

THE
GEORGIAN BAY
AND
SEABOARD
RAILWAY
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C H RIFF

Havelock Standard

HAVELOCK, ONTARIO, THURSDAY, OCTOBER 26, 1911

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Grain Route Opened

Victoria Harbor C.P.R. Line Soon Ready

The last rail on the new C. P. R. route from Victoria Harbor to Bethany was laid on Wednesday last, and as soon as the ballasting is completed, the line will be ready for regular traffic. This should not take more than a couple of months at the most. At Lindsay the biggest bridge of the line is expected to be completed in a very short time. Where the line crosses from Lake Simcoe to Lake Couchiching there is a 160-foot span swing bridge. The completion of the line is considered by Canadian Pacific officials to be of singular importance in the transportation of the grain crops of the west to the east. The grain at present is brought from Fort William and Port Arthur either all the way by the great lakes or via Owen Sound and Toronto. When this new line is operated the grain can be forwarded from the head of the lakes by steamer to Victoria Harbor on the Georgian Bay, the western terminus of the line, and from there by rail to Montreal. The new route will cut down the time consumed in shipping the grain from the head of the lakes by many hours compared with the Owen Sound-Toronto route. It means a saving in haul of nearly one hundred miles, and it is obviously much shorter than the all-water route. Another advantage is that it is a line with practically no grade, and it will have considerable value as a passenger line. The new line starts from the docks at Victoria Harbor and crosses the Toronto-Sudbury line of the C. P. R. thirteen miles out. At Bethany, fourteen miles west of Peterboro, it forms a junction with the main Toronto-Montreal line of the C. P. R.

The Toronto Construction Company have had the work of building the road. It is 48 miles from Victoria Harbor to Bethany and 85-pound rails have been laid. In connection with the new line the C. P. R. have spent huge sums of money in equipping Victoria Harbor as the western terminus of the line. Two wharfs 500 feet long and 60 feet wide have been built on either side of the harbor and these are separated by a waterway 600 feet wide, giving ample room for the berthing of a dozen large lake boats at the same time.

There have also been built a large storage elevator, a boiler house, two 1000-foot freight and flour sheds, boarding houses, cottages, etc.

The elevator is one of the largest in Canada; it has a storage capacity at present of two million bushels of grain, but it is so constructed that it can in future be enlarged to a capacity of ten million bushels.

Former Resident H

Mr. Fred Elmhirst at a Banquet at Kew

The following article is from the Kewance Daily Star of the 12th inst., and is a tribute to Mr. Fred Elmhirst, formerly of Kew, and a former schoolmate of Mr. John Elmhirst of Kew, who with numerous others were exceedingly glad to hear of his success in the insurance field.

Several Prudential Insurance men from Galesburg, Macomb and Kew were in Kewance Saturday for a business meeting and to honor of J. F. S. Elmhirst, in charge of the local office of the Prudential Insurance Company. Mr. Elmhirst has completed twenty years of service with the company, and accordingly was admitted to the "B" of the Prudential Old organization of employees of five years service.

Supt. G. D. Reid of Galesburg, presenting to him the silver certificate of membership, and work Mr. Elmhirst had done in regard in which he was helped by fellow employees and by the and read letters of congratulation and good wishes from Forrest E. vice president, Edw. Gray, secretary and supervisor of the company, and Henry Ave. In reply Mr. Elmhirst spoke of the appreciation of the honor given, the loyalty of the officials of the Prudential to the men as shown in the care of the members of the Old.

The men present, after congratulating and wishing Mr. Elmhirst continued happiness and success in his work, arranged for a special dinner in his honor in the whole district staffs were divided for a contest of two sides to be led by Agent M. of Kewance, and Agent G. of Galesburg, two ten year Old G.

East Peterborough D Its Slice of the Patronage

(From the Peterborough Examiner) Mr. J. A. Soxsmith, M. P. for Peterborough, was registered at the Oriental Hotel on Monday. Soxsmith is advocating the appointment of Mr. Knox, Reeve of Havelock, to the position of Inland Revenue Collector for Peterborough. Mr. Soxsmith says that East Peterborough has not its share of the offices of the Government, and that he is disappointed either by the Local or Federal Governments, and that he is disappointed that the member for West Peterborough is not going to over ride his patronage that he is entitled to his constituency. Mr. Soxsmith predicted that Mr. Knox shall be

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Last Rail Laid In New C. P.R. Grain Line Through Lindsay

A new grain route from Victoria Harbor to Bethany was laid yesterday morning. Word to that effect was received at the local headquarters of the C.P.R. this afternoon and as soon as the balasting has been completed the line will be ready for regular traffic. This should not take more than a couple of months at the most as the greatest part of the balasting is already finished.

What balasting that will have to be done before the line is ready for traffic is in the vicinity of Lindsay and Bethany.

At Lindsay where the biggest bridge of the line is being finished the builders have a big staff of men at work and it is expected to be completed in a very short time. There are several other bridges on the line but the only one of importance is where the line crosses from Lake Simcoe to Lake Couchiching. Here there is a 160 foot span swing bridge.

The completion of this line by the (Special to The Warder)

Montreal, Oct. 12. — The last rail in the Canadian Pacific Railways Canadian Pacific is of singular importance. It will have to play an important part in the transportation of the grain crops of the West to Montreal and east.

The grain at present is brought from Fort William and Port Arthur either by way of the Great Lakes via Owen Sound and Toronto.

When this new line is operated a new alternate route will be offered. The grain can be forwarded from the head of the lakes by steamer to Victoria Harbor on the Georgian Bay, the western terminus of the line, and from there by rail to Montreal.

The advantages of the new route are manifold. First of all it will cut down the time consumed in shipping the grain from the head of the lakes by many hours.

A SHORTER ROUTE.

Compared with the Owen Sound-Toronto route it means a saving in haul of nearly one hundred miles and it is obviously much shorter than the all-water route.

NO GRADES.

Another advantage is that it is a line with practically no grades, a feature that will tend to make the running of trains much easier.

A PASSENGER LINE.

Outside of its usefulness as a grain line the new branch will have con-

siderable value as a passenger line. It will allow the C.P.R. to tap country which they have not heretofore entered and it will give good transportation facilities to a large farming populace.

THE NEW ROUTE.

The new line starts from the docks at Victoria Harbor and crosses the Toronto-Sudbury line of the C.P.R. 13 miles out at Bethany, fourteen west of Peterboro. It forms a junction with the main Toronto-Montreal line of the C.P.R.

THE BUILDING COMPANY.

The Toronto Construction Company have had the work of building the road. It is 88 miles from Victoria Harbor to Bethany and 66 pound rails have been laid.

THE WESTERN TERMINUS.

In connection with the new line the C.P.R. have spent huge sums of money in equipping Victoria Harbor as the western terminus of the line. Two wharfs 3,600 feet long and 60 feet wide have been built on either side of the harbor and these are separated by a waterway 600 feet wide, giving ample room for the loading of a dozen large lake boats at the same time.

There has also been built a large storage elevator, a boiler house, two 1,000 feet freight sheds and flour sheds, boarding houses, cottages, etc.

LARGE ELEVATOR.

The elevator is one of the largest in Canada. It has a storage capacity at present of two million bushels of grain but it is so constructed that it can in future be enlarged to a capacity of ten million bushels.

National Concrete Mfg. Co. Branch- ing Out

The National Concrete Mfg., Co., of Lindsay, is at the present time making extensive alterations and improvements. The business is stepping out of the experimental stage into a large and more lucrative field, in fact the business has increased so rapidly, and the demand is so great that the company has secured an option for four years on the gravel pit on Mr. McGuire's farm and intend to purchase some four acres of land, on which to locate. Already the experimental plant on the property of the Presi-

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Stewart's Bridge on the G. B. & S.

For some months that peculiar, engineering freak, by which the traveler was compelled to make the letter "S" in crossing the G.B. & S. in front of Wm. Stewart's, has been the subject of much comment. The railroad crosses the concession line at this point on a skew, and in about seventeen of a cut; and the company proceeded to give the public an overhead crossing, placing bridge square across the teack, and then making the approaches to the same on a big curve.

It now develops, however, that the company did not adhere to their plans, but proceeded to make the approaches much more crooked than the plans allowed. The result has been that Ops council prevailed on the Board of Railway Commissioners to have the thing inspected, and after such inspection by the assistant chief commissioner, Mr. D. Scott, and the board's engineer, Mr. Simons, the board condemned the thing, and ordered the railway company to straighten the approaches and the bridge to such an extent that there will be at least six feet in width on a straight line on the centre of the road allowance. This will permit of only a very slight bend in the approaches. Then, too, the board have promised to see that the new structure will be sufficiently strong to carry any traffic that shall go over it. This latter is an important provision, for the flimsy bridge and company were building at this point was not considered strong enough for traction engines.

This case has been another instance of the value to the country of the board of railway commissioners. Were it not for their jurisdiction it is plain the G. B. & S. would have disregarded the public interest just to try to save themselves a couple of hundred dollars.

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Lindsey

Christmas Next Week

Poultry Market rizes Next Tuesday

Christmas poultry will be held on Tuesday, December 20. As usual, this is a wholesale and retail market. It will be the opportunity for dealers desiring to dispose of their stock of poultry. There are the usual prizes, of which is given by advertisement in other column, together with the merchants by which they are made. It is thought this will be the Orillia's Christmas market.

MAIL EARLY

parcels ready early in time to reach destination in time for Christmas. Remember that no parcels are accepted after Monday, December 18. So have everything ready for your friends before then.

Letters is 3c in Canada. Postcards and one cent cards unsealed. If rate is 3c. On cards the law allows the rate good wishes, congratulations, condolences, formulas of courtesy expressions.

Work of 1932

Council together with a

REV. H. L. K. GREENE LEAVING MISSION, B.C.

Presentations and Good Wishes at Farewells

The Rev. Heber Greene is leaving Mission City, B.C., where he has been stationed since his return from overseas, where he served as a chaplain. The Fraser Valley Record reports several farewell gatherings which indicate the esteem in which Mr. Greene, who is a son of the Rev. Canon Greene, is held in his parish. The congregation of all Saint's church presented him with a gold watch and chain and a substantial cheque. The Mission branch of the Canadian Legion, of which Mr. Greene had been Secretary, held a farewell concert, and presented him with a pig-skin leather-lined travelling bag bearing his initials in gold. The Record says "the farewell concert was the Legion's way of expressing their very grateful thanks and appreciation to a comrade who laboured to the utmost and then some for a cause that is very close to his heart. The greatest admiration and respect is felt for Padre Greene by everyone who came in contact with him, and the sentiments of the packed house that greeted the Rev. Mr. Greene were so evident that the reverend gentleman must have felt he had not laboured in vain." Appreciative speeches were made by the Reeve, the President of the Board of Trade and others.

An unusual feature of Mr. Greene's closing services was an exchange of pulpits between himself and the Rev. F. W. Anderson, pastor of the United church in Mission. Mr. Anderson also is a former Orillian, having been pastor of the Orillia Presbyterian church for a number of years. Like Mr. Greene, also, he had gone overseas as chaplain. The Record says there were capacity congregations in both churches, and "a very fine impression has been made on both con-

C. P. R. Giving Up Service Between Orillia and Lindsay

Wheat Going Down Main Line Through Toronto.

The C.P.R. is, for the time being, at least, giving up its service on the seaboard line between Orillia and Lindsay. Since Saturday, the "mixed" train has not been running between these two points. A mixed train comes down from Coldwater in the morning, and returns at 12.15, making connection with the west and southbound trains at Medonte. But there is now no return connection, either from the west or from the south. This will not interfere with the service southwest of Toronto, for which the C.P.R. has given good connections. A similar train comes down from Midland to make the noon connections, and returns to that town leaving Medonte at 1.30 p.m..

Most of the grain is being sent down the main line to Toronto, and from there to Montreal. This is done to make up full freight trains, instead of running half trains on the two roads.

The stub line between Lindsay and Burketon has been abandoned, and, it is expected that the rails will be taken up. Lindsay and Bobcaygeon will still get connection with Toronto and Montreal through Dranoel.

The station masters and section men have been taken off the line between Orillia and Lindsay, but it is not expected that the steel will be lifted until it is found whether the grain trade will come back.

These changes are part of the economy programme which the railways are putting in force to meet depleted revenues.

Skating Arena Opened



MAYOR ELECT GOOD

Mr. John Good, who was elected Mayor of Orillia for 1933 by a majority of 553, is a man from Galway, Northern Ireland. He came to Canada as a baby, his parents settling in the Parry Sound district, 25 miles east of the town of Parry Sound. He came to Orillia in February 1909, and entered the shoe business, in which he remained for fifteen years. He then went to insurance and real estate, in which he has been engaged ever since. He has served in the Town Council, as Alderman in 1924, 1925 and 1928, and as Deputy-Reeve the present year. Mr. Good, therefore, enters upon the difficult task of chief magistrate with considerable experience of municipal affairs, and also with a keen desire to serve the town well, and with the strong support of the citizens.

Orillia December 15
1932

, DECEMBER 8, 1932.

Small of Norwood Is New Teacher.

ced His Duties on Monday.

Board met in special session last night, when all were present except the

ing was called especially to the applications for the assistant on the Continual staff, and over eighty on all over the province position at various salaries, on \$400 up to \$1200.

ensus of opinion of the the Board, as expressed in the situation that had de- he school during the past hat the new teacher should at once, as the matter of the room concerned was and that it would pay all to pay the old teacher his month's salary, and let him, rather than attempt to der such conditions as were exist last week, when he and brazenly flouted by his boys and girls, and when chap, who should have been r some one's knee and verely, told the teacher that "I find"

bers of the Board were also lon that Principal Conterd the new teacher every n his power, and some of strongly of the opinion l not exercised his powers in trying to effect bet o in the past few weeks.

on motion of Ketchen and the resignation of Mr. Nor of Norwood was accepted sancy, at a salary of \$1000 and his duties to commence morning. Mr. Small is the and Mrs. Alex. Small of He is a well built young ing around 170, bright and ke his way in the world. dom the Board feels with admirable assistant. He terin High School Certif s B. A. degree from Queen's and specializes in History, Mathematics.

's Institute Meeting.

other meeting of the Wote was held on Monday ed over fifty members, who much pleasure and interest eedings.

Drastic Changes in C. P. R. Service.

Roary Old "Local" Disappears From Timetable.

C. P. R. Lake Shore Line May Be Abandoned.

Commencing on Sunday, and with no notice to the long suffering public, except for handbills obtainable at the station, a new time table went into effect on the C. P. R. on Sunday last.

The most drastic change is the elimination since the railroad's inception, of what was commonly known as "The local," the passenger train that left here formerly at 6.25 in the morning for Toronto. Instead we now have a mixed train leaving at 6.15 a. m., and arriving at Peterboro, at 7.10, and from there it goes to Boboygeon via Lindsay, arriving there at 1.20 p. m. If you are bound for Toronto you must hike your bag and baggage off at Peterboro and take the Peterboro passenger leaving there at 7.20 and get into Toronto at 9.45 a. m. If you want to get from Toronto in the evening you take the Peterboro passenger at 6.10 and arrive at Peterboro at 7.40. There you do your baggage hiking again and take the "mixed," at 7.55, getting into Havelock at 9.15 p. m., taking no less than 25 minutes from the time of arrival at Norwood, (8.50) to get down to Havelock, a distance of six miles. Wonderful service, isn't it Mr. and Mrs. Public?

The early morning express leaves here for Toronto now at 4.30 and reaches the city at 7.20. The "midnight" going east now leaves Toronto at 11.35 p. m., and reaches here at 2.37 a. m. The "noon" train leaves the city at the old time of 9.10 and arrives here at 12.20 p. m. The afternoon express leaves here now at 3.07 and reaches Toronto at 6.20 p. m.

And by the way the Port McNicoll "mixed" is also discontinued. The only passenger service on that line from this direction is from Havelock to Boboygeon via Lindsay and return daily, except Sunday.

We are advised by agent H. W. Roche, that the changes regarding the "local" and the "mixed" really go into effect on Monday next.

Mr. H. C. Grant, general superintendent stated at a conference of the Transportation Committee of the Peterboro Chamber of Commerce in that city on Wednesday of last week, in discussing the above changes, that

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Mr. H. G. Grout, general superin-
tendent stated at a conference of the
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that city on Wednesday of last week,
in discussing the above changes, that
he was hopeful that the changes
would be of a temporary nature and
that as soon as traffic conditions show-
ed anything like a return to normal,
that the old train service would be
restored as needed.

He also suggested as an alternative
the possibility that there might later
be some co-ordination between the
C. N. R. and the C. P. R., whereby the
C. N. R. would look after the Lake
Shore route exclusively, and in that
case, the C. P. R. would be enabled to
give better service on the main line
through Havelock.

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C. P. R. Trains.

The New Line Will Give Orillia Excellent Service.

Interesting Comparison of Distances.

Wednesday's *Toronto World* contained the following article on its front page:—

The Canadian Pacific's new wheat line to the seaboard from Port McNicoll on the Georgian Bay southeast to Bethany (thirteen miles west of Peterborough, on the Toronto-Montreal line) is now completed and will be opened for freight in December. Later on it will have passenger trains that will supply a greatly improved service in the country it traverses and to travellers from other quarters. In fact it will make a great many changes both in freight and travel. Here is the new line as shown in map.

PORT MCNICOLL TO BETHANY.

	Miles.
Port McNicoll to Coldwater	13.10
Coldwater to Orillia.....	14.15
Orillia to Lindsay	42.75
Lindsay to Bethany Jct....	18

Total mileage.....88

Port McNicoll will have one of the greatest batteries of elevators on the whole line of the C. P. R. The wheat and grain of the west that the C. P. R. collects in its Port Arthur elevators will be moved thence to Port McNicoll in great water carriers, put through the new elevators at Port McNicoll, there piped into cars and by rail to Montreal. The grade from Port McNicoll to Montreal is the lowest and best that is in Ontario, and will allow of the largest car haulage yet done by the C. P. R. The rail distance from Port McNicoll to Montreal tidewater is less than 370 miles. This is a race to a finish between rail haul and the Welland canal route! Owen Sound is put out of business as the C. P. R.'s Georgian Bay port. Also the steamboat expresses will run to Port McNicoll. The grades from Owen Sound to Montreal via Toronto are heavy and costly to work. The new line is of the most modern construction with only a four-tenths per cent. maximum grade. A standard combination freight and passenger engine will haul a load of 54,000 bushels over this road. The grain grower of the west ought to get a part of this saving. At least that is what Sir Thomas Shaughnessy promises and that is what the grain growers ought to ask for next year.

Come now to the passenger travel. A look at the map will show that the C. P. R. has for the first time two great triangles or belts around Lake Simcoe with the bottom of the triangle running through Toronto. The apex of the triangle is Coldwater Junction, on

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Orillia

	Miles.
West Toronto to Don Station	6.7
Don to Leaside	8.3
Leaside to West Toronto (via North Toronto)	5.5
Total miles	15.5
BURKETON TRIANGLE.	
Toronto to Burketon	40.5
Burketon to Coldwater	79.4
Coldwater to Toronto	94
	219.9
BETHANY TRIANGLE.	
Toronto to Bethany	63.5
Bethany to Coldwater (new line)	74.9
Coldwater to Toronto	94
	232.4

If the base of the two big triangles is run from West Toronto to Leaside via North Toronto, the distance in each is shortened by four and a half miles.

There will be new passenger services on the three sides of both of the big triangles. There are three stubs on the triangles: Coldwater to Port McNicoll, Lindsay to Bobcaygeon, and as far as train service goes, Bethany to Peterborough and Havelock. But the stubs are, all but the Bobcaygeon one, worked in on the proposed trains.

Here are some of the new trains that will be run as soon as the stations can be built this winter:

Toronto to Coldwater via Burketon, Lindsay, Orillia, in the morning and returning in the evening. These two trains will do all the local stops now made between Toronto and Burketon by the two day expresses between Toronto and Montreal, and for small stations as well, viz.: Leaside, Donlands, Wexford, Agincourt, Brown's Corners, Locust Hill, Claremont, Glen Major, Atha, Burketon. This change will let the day expresses save considerable time in their run.

Port McNicoll east to Havelock in the morning, returning in the evening via Coldwater, Orillia, Bethany, doing all the local stops on the main line between Bethany and Havelock, thus further facilitating the time of the day expresses both ways.

One of these new trains will connect with a 16 mile Bobcaygeon-Lindsay stub service.

Orillia for the first time gets a C.P.R. service by this new line, and while it is longer to Toronto than the other lines, it gives choice of routes, and in many cases new travel conveniences for the people of that town. By it also the Canadian Northern is enabled to give Orillia a service, for it has built a branch from Udney to Atherley of about five miles, and at Atherley there is a joint section on the C.P.R.'s seaboard line to Orillia of about three miles, over which the Canadian Northern enjoys running rights by a judgment of the railway commission. Here are the Toronto-Orillia services that will soon be available, the C.P.R. giving the choice of two. The Canadian Northern will start their Orillia service just as soon as the Canadian Pacific open their seaboard line.

	Miles.
Grand Trunk—Toronto to Orillia	87.50
Canadian Northern—	
Toronto to Udney	77.5
Udney to Atherley	5
Atherley to Orillia	3
	85.5

Canadian Pacific (east side of Lake Simcoe)—Orillia to Burketon	67.25
Burketon to Toronto	40.5
	111.75

Canadian Pacific (west side of Lake Simcoe)—Orillia to Coldwater	14.15
Coldwater to Toronto	94
	108.15

This service from Orillia to Toronto via Coldwater will do local stops that the Toronto-Winnipeg expresses cannot make. And the Winnipeg trains stopping at Coldwater will give new and improved services from Parry Sound, Sudbury and Winnipeg to Orillia, Lindsay, Burketon, Bethany, Peterborough, and further east without passing through Toronto.

The line from Bethany to Coldwater makes the southern line from Montreal to Sudbury much shorter:

	Miles.
(1) Montreal to Sudbury direct	439

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December 7

1911

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the triangle is Coldwater Junction, on the Toronto-Sudbury line. With the little one around the city there are now three triangles:

LEASIDE TRIANGLE.

	Miles.
West Toronto to Don Station	6.7
Don to Leaside	3.3
Leaside to West Toronto (via North Toronto)	5.5
Total miles	15.5

BURKETON TRIANGLE.

Toronto to Burketon	48.5
Burketon to Coldwater	79.4
Coldwater to Toronto	94
	219.9

BETHANY TRIANGLE.

Toronto to Bethany	63.5
Bethany to Coldwater (new line)	74.9
Coldwater to Toronto	94
	232.4

If the base of the two big triangles is run from West Toronto to Leaside via North Toronto, the distance in each is shortened by four and a half miles.

There will be new passenger services on the three sides of both of the big triangles. There are three stubs on the triangles: Coldwater to Port McNicoll, Lindsay to Bobcaygeon, and as far as train service goes, Bethany to Peterborough and Havelock. But the stubs are, all but the Bobcaygeon one, worked in on the proposed trains.

Here are some of the new trains that will be run as soon as the stations can be built this winter:

Toronto to Coldwater via Burketon, Lindsay, Orillia, in the morning and returning in the evening. These two trains will do all the local stops now made between Toronto and Burketon by the two day expresses between Toronto and Montreal, and for small stations as well, viz: Leaside, Donlands, Wexford, Agincourt, Brown's Corners, Locust Hill, Claremont, Glen Major, Atha, Burketon. This change will let the day expresses save considerable time in their run.

Port McNicoll east to Havelock in the morning, returning in the evening via Coldwater, Orillia, Bethany, doing all the local stops on the main line between Bethany and Havelock, thus further facilitating the time of the day expresses both ways.

One of these new trains will connect with a 16 mile Bobcaygeon-Lindsay stub service.

Orillia for the first time gets a C.P.R. service by this new line, and while it is longer to Toronto than the other lines, it gives choice of routes, and in many cases new travel conveniences for the people of that town. By it also the Canadian Northern is enabled to give Orillia a service, for it has built a branch from Udney to Atherley of about five miles, and at Atherley there is a joint section on the C.P.R.'s seaboard line to Orillia of about three miles, over which the Canadian Northern enjoys running rights by a judgment of the railway commission. Here are the Toronto-Orillia services that will soon be available, the C.P.R. giving the choice of two. The Canadian Northern will start their Orillia service just as soon as the Canadian Pacific open their seaboard line.

	Miles.
Grand Trunk—Toronto to Orillia	87.50
Canadian Northern—	
Toronto to Udney	77.5
Udney to Atherley	5
Atherley to Orillia	3

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December 7

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Mrs. Toronto to Coldwater via Burketon, Lindsay, Orillia, in the morning and returning in the evening. These two trains will do all the local stops now made between Toronto and Burketon by the two day expresses between Toronto and Montreal, and for small stations as well, viz.: Leaside, Donlands, Wexford, Agincourt, Brown's Corners, Locust Hill, Claremont, Glen Major, Atha, Burketon. This change will let the day expresses save considerable time in their run.

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	Miles.
Grand Trunk—Toronto to Orillia	87.50
Canadian Northern—	
Toronto to Udney	77.5
Udney to Atherley	5
Atherley to Orillia	3
	85.5
Canadian Pacific (east side of Lake Simcoe)—Orillia to	
Burketon	65.25
Burketon to Toronto	46.5
	111.75
Canadian Pacific (west side of Lake Simcoe)—Orillia to Coldwater	14.15
Coldwater to Toronto	94
	108.15

This service from Orillia to Toronto via Coldwater will do local stops that the Toronto-Winnipeg expresses cannot make. And the Winnipeg trains stopping at Coldwater will give new and improved services from Parry Sound, Sudbury and Winnipeg to Orillia, Lindsay, Burketon, Bethany, Peterborough, and further east without passing through Toronto.

The line from Bethany to Coldwater makes the southern line from Montreal to Sudbury much shorter:

	Miles.
(1) Montreal to Sudbury direct	439
(2) Montreal to Bethany	275
Bethany to Coldwater	90
Coldwater to Sudbury	165
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December 7

1911

Orillia

PORT McNICHOL BIG TERMINAL

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Toronto World.—Without a blast of trumpets the Canadian Pacific Railway has been making preparations for the opening of a great lakes terminal point on the Georgian Bay. For three years the work of construction has been going on. During this time a large number of men have been employed in the work of building freight sheds of the most modern type and tremendous capacity, both for the loading and unloading of lake steamers and freight trains. Long stretches of concrete docks have been built. The fine land-locked harbor, which is known as Victoria Harbor, is being dredged in order to allow the C. P. R. steamers to put in at the port. One of the largest grain elevators in Canada, built of concrete and steel, and equipped with the most modern machinery, has been erected, and is now ready to receive grain from the steamers coming from the western ports on the great lakes. The whole works has the appearance of solidity and permanency, which is to be found only where a large and progressive corporation like the Canadian Pacific Railway take hold of the situation.

One year ago Port McNichol was simply a C.P.R. camp on the Georgian Bay, where work of a stupendous character was taking place. Today Port McNichol boasts of a main street, with quite a number of buildings, and many new ones are planned for the near future.

For a long time now the Canadian Pacific Railway has had its engineers out endeavoring to locate a terminal point that would take care of all the upper lake steamship transportation and place it in a position to serve both Eastern and Western Ontario with the most convenient rail service. After a careful study of the situation from all points, Victoria Harbor was chosen as the most suitable spot, and as a consequence, right across the bay from the town known as Victoria Harbor, has sprung up what will be one of the greatest shipping points on the great lakes, and this means that Port McNichol will, in a short time be one of the busiest lake towns in Ontario.

In conjunction with the work of building a terminal point at Port McNichol, where water and rail transportation will make connection, there has been built a new road from Port McNichol to Bethany, near Peterboro. The laying of rails on this new line has been completed and as soon as the work of ballasting is finished, the road will be ready for traffic. The connection between the upper lake steamers and the railroad at Port McNichol will commence in the spring, and from that time on the people of Ontario will have a new service, the advantages of which it is almost impossible to estimate until they are experienced. The new line between Port McNichol and Bethany is, perhaps, one of the best constructed pieces of railroad in the province, and it is intended for a fast service between Port McNichol and all points on the

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C.P. R. LINE ALMOST READY

Toronto World: The Canadian Pacific's new wheat line to the seaboard from Port McNicoll on the Georgian Bay southeast through Lindsay to Bethany (thirteen miles west of Peterboro, on the Toronto-Montreal line) is now completed and will be opened for freight in December. Later on it will have passenger trains that will supply a greatly improved service in the country in traverses and to travelers from other quarters. In fact it will make a great many changes both in freight and travel. Here is the new line as shown in map.

	Miles.
Port McNicoll to Coldwater	13.10
Coldwater to Orillia	14.15
Orillia to Lindsay	42.75
Lindsay to Bethany Jct.	18.

Total mileage 88
Port McNicoll will have one of the greatest batteries of elevators on the whole line of the C. P. The wheat and grain of the west that C. P. collects in its Port Arthur elevators will be moved thence to Port McNicoll in great water carriers, put through the new elevators at Port McNicoll, there piped into cars by rail to Montreal. The grade from Port McNicoll to Montreal is the lowest and best that is in Ontario and will allow of the largest car haulage yet done by the C.P. The rail distance from Port McNicoll to Montreal tidewater is less than 370 miles. This is a race to a finish between rail haul and the Welland canal route! Owen Sound is put out of business as the C.P.'s Georgian Bay port. Also the steamboat expresses will run to Port McNicoll. The grades from Owen Sound to Montreal via Toronto are heavy and costly to work. The new line is of the most modern construction with only a four-tenths per cent. maximum grade. A standard combination freight and passenger engine will haul a load of 54,000 bushels over this road.

Come now to the passenger travel: A look at the map will show that the C. P. has for the first time two great triangles or belts around Lake Simcoe.

BURKETON TRIANGLE.	
Toronto to Burketon	46.5
Burketon to Coldwater	79.4
Coldwater to Toronto	94

BETHANY TRIANGLE.	
Toronto to Bethany	68.5
Bethany to Coldwater (new line)	74.9
Coldwater to Toronto	94

There will be new passenger services on the three sides of both of the big triangles. There are three stubs on the triangles: Coldwater to Port McNicoll, Lindsay to Bobcaygeon, and as far as train service goes, Bethany to Peterboro and Havelock. But the stubs are, all but the Bobcaygeon one, worked in on the proposed trains.

November 30

1911

Orillia
Lindsay.

A to serve both Eastern and Western Ontario with the most convenient rail service. After a careful study of the situation from all points, Victoria Harbor was chosen as the most suitable spot, and as a consequence, right across the bay from the town known as Victoria Harbor, has sprung up what will be one of the greatest shipping points on the great lakes, and this means that Port McNichol will, in a short time be one of the busiest lake towns in Ontario.

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At present the western grain is brought from Fort William and Port Arthur all the way by the great lakes via Owen Sound and Toronto. The new line from Port McNichol, where the most modern facilities for loading and unloading have been and are being installed, will enable them to forward the grain from the ports at the head of the lakes by steamer to Port McNichol, on the Georgian Bay, and from this transfer point it will be shipped to Montreal and other eastern points, as well as to all points in Western Ontario. As compared with the old route from Owen Sound, the line from Port McNichol to Bethany makes a saving in the haul to Toronto of nearly one hundred miles, and it is obviously much shorter than the all-water route.

One of the big features of the new construction is the overcoming of all heavy grades. As is well known by those who are familiar with transportation in this province, the grades running out of Owen Sound have made it impossible to handle freight with despatch, as only small trains can be hauled over the heavy grades. There are practically no grades on

the line between Port McNichol and Bethany, and it will be possible to take care of the heaviest freight trains without experiencing any difficulty or loss of time.

But the Canadian Pacific have not only had an eye to the transportation situation. In establishing the terminal at Port McNichol it is also opening up for itself a new field from which it will draw considerable business and which will develop rapidly under its care, as they give transportation facilities. The country lying around Victoria Harbor is a rich agricultural section, and with the new transportation facilities, the growth that will take place in this direction will be quite marked.

The Canadian Pacific Railway is doing for Ontario what has long been needed, and next summer at least the advantages of this new service in conjunction with the excellent lake terminal that has been built at Port McNichol will be felt throughout the whole of Ontario and Eastern Canada generally.

THE STANDARD OF CANADA

The Accounts of Corporations
Manufacturers and Individuals
Small Savings Bank Accounts
Special Attention

Government in the coming year.

An infusion of new blood is at

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C.P. R. LINE ALMOST READY

Toronto World: The Canadian Pacific's new wheat line to the seaboard from Port McNicoll on the Georgian Bay southeast through Lindsay to Bethany (thirteen miles west of Peterboro, on the Toronto-Montreal line) is now completed and will be opened for freight in December. Later on it will have passenger trains that will supply a greatly improved service in the country in traverses and to travelers from other quarters. In fact it will make a great many changes both in freight and travel. Here is the new line as shown in map.

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Coldwater to Toronto	94

219.9

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Coldwater to Toronto	94

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The line from Bethany to Coldwater makes the southern line from Montreal to Sudbury much shorter: (1) Montreal to Sudbury direct...439 (1) Montreal to Bethany.....275 Bethany to Coldwater.... 90 Coldwater to Sudbury....165 (3) Montreal to Toronto338 Toronto to Sudbury260

593 This new alternative route, via Bethany gives better grades and better weather conditions and will relieve the shorter and more northern Montreal-Sudbury route.

So that the new route hits Owen Sound as a through grain port, but makes Port McNicoll one of the great inland ports of Canada and greatly improves the transshipment of western grain, gives improved passenger service to many through the local passengers in the Peterboro-Toronto-Coldwater triangle.

FINE NEW BARN.

We are pleased to learn that Mr. Johnston, of West Ops, has completed the work of his new barn, and is to be congratulated on having one of the best in that vicinity. The work was done by Messrs. Nesbet and Hancock Bros.

Mr. R. S. Hamer of Perth has been appointed assistant to the live stock commissioner of Canada.

Stratford ratepayers will vote on the question of license reduction in January.

Lord Strathcona started a W.C.T.U. \$16,000 campaign with a subscription of \$1,500.

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(3) Montreal to Toronto	338
Toronto to Sudbury	260
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This new alternative route via Bethany gives better grades and better weather conditions and will relieve the shorter and more northern Montreal-Sudbury route. In fact the Montreal-Toronto-Sudbury triangle, 598 miles, becomes the Montreal-Bethany-Sudbury triangle, 530 miles.

So that the new route hits Owen Sound as a through grain port, but makes Port McNicoll one of the great inland ports of Canada, and greatly improves the transshipment of western grain, gives improved passenger service to many through and local passengers in the Peterborough Toronto-Cobowater triangle, and makes Orillia about the best served town in the railway line in Ontario. And when the three transcontinental lines out of Toronto are completed Orillia will see them all converge in her neighbourhood.

But a greater revolution than anything else in these parts in connection with the O. P. R. will be the moving of its passengers service from the front of the city uptown to North Toronto—if it ever takes place, and it seems to be coming. And another great change will occur when the lake front line from Toronto to Barhurst is built through Whitby, Cobourg, Belleville. The surveyors are actually in the field on the western end now. But so they were years ago. But even the O.P.R. moves, though slowly in these parts.

The new officers of the Young Men's Christian Association in Collingwood are H. H. Fleming, General Secretary, and D. Gillis, Physical Director.

December 7
1911