation meeting was held in An-
hansen's Hall on Friday evening, for the
purpose of taking some steps to that end.
All were in favor of immediate action. A
committee was appointed to carry out the
object of the meeting. The chairman read
a letter from Mr. Gilmore, Clerk of the
House, intimating that it was rather too
late to get a bill through this session, and
by next year we shall be able to incorpor-
ate under the Municipal Act as the Town
is filling up fast. Six railway men want
homes at once and they all have large
families; they will add at least thirty to our
population.

The South Norfolk Railway is more than
satisfactory in every way. The time table
suits everybody; the time made suits. The
officers are great favorites. The conductor
everybody thinks is the nicest one they
ever saw. Station Master Hayes is the
right man for the right place, agreeable
and accommodating, and evidently under-
stands business, and if we can only
keep driver Rose on, we shall be made up.
Mr. W. C. Stearns, our old townsman, has
charge of the baggage and freight, which
suits everybody. Railroad taxes will,
hereafter be agreeably paid.

The casualties from the late storm are
somewhat disastrous, though no lives were
lost. The Schooner, J. T. Lord, which
was safely anchored up the Canal broke
free and nothing can be seen of her. She
must have returned to her own moorings.
Rice bay, and has gone a hunting, as lots of
ducks are flying over the bay in that
direction. Mr. Albert Hutchinson had
three barns unroofed, and many others
have been unroofed or blown down, and a
great deal of standing timber knocked down
and some sugar bushes are half flattened
out.

POPE

Norfolk
Reformer

January 17
1889