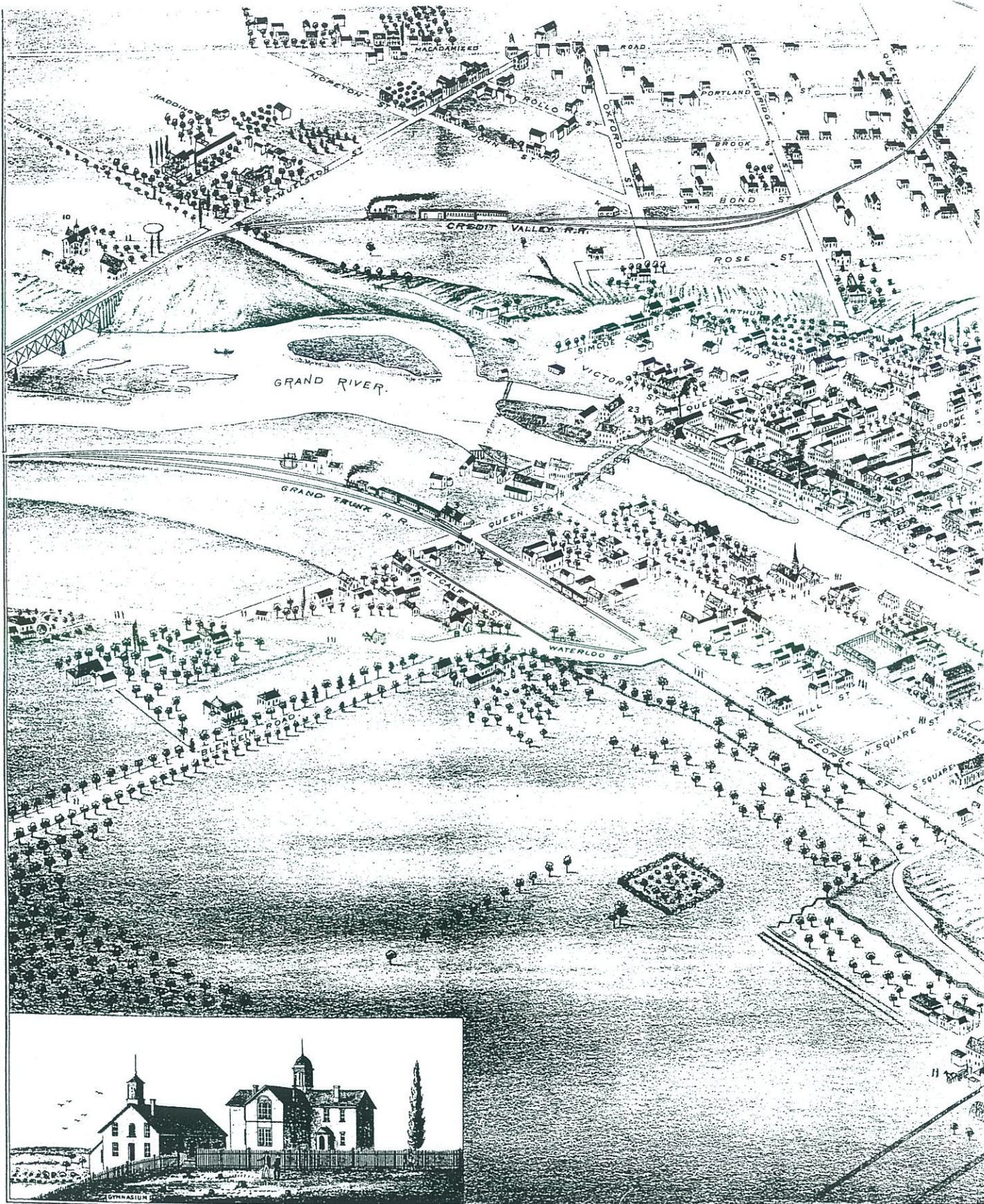


THE DUTCH
MAIL

THE GRAND
TRUNK

ENTERS GALT

C.H. RIFF



COLLEGIATE INSTITUTE.

CHURCHES.

- A. Knox Presbyterian.
- B. Union Presbyterian.
- E. St. Andrew's Presbyterian.
- F. United Presbyterian.
- H. Trinity Church, Episcopal.
- K. Methodist.
- L. N. C. Methodist.
- M. Roman Catholic.

REFERENCES.

- No. 1. Town Hall.
- " 2. Great Western R. R. Depot.
- " 3. Grand Trunk R. R. Depot.
- " 4. Credit Valley.
- " 5. Merchants' Bank.
- " 6. Royal Canadian Bank.
- " 7. Waterloo House.
- " 8. Commercial Buildings.
- " 9. Post Office.

SCHOOLS.

- No. 10. Collegiate Institute.
- " 11. Ladies' Institute.
- " 12. Central School.
- " 13. Ward School.

HOTELS.

- No. 14. Caldwell House.
- " 15. Galt Hotel.
- " 16. Commercial Hotel.
- " 17. Market Exchange.
- " 38. American Hotel.

BIRD:
G A
 PROVINCIAL

Blair Flats Flood Cuts Rail Service

From his photo album, Jim Blackie, 26 Elgin St. loaned The Reporter the above picture taken by the late John Kenyon of Blair, in his day a noted photographer of animals, especially horses. The scene shows what happened when the Grand River was on its annual Spring rampage years ago and flooded the Wilks' flats near Blair, also the former CNR line and even the Galt-Blair Road.

The railway derailment pictured above, of engine 2077 and the front trucks of the combination passenger, express and baggage coach occurred in either the flood of 1915 or 1916 and the location is opposite where the new and the old sections of the Blair-Galt highway connect. The train tried to plow its way through the mass of ice cakes that covered the railway tracks but was halted and derailed. It was some days before a railway crew from Stratford was able to

clear the railway right of way of the ice cakes and get the "steam horse" back on the rails.

Some idea of the thickness of the ice can be obtained from the way the cakes are piled up on the front of the old-style locomotive.

Those were the days when conservation dams, to hold back the extra flow of water in the spring, were unknown. Flood scenes like the above were common. Then the Preston-to-Blair Road was generally under water and covered with cakes of ice. A family who lived in a frame house on the northeast end of the old Blair Bridge was frequently trapped in its home and would have to be rescued by boat.

It is related that one time a man in a horse and buggy who tried to drive through the flooded Preston-Blair Road lost his life when the vehicle overturned in the fast running flood waters.

Galt, Ontario, Monday, July 20, 1964



"OLD DUTCH MAIL" DERAILED



"DUTCH MAIL" TRACKS MAY SOON DISAPPEAR

Since the city council, at its special meeting Monday night, voted to support the CNR's application before the dominion railway board for the removal of its tracks on George Street, between St. Andrews and Queen streets, the above picture of that street between Blair Rd., and Queen is of special interest. It was taken back

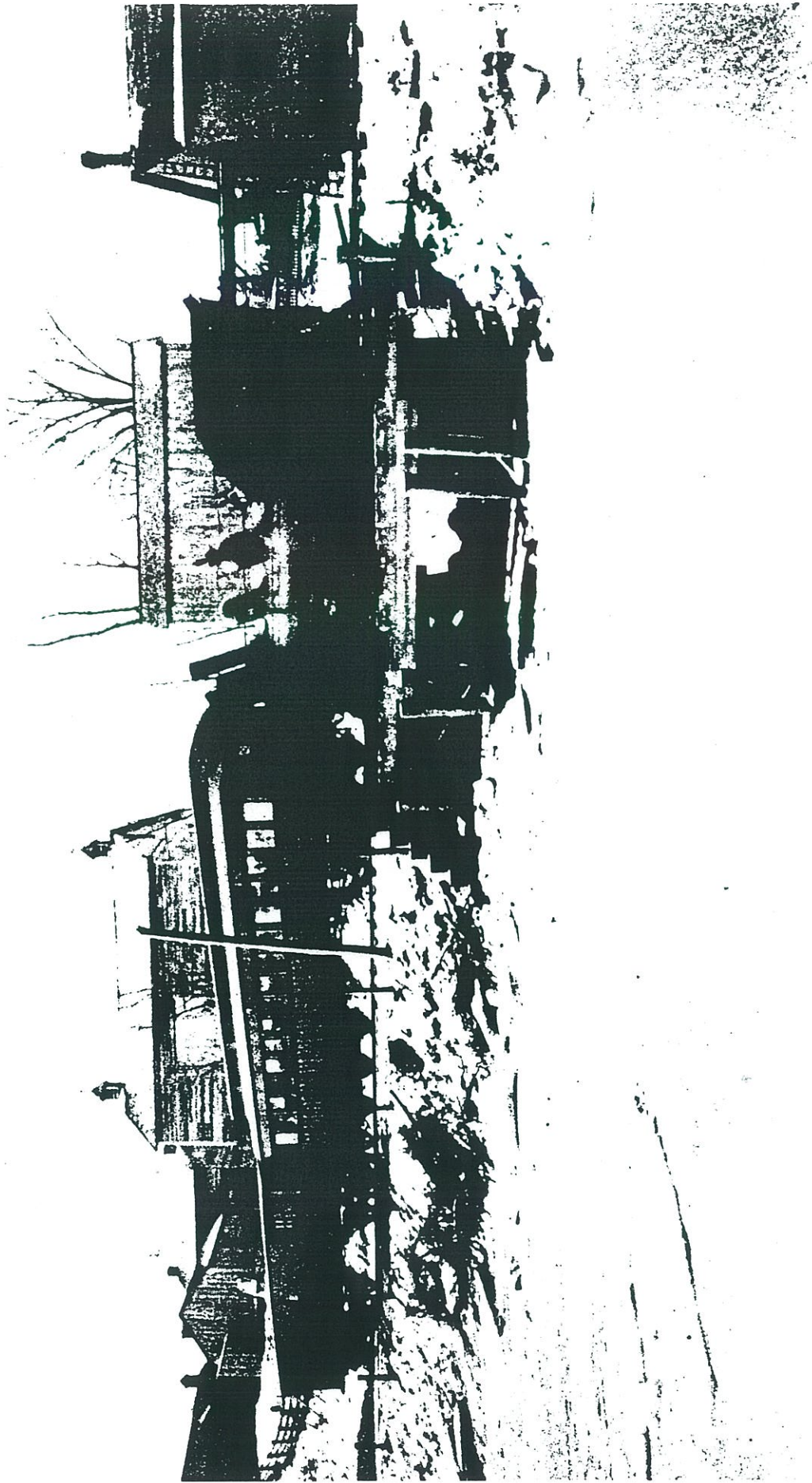
in the horse-and-buggy high-board fence and dirt road days. Those were the days when the "Old Dutch Mail," a passenger train made two regular round trips between Galt and Berlin (Kitchener) and Elmira. The locomotive was kept in a round house on Hobson St. The appearance of this street has greatly changed and to-

day is completely built up, with fine homes. In the left hand upper corner can be seen part of the gricultural hall and its roof, in Dickson Park. That long stone building on the right and another adjoining it to the north are still there. They were at that time the stable and wagon shed of the McQueen

wood and coal yard which was located on Water St. North beside the dam at the end of Simcoe Street. This exceptionally clear picture was reproduced from a photographic glass plate, one of a collection kindly loaned The Evening Reporter by Ken Mock of 75 Elliot Street.



CAMBRIDGE ARCHIVES
LEGGETT / BURR COLLECTION

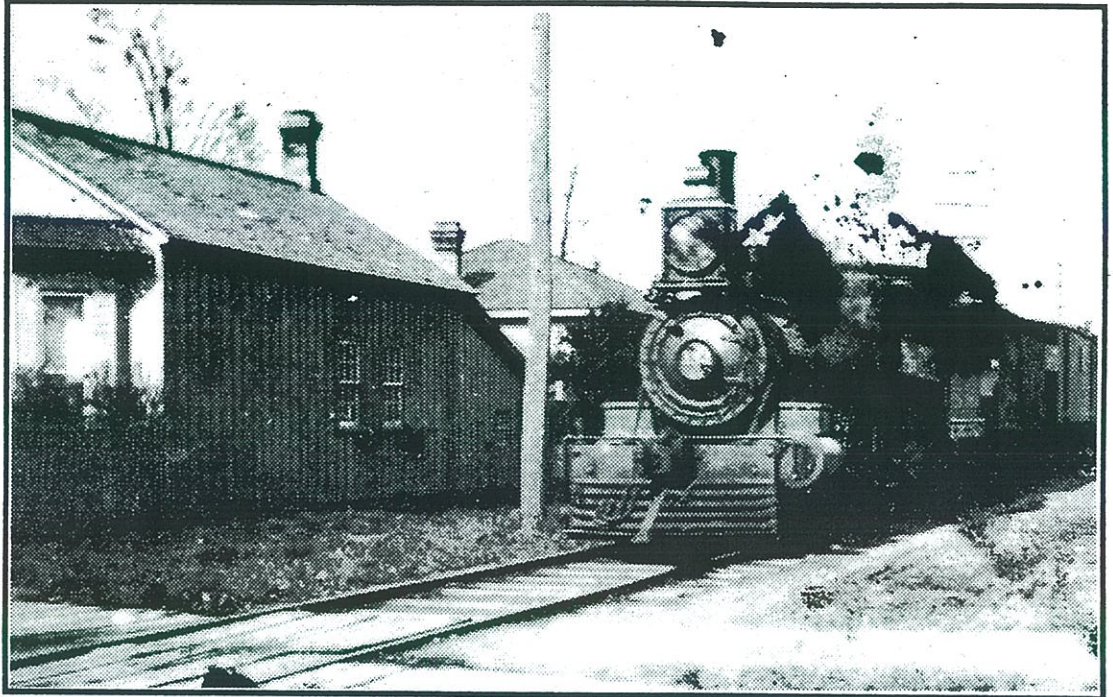


CAMBRIDGE ARCHIVES
FEGGETT/BLAIR COLLECTION



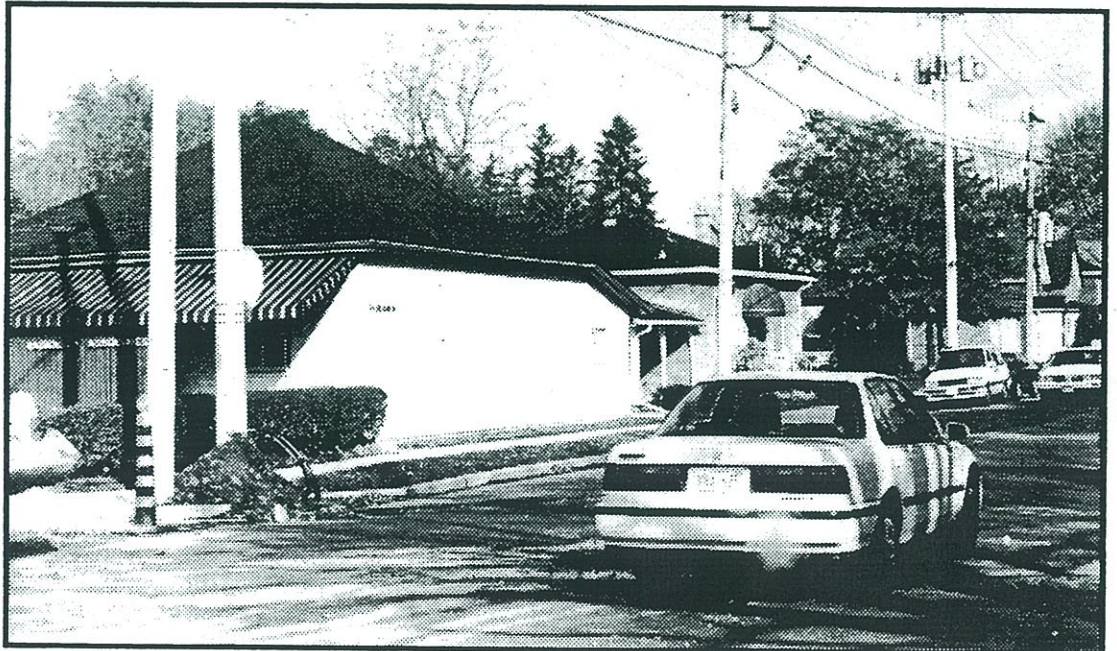
CAMBRIDGE ALTERNATES
LEGGITT/BURTON CONNECTION

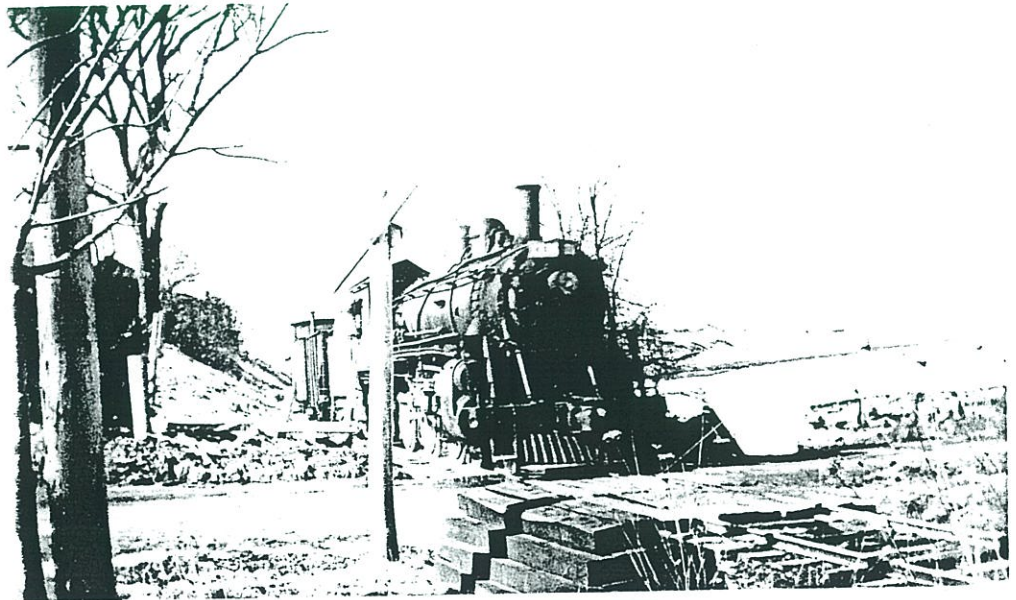
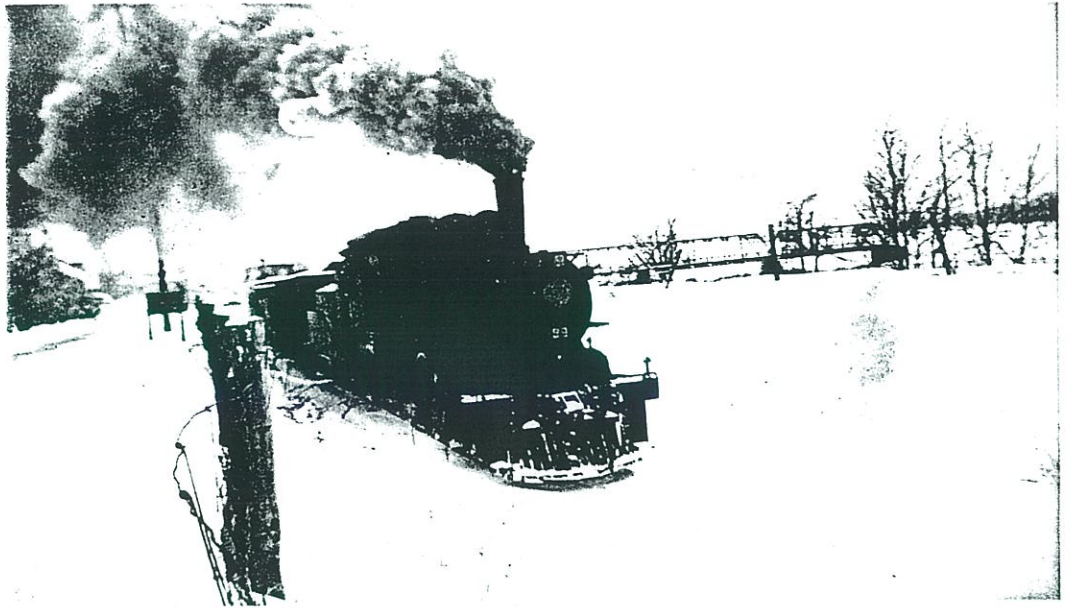
Then & Now



It's been a long time since a locomotive engine was seen steaming through downtown Galt along what is now George Street. This photo, taken from a glass negative circa 1903, shows the arrival of a train on the Grand Trunk Railway line that ran south from Kitchener and Blair into old Galt. The GTR track was laid in 1873, with the first depot situated at the corner of Parkhill Road and George St. The building on the left, at the corner of George St. and Blair Road, is still in use as a private radiology lab.

PHOTO SUBMITTED BY RON MOCK

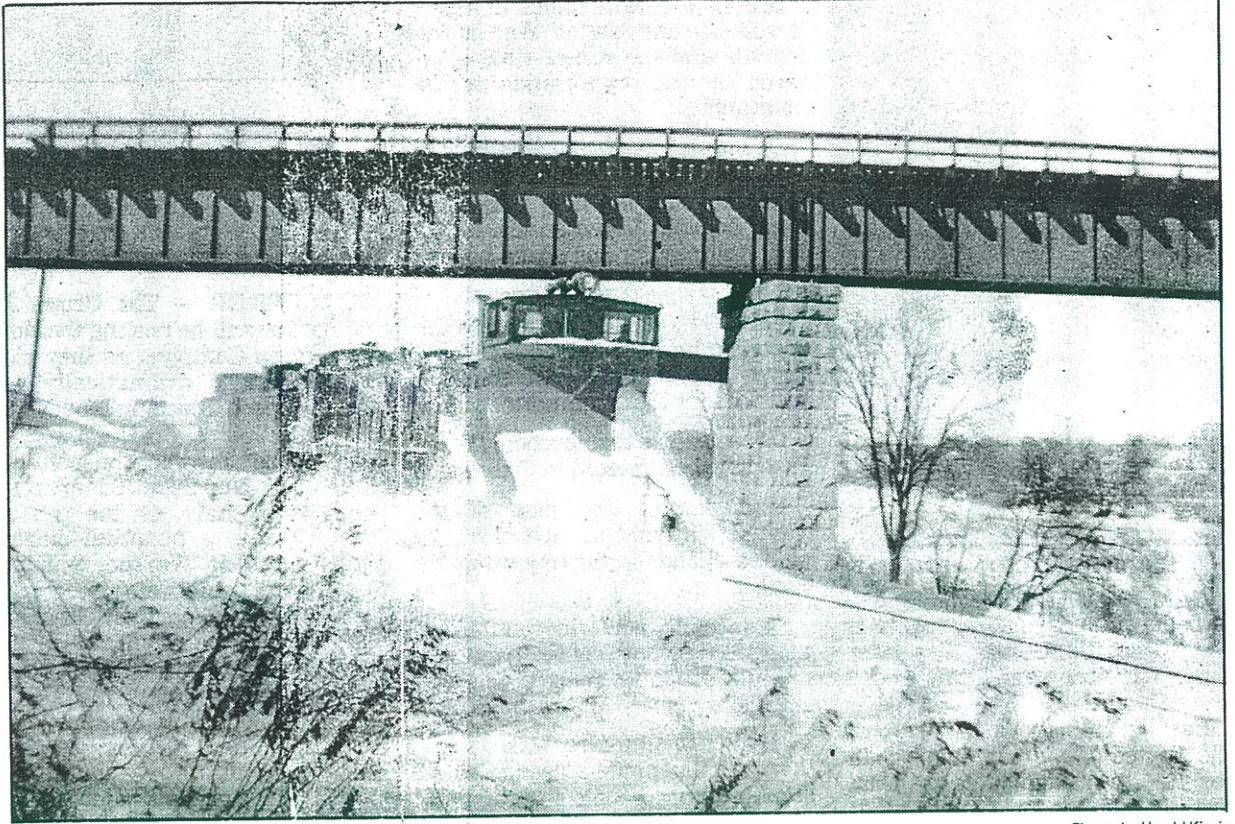




CAMBRIDGE ARCHIVES
LEGGETT COLLECTION

LOOKING BACK AT OUR HISTORY

CAMB REP. FEB 8/92

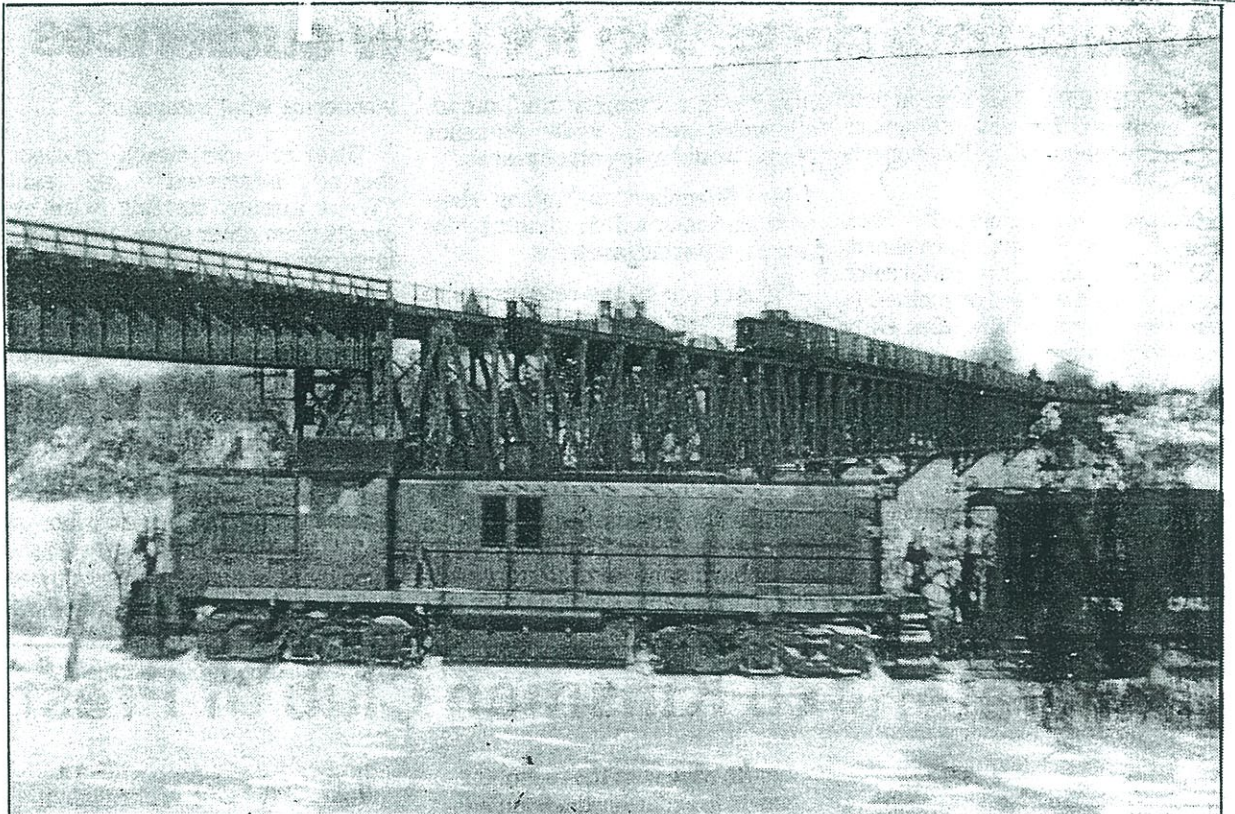


Photos by Harold Kinzie

This is a view (above) of the CNR Line from Kitchener to Galt on what is now George Street to Blair Road in Cambridge. Below, one train chugs along the tracks

while another one travels along the bridge over the Grand River. The photos were taken on different days in February 1959.

GALT - TRANSPORTATION + COMMUNICATION





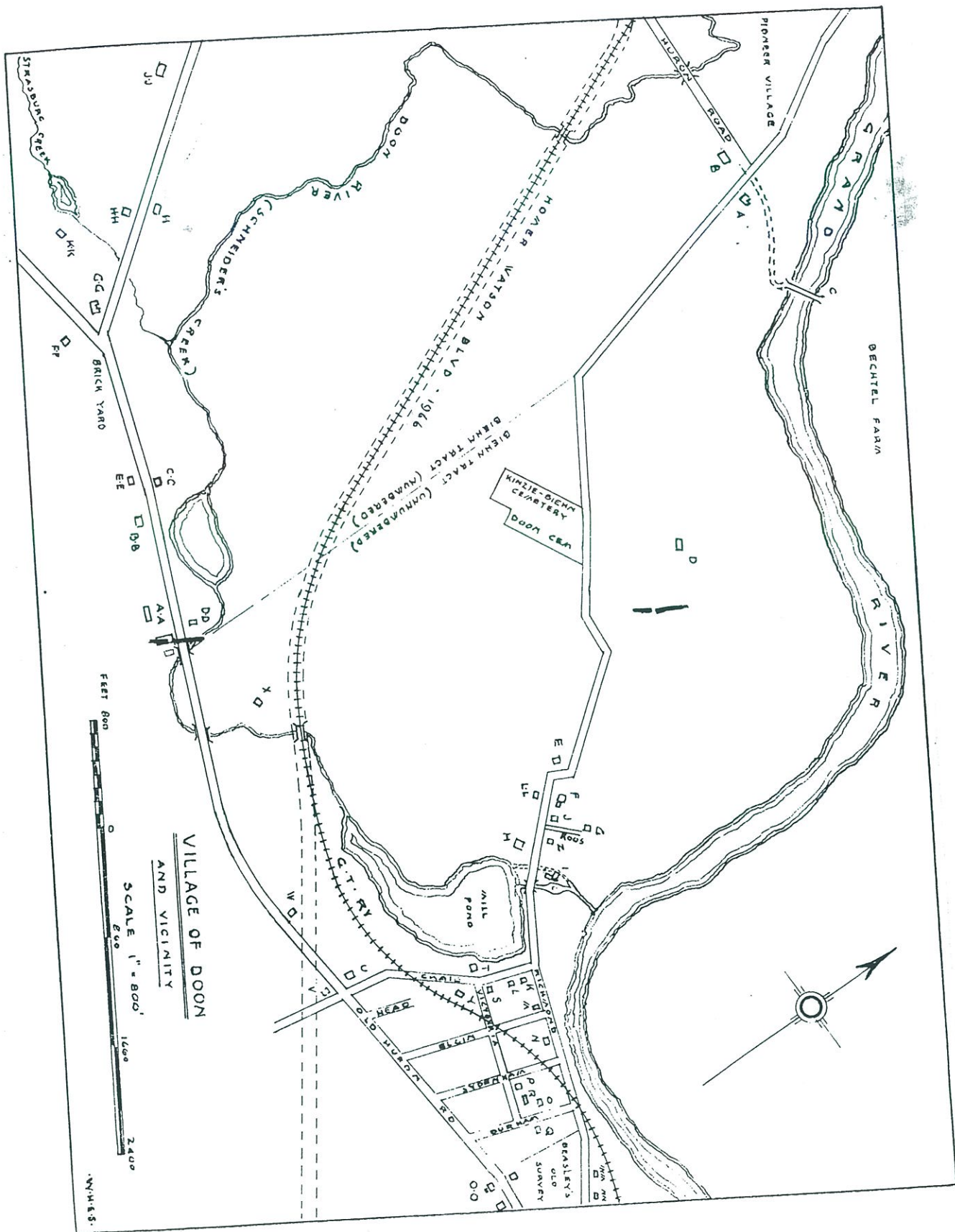
OLD CN TRACKS FINALLY BEING LIFTED

A crew of CNR employees equipped with two cranes and bulldozers are at work lifting the ties and rails of the now-abandoned branch line on the west side of the Grand River which once served from Galt

to Kitchener. Picture shows a crane hoisting the heavy rails. It employs magnetic force as an easy means of gripping the steel. The other machine picks up salvaged ties. Fish-joint plates were cut out, spikes sal-

vaged. When the Galt end of this railway is removed it will permit an expansion of Dickson Park between the fair grounds and the Hobson Street hall.

(Reporter Photo)



9961 45/10



Train of the Grand Trunk Railway (The Dutch Mail) on George St., Galt, Ont. c.1910
PH1708 City of Cambridge Archives

Blair

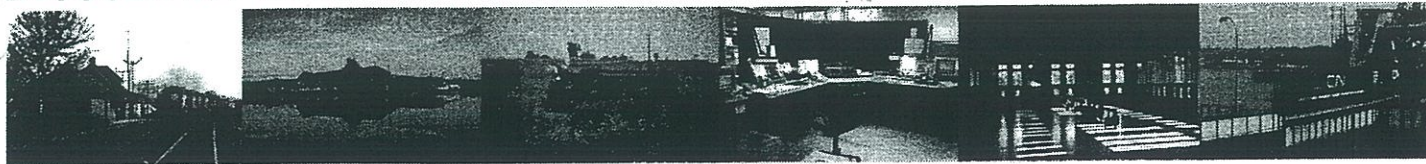


The 2077 was derailed in its early morning run in the 1911 flood.



A crowd waits at the Blair railway station in 1898 to see if the ice will be dynamited.

Research and Reviews



Just A. Ferronut's

Railway Archaeology

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To keep last month's promise, let's have a little peek at a short-lived railway that hasn't operated any trains for almost 140 years, but still serves some industries today. This railway was the Preston and Berlin Railway Company, not to be mixed up with the later and better-known Preston and Berlin Street Railway Company. Confused? Well, I was, until a number of years ago when I spent a few days at the libraries, etc., in the area and discussed and compared notes with several other railway enthusiasts. This column attempts to highlight the Preston and Berlin Railway Company in perspective with the other railways of this part of the Grand River Valley.

The Preston and Berlin Railway Company was an early railway along the Grand River Valley between the Kitchener-Waterloo and Cambridge areas of Ontario. Preston was one of the communities that make up Cambridge today, and Berlin was the name for Kitchener prior to it being renamed in 1917 for Lord Horatio Herbert Kitchener. Lord Kitchener, a British field marshal and statesperson, was drowned in 1916 with the sinking of the *HMS Hampshire* on its way to Russia.

The residents of Waterloo Township, as well as their neighbours to the south in the Dumfries, like most people in the Canadas of the 1830s, were caught up in the hype of this newfangled mode of transportation that would solve many of their problems – railways. However, it would be 20 years before the people of Canada West would start to see their efforts and money transformed into iron monsters puffing their way across the rural landscape between their growing communities.

By the middle of the 1850s, the two major railway companies of Canada West were getting their lines in operation through Waterloo and South Dumfries Townships. The Great Western Railway started operations on their line from Hamilton to London with a special train on December 15, 1853. This operation was over what today we would call skeletonised track, and that was a factor in many accidents – but that is another topic.

The Grand Trunk Railway of Canada train operation between Toronto and Brampton started in the middle of October 1855. The *Berlin Chronicle* of February 6, 1856, reported that the GTR had run a train from Toronto to Guelph on January 30, 1856, to show the "Provincial Nabobs" the value of their monetary support.

The first regular GTR passenger train, with nearly 150 passengers, arrived in Berlin from Guelph on Wednesday morning, June 18, 1856.

The *Stratford Beacon* of September 5, 1856, reported that the first GTR iron horse made his debut in Stratford on Wednesday, September 3, in the presence of a number of spectators. This same article reported that I. N. Hall had received a stock of watches and jewellery by the Grand Trunk.

The competition between the GWR and the GTR and their locations were both major factors in setting the stage for the early railway lines along the Grand River. The Grand Trunk, primarily backed by Canadian and British supporters, was, as its name implied, to be a "trunk line" to connect the major Canadian centres with an ice-free seaport to provide year-round contact with Europe. Since we are talking of the years before Confederation, the maritime provinces were not part of the Canadas, and Portland, Maine, was the chosen seaport. The GTR promoters were also looking at enticing as much western U.S. traffic as possible to their line. The prime source of that traffic was Chicago. The straightest possible line from Toronto towards Chicago placed their line through Berlin.

The Great Western Railway, in addition to the support of British investors, used U.S. support that was looking for a line north of Lake Erie to get around some of the U.S. competition to gain access to Chicago. The alignment of the GWR from Hamilton, on its approach to Harrisburg and Paris, was established up the Niagara escarpment to suit the demands of two of the railway's influential

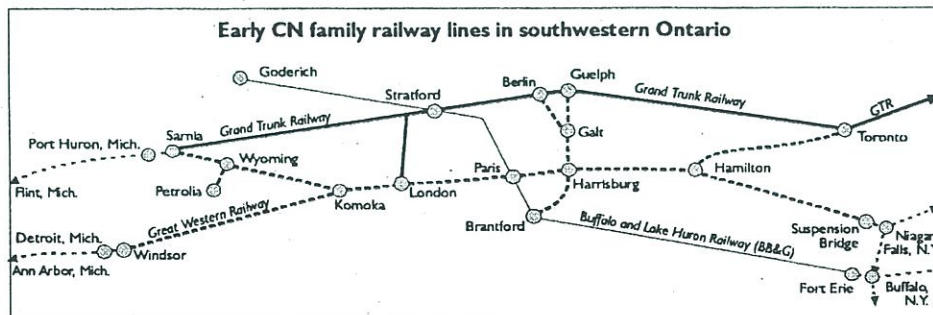
supporters, Sir Allan Napier MacNab and Dr. Hamilton, who insisted that the line serve their lands.

So as these two railway systems opened their parallel systems across the Grand River, as shown in the overview map, they were about 20 miles apart. The simple difference in the sizes of the two systems, and Canada's broad track gauge, quickly made the Great Western the underdog. One final item that made the upper Grand River a growing community was the immigration of the Mennonites, who arrived in Waterloo Township in 1805 and were creating a growing market around the community of Berlin that was too enticing for the Great Western, and later other railways, to overlook.

The railways' march up the Grand Valley

The first railway sounds in the valley were from horse-drawn earth scrapers and ringing spike hammers as construction progressed on the 11.75-mile Great Western branch line from Harrisburg to Galt. This work followed the 1850 authorisation for the GWR to build this branch. The summers of 1852 and '53 saw construction in full swing. A advertisement in a March 1852 newspaper called for hundreds of labourers for work on this branch. The official opening of this branch took place on Monday, August 21, 1854. The Great Western Time Table of September 5, 1855, for the Galt Branch shows that this community had two trains for passengers arriving and two departing daily, except Sunday. The footnote of this Time Table is interesting:

"Stages – Leave Station on the arrival of the 7:10 p.m. Train for Preston, Berlin, Waterloo, St. Jacobs, Haysville, Hamburg, Peterburg, Stratford, Mitchell, Harpurhey, Clinton Corners, and Goderich, also, for New Hope, Guelph, Elora, Fergus, Arthur, Durham Village and Owen Sound, returning from these places in time for the 9:00 a.m. train. – C. J. Brydges, Managing Director."



The Galt and Guelph Railway Company

Amongst the Hamilton business fraternity that had supported the Great Western was Isaac Buchanan, a Scottish-born politician and successful merchant. He in company with seventeen other gentlemen incorporated The Galt and Guelph Railway Company under a Province of Canada Act, on November 10, 1852. This act authorised the construction of a 15.2-mile line extending from Galt, via Preston, Hespeler, and Glenchristie, to Guelph. Construction was slow in starting due to the poor general economic conditions. Messrs. Brown, McDonell, and Cotton were awarded the contract for the construction of this line. However, in the spring of 1855 this firm advised the G&G that it was impossible for them to continue with the work. It was reported that the work completed at that time was valued at almost £13 000. The first four miles of the Galt and Guelph Railway Company, from Galt north to Preston, was opened on November 28, 1855.

By March 1856 there was a engine house at Preston, since it was reported that about 20 gentlemen, principally inhabitants of Preston, attended the G&G's annual meeting there on March 3, 1856.

The G&G promoters approached the communities for financial aid. The communities of Galt, Preston, Hespeler, and Guelph responded with subscriptions to this project. The Town of Galt provided \$62 500.

The G&G, like many small early railways, was plagued with bridge design problems. The science of bridge design was still in its infancy in the 1850s. The few qualified designers were used on the construction of the larger structures. This resulted in many smaller bridges, being built without the benefit of engineering.

On the afternoon of Monday, July 7, 1856, a gravel train with 13 loaded cars was working around Main Street in Galt. As this train was passing over Mill Creek bridge just north of Main Street, the engineer felt as if something was giving way. On looking back, he saw the bridge sinking. To quote the reporter of the day, "With admirable presence of mind, he called to the fireman to 'loose the brake,' and putting on the whole steam of the engine, it gave a leap into the air, and in a violent effort threw itself off the bridge on to the road, carrying the tender and one of the gravel cars with it." The remaining 12 gravel cars fell into the stream. Of the six men on the gravel cars, three were killed.

The opening of the Galt and Guelph Railway along the Speed River from Preston to Guelph was reported in the *Berlin Chronicle* of September 15, 1857, as follows, "The line will positively be opened on Monday, September 28, 1857. Trains will leave Guelph at 7 o'clock in the morning, and half-past one in the afternoon."

The Great Western's Timetable of October 14, 1857, stated that effective Monday, October 19, 1857, the morning train would

leave Guelph at 8:15 a.m. for its two-hour run to Harrisburg. The afternoon train left at 4:45 p.m., arriving in Harrisburg at 7:00 p.m.

The Galt and Guelph Railway Company, although it was always operated by the Great Western Railway, survived as an independent company until 1860, when its financial woes reached the point that the GWR foreclosed on its mortgages and took it over.

The Preston and Berlin Railway Company

Now that we have described the railway network around the area of the Preston and Berlin, it's time to look at this line. While, as indicated, this line had been discussed for many years, indications are that it was 1855 before any physical work was commenced. In June 1855, the Board of Directors of the Galt and Guelph Railway approved a survey for a line from Preston to Berlin.

This year, 1855, also saw the Village of Berlin pass a by-law to subscribe £5000 to the Galt and Guelph Railway towards the building of a branch line from Preston to Berlin.

Following the financial support of municipalities like Berlin, the Galt and Guelph Railway started at least some construction in 1855 and 1856 on this line that was to extend from the Galt and Guelph Railway in Preston, via Doon and German Mills, to Berlin. The Galt and Guelph Railway, probably to keep the municipal subsidies straight, decided to incorporate this branch line to Berlin as a separate company.

The Preston and Berlin Railway Company was incorporated on June 10, 1857, under Act 20 Victoria Chapter 147, Province of Canada, on petition of the Galt and Guelph Railway, to take over construction and to operate the extension of the railway, proposed to be built by the Galt and Guelph Railway Company from Preston to Berlin.

Mid-summer 1857 saw the report that "The Preston and Berlin Railway is rapidly approaching completion, and, according to appearance, will be open very shortly after the Galt and Guelph line."

The September 15 report on the opening of the G&G stated that at Berlin, while no work had started on the P&B station, the lumber was on site for this frame station. The station in Berlin was on the south side of the Grand Trunk and just west of King Street. Indications from the opening luncheon speeches imply that there was a track connection with the GTR. The P&B had purchased land east of King Street west of the present GTR/CN/VIA station to extend their trackage to permit either a union station or adjacent stations. While this land had been purchased, the land for a connecting right-of-way was not, and no work on this proposed eastward extension was ever undertaken.

Mr. Samuel Keefer, the Government Inspector, examined the works on the Preston and Berlin Railway on Friday, October 23, 1857. He scrutinised the bridges, etc., very closely, and stated that he was satisfied with

the substantial appearance of everything.

With Mr. Keefer's inspection being satisfactory, it was announced that the opening of the road would take place on November 2, 1857. The time table dated October 26, as we have reproduced, stated that trains left Berlin at 8:20 in the morning and 4:50 in the afternoon, arriving again at 12:05 noon and 8:45 in the evening. A connection was made with trains going east and west at Harrisburg, and no change of cars was needed at Preston. This version of a P&B timetable is probably the only one ever used for this railway. The December 12, 1857, GWR timetable combined the Guelph and Berlin branches into one.

While there was grumbling in Galt that no holiday had been declared for the opening of the P&B, there were celebrations in Berlin. The Berlin town council, while the time was short, arranged for a civic luncheon at Mr. Klein's Hotel. Invitations to the luncheon were sent to the directors and officials of the P&B, the Great Western, and Galt and Guelph lines, and to the council and most prominent citizens of the neighbouring towns.

The official inaugural train over the new line, consisting of two passenger cars thronged throughout, arrived at Berlin at 12:15 p.m. The artillery company saluted its arrival in the loudest tones they could manufacture for the occasion. The guests were received at the station by the Reeve, H. S. Huber, and were escorted in carriages to Mr. Klein's Hotel, where, a little after 1:00 p.m., a party of over one hundred gentlemen, including A. J. Fergusson, MPP of Guelph, sat down to an excellent champagne luncheon.

Great Western Railway.



OPENING OF THE Preston and Berlin Branch.

ON AND AFTER MONDAY, 2d
November, 1857, and until further notice,
Trains will run as follows:

FROM BERLIN.

	A. M.	P. M.
Berlin, depart.....	8 20	4 50
Doon, "	8 42	5 12
Preston, "	9 00	5 30
Harrisburg, arrive.....	10 00	6 30
Hamilton "	10 56	7 20
London "	P. M. 2 15	

TO BERLIN.

	A. M.	P. M.
London, depart.....	7 30	4 10
Hamilton, "	7 45	5 40
Harrisburg, arrive.....	10 15	7 00
Preston, arrive.....	11 20	8 00
Doon, "	11 40	8 20
Berlin "	P. M. 12 05	8 45

Passengers to and from Berlin for Stations on the Main Line, will change cars at Harrisburg. There will be no change at Preston.

C. G. BRYDGES,
Managing Director.

G. W. R. Offices,
Hamilton, October 26, 1857.

573-6

To ensure the consumption of champagne fitted the occasion, the chairman proposed, "Prosperity to the Preston and Berlin Railway," in addition to the usual toasts to the Queen and Country. Mr. Keefer told the gathering that the road was well built, and he indicated that some culverts were superior to those upon the Grand Trunk.

The consensus of the dinner party was that the road itself was built more substantially than most had expected. The long bridges upon the line were exceedingly strong structures. There were a number of curves on the road, but these, it was understood, were unavoidable. The cars travelled very smoothly, for a new road, and the officers engaged were said to be courteous and obliging.

These men patted themselves on the back over the admirable location of the road, and the vast and wealthy country it ran through and tapped. It was expected that this line would ultimately be one of the best-paying branch lines in America, as well as a most important feeder to the Great Western Railway.

Hardly had the effects of this luncheon worn off before problems for the P&B started. The first came when it was realised that Berlin's 1855 by-law for a subsidy to the P&B was illegal. This meant that a second by-law had to be prepared. Since the P&B was in operation, much of the 1855 support for its construction had waned and council voted down the second by-law on December 3, 1857. This led to a lengthy legal battle. As in these types of cases, there were lots of barbs thrown around.

Contrary to statements from people like Government Inspector Keefer, there were those that questioned the calibre of both the design and construction of the P&B. Reports indicate that there were 22 curves on this 9.7-mile road, accepted to reduce the excavation and fill. Some curves had a radius as short as 700 feet (8 degrees), and there were also sharp reverse curves. The 9.7 miles of the P&B cost, without equipment, £103 000, about the same price per mile as had been paid for the Grand Trunk.

The P&B had its finger-pointers about insider profiteering. One such comment was on the "good fortune" that the Honourable Jonathan Spiller had in buying up certain parcels of land in the vicinity of all the principal stations.

Less than three months after the opening of the Preston and Berlin came its closing. The *Berlin Chronicle* of Wednesday, January 28, 1858, reported that the P&B would be closed at the end of January since the receipts of the road were not sufficient to induce the Great Western Railway to continue running it. The same paper a week later, February 3, 1858, reported that the P&B bridge over the Grand River had been washed out and closed up the railway. Two stages were put in service between Preston

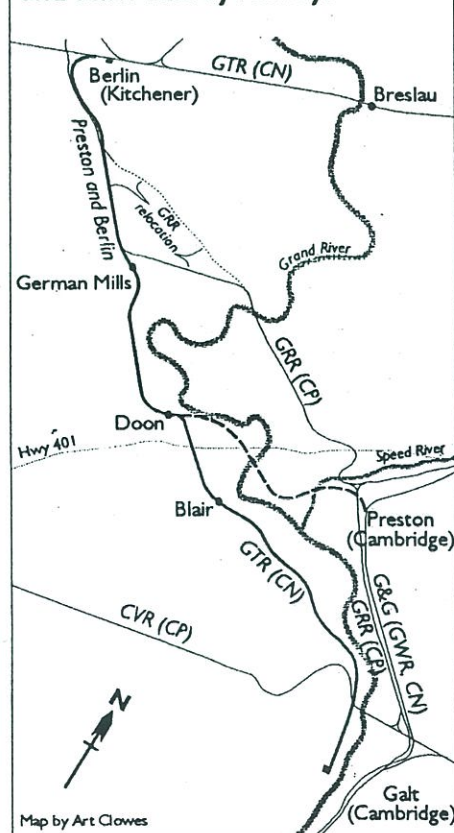
and Berlin to replace the trains.

The exact configuration of the Grand River bridge is subject to some dispute. One report describes the bridge as one of stone abutments supporting a Howe Truss. Another account states, "the masonry of the upper face of one of the piers, with which the ice would come in contact is unbroken – the wall is cracked at the lower end – if the ice have done this, it must have travelled up stream – the other pier has collapsed entirely not having been built sufficiently strong to hold together." To me, this second account of a bridge, with at least two piers in addition to the abutments, both fits the site and makes more engineering sense.

The statement about the bridge with piers was made in rebuttal to statements from those who blamed the bridge collapse on the lack of ice-breakers for the bridge that had not been constructed because Berlin had not contributed the £5000 promised in 1855.

One must conclude that the collapse of the Grand River bridge was caused by under-scouring, or the washing-out of material from under the piers. The placement of piers in the water causes a swirling motion in the water around the downstream end of the piers. Again, to quote one of the 1858 articles, "The simple fact is that the Bridge has been built on a shoal, or loose river deposit, the piers have not had a sound foundation, they have been mined by the flood, the upper ends have sunk some three or four feet, and the masonry has cracked asunder."

The Preston and Berlin and other nearby railways



Regardless, the P&B had ceased operation by the end of January 1858, less than three months after its opening.

In 1859, the statement was made that the Preston and Berlin line remained closed – the bridges rotting, the iron rusting, and the line altogether going rapidly to decay.

The subsidy haggles with Berlin continued in court and was finally settled in the parliament of the Province of Canada, when on October 15, 1863, an act was passed exonerating Berlin from the payment of its subscriptions of 1855 and 1857. Under this same act, Edward Irving Fergusson acquired the property and privileges of the Preston and Berlin Railway, by virtue of a mortgage previously granted him, as well as the right to sell it.

Under a deed dated November 14, 1865, the Grand Trunk Railway acquired the properties of the former Preston and Berlin Railway from Mr. Fergusson.

The 2.75-mile section of the P&B from southeast of Doon to Preston was not rehabilitated. Since this portion was on the interval lands adjacent to the Grand River, it had very little business potential.

The remaining portion (approximately 6.9 miles) of the P&B from near Doon north through German Mills to Berlin passed a number of mills and manufacturers and hence had potential as a branch line for the Grand Trunk Railway.

The Grand Trunk Railway Doon Branch

Following its 1865 takeover, the Grand Trunk Railway apparently did little work towards putting the northern portion of the former Preston and Berlin line in shape for railway traffic. A July 1872 report states, "The Engineer of that Railway (GTR) is daily expected to inspect the condition of the old road between Doon and Berlin, and to see that it is put in proper order for the opening of the line. Some rather extensive repairs are likely to be necessary on the bridges on the old line, but otherwise we understand the road is in fair order."

During the latter part of the 1860s, there was agitation for this line to be extended southward to Galt. On June 28, 1871, the Town of Galt passed a by-law authorising an expenditure of \$25 000 in aid to the GTR to extend its line to the town. The argument in support of this aid was that the GTR would be competition for the GWR, and the people of Galt would save from 12 to 30 percent on freight shipments.

The various factions within the town of Galt did several rounds of sparring over the station location before the site on the west side of the Grand River south of Parkhill Road West near George Street was adopted. Apparently to help satisfy the parties, the track was extended south for a few more blocks to St. Andrews Park.

In March 1872, John Fergusson of Galt was awarded the contract to construct the

roadbed for the 6.2 miles of railway for an estimated \$22 573.38, which work he started on Monday, April 22, 1872. It was expected that the right-of-way, engineering expenses, etc., would add another four or five thousand dollars to this amount. By the end of May, John Fergusson had over one hundred men along with 50 carts and horses at work on the line. Wednesday, July 17, 1872, saw the inspection of the line by the engineer of the GTR, Mr. Fergusson, and Mr. O'Keefe, the engineer in charge. The result was that Mr. Fergusson was instructed to proceed to acquire 15 000 ties for the line.

In September 1872, the Grand Trunk put gangs on the line from Berlin to Doon, to upgrade the line for train operation to permit material to be brought in for the southward extension. However, the ties for the extension could not be obtained either by Mr. Fergusson or the GTR, so the expected completion of the line was delayed.

This delay provided time for a lawsuit. The town of Galt had arranged for the construction of the roadbed from Doon to Galt. The width of cuttings was made 18 feet, the same as on the old P&B, and also the width considered a Canadian standard. However, the GTR stated that their standard width for cuttings was 22 feet. Since the town couldn't get a final sign-off from the GTR, they refused to make final payments to the contractor, Mr. Fergusson. So it was off to court and finally to a board of arbitrators.

During June 1873, the Grand Trunk started laying the ties and rails between Doon and Galt. Some twelve cars of rails for the extension were shipped to Doon. The rails were laid to within a comparatively short distance of Blair by June 12. It should be remembered that these rails were being laid at the broad gauge of 5 feet 6 inches between the rails.

The town of Galt, as part of the agreement with the GTR, was to build the station and freight sheds. Work on the 30-by-38-foot station commenced on June 11, 1873.

By August 1, the track was laid into the station yard at Galt, and the engine was down daily carrying materials for the workmen. Shortly after this, it was decided not to open the line to traffic until after the pending change in track gauge – to our present standard, 4 feet 8½ inches – scheduled for October 6, 1873.

Since this gauge changeover took longer than expected, the town of Galt was given a couple of false starts for the official opening of their line.

Finally on Monday, October 13, 1873, the GTR branch was opened for freight and passenger business to and from Galt. The first train left the Galt depot shortly after 7:00 a.m. on that day, with a fair number of passengers. On Tuesday, October 14, Mr. Thomas Todd, a town merchant, had the honour of making the first shipment of freight over the new road, loading three cars of barley for Boston, and one of apples for

Glasgow, Scotland, which were taken off by the morning train.

GTR and Canadian National train service continued to Galt until early 1956, though at the end it was down to one train per week. The construction of Highway 401 in the area, across the alignment of the branch, gave the excuse to abandon the line south of Doon. This basically left the old P&B portion in operation. The 40 years since that abandonment has seen about another two miles of the old P&B abandoned. But today, almost 140 years after the Preston and Berlin was opened, CNR diesel-electric switchers still trundle over about five miles of the same alignment that the P&B used for those three months at the end of 1857.

A quick look at nearby railway lines

The first railway on the scene after the completion of the Doon branch was the construction of the Credit Valley Railway between Toronto and St. Thomas. The section which runs through Galt is presently part of the CP Rail Galt Subdivision. The first train over the Grand River Bridge, which crossed both the river and the GTR Doon branch, was on December 24, 1879. A single locomotive is said to have crossed the bridge on December 18. The CVR was leased by the CPR in June 1883.

In 1890 the Galt and Preston Street Railway was incorporated, and four years later it had constructed slightly less than five miles between the two communities. In 1895, the G&PSR undertook the construction of an extension east along the Speed River from Preston to Hespeler.

The construction of the Preston and Berlin Street Railway line between the two communities in 1903 formed the basis for the Grand River Railway and CP's electric operation along the Grand River. In our October 1991 column, we covered the 1905 squabble between the CP electrics and the GTR at Seagram's plant as CP pushed their line north of the GTR into Waterloo. The Grand River Railway continued to expand and pushed a freight line across the Grand River at Galt to serve industries on the western bank in 1907. The final main link in the railway network along the Grand was the construction in 1912 of the Lake Erie and Northern Railway south of Galt.

The GRR rail line along the Highway 8 median in Kitchener was relocated in 1961. Following this relocation, the GRR had running rights over a portion of CN's Waterloo Subdivision. While there are many more stories and details of the railways along the Grand River, I will close with this relocation, which in theory put the Preston and Berlin Street Railway operation on the old Preston and Berlin Railway.

While this story has been a long time in the mill, I would like to thank all who have spent time with me discussing these lines, and especially to Ray Corley and George Roth for their comments.

The Galt Reformer says Messrs. James Young, M.P., John Davidson and William Robinson, Esqrs., the delegates appointed by the public meeting of the ratepayers of Galt a few weeks ago, to negotiate, with Mr. Brydges concerning the extension of the railway from Doon to Galt, went to Toronto on Tuesday morning. According to arrangement they met with Mr. Brydges, and we received a telegram as we were going to press, giving a synopsis of the agreement entered into. It says:—"If Galt will make the road-bed, &c., Mr. Brydges has agreed to put down the ties, find the iron, and give a Legislative guarantee to run one train each way per day." The matter will be submitted to the public in a practical shape in a short time.

TORONTO
GLOBE
February 18

1870

DOON RAILWAY.—A recent trip along the line of this road showed that it will now be but a short time before our Grand Trunk connection will be completed. When we passed over the road the ties and iron were laid to a short distance this side of the old red mill at Blair, and a large gang of men, with a locomotive and cars, were busily employed laying the track towards Galt. By this time, the engine must be able to reach the old Young farm, now occupied by Mr James Shiel; and should no further delay for iron or ties take place, the track will be laid into Galt inside of two weeks. The road is being capitally laid, new iron being used through-
out.

THE GALT REPORTER

July 11, 1873

THE rails having been laid to the Grand Trunk Depot in this town yesterday, the men in the employ of the Company marched down to the Queen's Hotel, where they were met by a number of our townsmen. After giving hearty cheers for the Grand Trunk and the Town of Galt, refreshments were handed round, after which the men, headed by the Mayor, marched through the principal streets. They were loudly cheered at several points. The engine was nicely decorated with evergreens, and several ladies and gentlemen from Berlin were on the first through train. The officials in connection with the Road who visited our town were the following:—Engine-driver, J. Brown; Conductor, W. Martin; Foreman of road, G. Wilson. These gentlemen were accompanied by Mr W. H. Brennan, agent at Galt station, and Mr Wm. Crawford and Mr D. Kilborn, officials on the Galt extension. Three cheers for the Grand Trunk!

THE GALT REPORTER

August 1, 1873

THE rails having been laid to the ~~Grand Trunk~~ Depot in this town yesterday, the men in the employ of the Company marched down to the Queen's Hotel, where they were met by a number of our townsmen. After giving hearty cheers for the Grand Trunk and the Town of Galt, refreshments were handed round, after which the men, headed by the Mayor, marched through the principal streets. They were loudly cheered at several points. The engine was nicely decorated with evergreens, and several ladies and gentlemen from Berlin were on the first through train. The officials in connection with the Road who visited our town were the following:—Engine-driver, J. Brown; Conductor, W. Martin; Foreman of road, G. Wilson. These gentlemen were accompanied by Mr W. H. Brennan, agent at Galt station, and Mr Wm. Crawford and Mr D. Kilborn, officials on the Galt extension. Three cheers for the Grand Trunk!

GALT.
August 1 1873

A LOCOMOTIVE and train of cars with accompanying workmen are now engaged ballasting on the Galt and Berlin Railway. The road-bed will soon be in condition to carry freight over it, although we understand that it is unlikely that it will be opened for passenger traffic until the gauge on the main line is changed—which is expected to be done in the beginning of October.

THE trains on the branch of the Grand Trunk and Galt and Guelph lines, about a mile above Galt, running in clear view of one another on opposite sides of the river, the engines generally salute one another with the whistle in their most expressive language. The "tooling" that takes place is very melodious—at a proper distance.

GALT

August 8 1873

A LOCOMOTIVE and train of cars with accompanying workmen are now engaged ballasting on the Galt and Berlin Railway. The road-bed will soon be in condition to carry freight over it, although we understand that it is unlikely that it will be opened for passenger traffic until the gauge on the main line is changed—which is expected to be done in the beginning of October.

GALT

AUGUST 8 1873

The building of the engine house and turn-table at the Galt station of the Grand Trunk Railway is being rapidly proceeded with, and will be completed in a short time. Some fifty new narrow-gauge engines have been received for the Grand Trunk at Montreal, to be ready for the change of gauge in the early part of next month.

GALT
SEPTEMBER 5, 1873

G. T. RAILWAY.—The work on our branch of this line is now well advanced, the greater part of the road being ballasted and in first-rate order. The track has been laid in Galt as far down George st. as the road leading to the cemetery, and is properly graded and gravelled. The turn-table, engine house and track at the station are also well advanced toward completion. It is said that the engine and cars that have been employed on this line up to the present time will be withdrawn in a few days, to go on to the main line to assist in making the necessary preparations for the change of gauge on the 6th of next month. The official circular announcing this change has been issued. As soon as possible after the change has been accomplished, the Galt Branch will be opened for regular traffic.

GALT Reporter

September 19, 1873

Travellers' Record.

GREAT WESTERN RAILWAY.

Trains now leave Galt Station as
under:—

GOING SOUTH.

7.30 a. m.; 1.50 p. m.; 2.00 p. m.; 5.45
p. m.; connecting regularly at Harris-
burgh with trains east and west on the
main line.

GOING NORTH.

10.50 a. m., to Southampton and interme-
diate Stations; 11.20 a. m., to Fer-
gus and intermediate stations; 4.50
p. m., to Fergus and intermediate sta-
tions only; 7.40 p. m., to Fergus and
intermediate stations only.

Grand Trunk Railway.

TIME-TABLE OF GALT BRANCH.

Leave Galt, 7.00 a. m.; Doon, 7.15 a. m.;
Berlin, 7.30—arriving in Toronto at
10.45.

Returning—Leaves Toronto at 5.30 p. m.;
Berlin, 9.30; Doon, 9.45; arriving in
Galt at 10.00.

GALT
Reporter
October 31,
1873

A LARGE quantity of freight is now being shipped from Galt by the Grand Trunk Railway, and the receipts are also considerable. The passenger traffic keeps up well, considering the late hour at which the train arrives at night.

AN alteration in the time of running trains on the Great Western and its branches will come into effect on Monday next. The timetable for the Galt Branch has not yet been published.

GALT

OCTOBER 9, 1873

Opening of the Galt and Doon Branch of the Grand Trunk Railway.

After much unavoidable delay the people of Galt have it in their power to say that the much coveted connection with the Grand Trunk Railway is an accomplished fact. Official notification has been received from C. J. Brydges, Esq., that a day next week has been fixed for the formal opening, and that on and after the line will be opened for general traffic. This is a most gratifying announcement. After years of incubus, after wearying tales of want of shipping facilities, of high tariffs, of delays in shipping, of every want which could dwarf our trade and stagnate our town, we find, at last, a brighter prospect. For years and years our people were content simply to wait for the much delayed "something" which was always going to "turn up" to build up our trade and open to the town an avenue which would lead to prosperity. They possessed their souls in patience until they got so accustomed to the beaten track they had made and the "old man" they had borne on their backs, that efforts to emancipate them were by themselves received coolly, and supported but weakly. They needed rousing, and, if the competition amongst towns in Ontario has had no other good effect, the people of Galt have at least to thank that spirit for the awakening which they have received, and may for all time, as well-wishers of their town, look back with favorable eyes on that which compelled their action by a force which they could not neglect or ignore, for either course meant most serious injury.

The agitation to secure the connection with the Grand Trunk by the line which is just about to open commenced in 1869. In 1870, preliminary arrangements looking to agreements between the Grand Trunk and the Town were entered into, and in 1871 the agreements made, the town passed a by-law granting \$25,000 in aid of the construction of the line, and surveys were commenced which, when finished, were made the basis of contracts. These surveys looked to what was known as the "upper level." Considering the matter, the business houses of the town came to the conclusion that it was a most desirable thing that the station of the line should be located in the most advantageous place possible for our wants, hence surveys were run on what was known as the "lower level" which did away with the disadvantage of teaming up the hill, which would have been necessary had the line been constructed on the higher level. The "Lower level" was found very much the most expensive, but its desirability when compared with the other line, was so obvious, that the business men of the town took the matter in hand, and asking subscriptions, met with a very ready response, so that it was put within the reach of the town to secure the lower level, its contribution in aid thereof, being \$1500 over and above the \$25,000 originally granted under By-Law. Dr. Ferguson, of Galt secured the contract for the construction, and on the 22nd April, 1872, work was commenced, progressing steadily until the line, so far as "road-bed" construction was concerned, was finished. From this time began the work of the Grand Trunk. The line from Berlin to Doon, only partially used for a number of years, was in a bad state of repair, and workmen were employed during all last winter in repairing that portion of the branch. Early in spring the locomotive began to be heard in Galt, and on the 31st July, the day on which the people of Galt and Dumfries decided by their votes that they would secure connection with the Grand Trunk.

The Galt Reporter

And Waterloo County Advertiser.

GALT, Oct. 10, 1873.

Advertisements may be had at the Office, and at the Bookstore of Messrs Fleming & Co.; and at Youmans' Bookstore.

Opening of the Grand Trunk R. R. to Galt.

We yesterday afternoon received the following telegram from the Mayor, who had proceeded to Toronto to see Mr Brydges regarding the opening of the Galt and Berlin branch of the Grand Trunk Railway:—

"Toronto, 9th Oct., 1873.

"The Berlin train to Toronto will start from Galt on Monday morning. Mr Brydges, Mr Potter and others, will be present on Thursday or Friday to open."

OCTOBER 10,
1873

GALT BRANCH G.T. RAILWAY.

The work of changing the gauge on this part of the Grand Trunk line was commenced on Monday afternoon, and was concluded on Wednesday evening. A large gang of men was at work, but on account of no preparations having previously been made, the work took longer than it otherwise would have done. It is now said that the branch will be opened for traffic on the 15th inst. If this is correct, an effort should be made to change it, as this is the second day of the South Waterloo Show, when most of our people will be at Ayr.

THE work of changing the gauge on the Grand Trunk Railway between Montreal and Stratford was successfully accomplished on Friday and Saturday last. The last train on the broad gauge left Stratford shortly after noon, and the first train on the narrow gauge passed over the line on Saturday afternoon. The road is now in good working order on the new gauge, and we anticipate the best results to the Grand Trunk from this change.

GALT

OCTOBER 10

1873

Opening of the Galt and Doon Branch of the Grand Trunk Railway.

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pinely to wait for the much delayed "something" which was always going to "turn up" to build up our trade and open to the town an avenue which would lead to prosperity. They possessed their souls in patience until they got so accustomed to the beaten track they had made and the "old man" they had borne on their backs, that efforts to emancipate them were by themselves received coolly, and supported but weakly. They needed rousing, and, if the competition amongst towns in Ontario has had no other good effect, the people of Galt have at least to thank that spirit for the awakening which they have received, and may for all time, as well-wishers of their town, look back with favorable eyes on that which compelled their action by a force which they could not neglect or ignore, for either course meant most serious injury.

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GALT

October 10

1873

THE Grand Trunk Railway since its opening to this town has done a fair freight and passenger business, and is proving a great convenience. The station-master is Mr Brennan—late of Berlin—a gentleman in every way qualified for the position ; and it is not difficult to foretell that in a short time the Grand Trunk from Galt will do a large share of both the freight and passenger business of the town.

GALT

OCTOBER 17, 1873

Grand Trunk Railway.

In accordance with the announcement made in our last issue, the Grand Trunk Railway branch was opened on Monday last for freight and passenger business to and from Galt. The first train left the depot in this town shortly after 7 o'clock on Monday morning, with a fair number of passengers. Since that date the trains have run regularly, and we are pleased to state that both freight and passengers have offered freely, and that appearances point to the road in a short time doing an extensive business. On Tuesday, Mr Thomas Todd, our well-known commission merchant, had the honor of making the first shipment of freight over the new road, loading three cars of barley for Boston, and one of apples for Glasgow, Scotland, which were taken off by Tuesday morning's train. At present, there is only one train each way per day on the road, being a through train to Toronto; but we hope that in a short time the business done will warrant increased accommodation in this respect. It is evident that the road is going to be everything that was expected of it by our shippers and others, and in the increased facilities that it will offer in this respect we may safely look for a large measure of prosperity in the future.

THE GALT
REPORTER

OCTOBER 17
1873

Formal Opening of G. T. Railway.

The Galt branch of the Grand Trunk Railway will be formally opened to-day, when it is expected that Mr Potter, chairman of the English Board of Directors, Mr Brydges, Managing Director, Mr Spicer, Superintendent, Mr Hannaford, Chief Engineer, and other officials of the railway will pay our town a visit. They will be received at the station by the Mayor and Railway Committee, and other gentlemen of the town; and in the evening a dinner in their honor will be given at the Queen's Hotel. Owing to the lateness of the season, and other causes, the demonstration has not taken the wide range that was at first intended; but we know that our townspeople will all join heartily in showing respect to our distinguished visitors, and that the demonstration will make up in spirit what it lacks in multitude. It is not exactly known as yet at what hour the special train containing our visitors will arrive, but an early hour in the afternoon is mentioned as being most probable.

THE
GALT REPORTER

October 31
1873

**Formal Opening of the Grand
Trunk Railway to Galt.**

**SPEECH OF THE PRESIDENT, MR
POTTER.**

Although, as our readers are aware, the Galt and Berlin Branch of the Grand Trunk Railway has been opened for traffic for some time, it was not formally opened by the officials of the road, until Friday last. On that day Mr. Potter, the President of the Road, Mr. Brydges, the Managing Director, Mr. Hannaford, Chief Engineer, Mr. Spicer, Traffic Superintendent, and other officials arrived at Galt about 5 o'clock p. m., by special train over the line, and were met at the Station by a committee of our leading citizens. Messrs. Potter and Brydges were driven to the residence of Wm. Dickson, who very kindly invited them to be his guests, the rest of the gentlemen being escorted to the "Queens" Hotel.

In the evening, about 7 o'clock, Messrs. Potter, Brydges, and the other officials, along with about 60 of our most prominent citizens, sat down to a capital lunch at the "Queen's." Mayor Ker occupied the Chair, having on his right Mr. Potter, and the Rev. Mr. Curran, Rector of Trinity Church, and on his left Mr. Brydges and Wm. Dickson, Esq. Mr. Wm. Osborne, occupied the Vice-Chair, having on his right Mr. Spicer, and on his left Mr. Hannaford. The "good things" provided by friend Colwell having been got through with, the Mayor proposed the health of the "Queen", which was drunk in the most loyal and hearty manner. The other standard toasts followed from the Chair, and then came the toast of the evening in a neat speech from Mayor Ker—"Success to the Grand Trunk Railway, and the Galt and Doon Railway, coupled with the names of Messrs. Potter and Brydges."

MR POTTER, in rising to respond to the toast, was greeted with loud cheers. He said he had great pleasure in visiting Galt on the opening of the Grand Trunk Line to the town. When he had been making his journeys through the Province, he had always regretted that the Grand Trunk did not touch this section, and, particularly, that it had no connection with the flourishing town of Galt. He had heard much of the manufactures—much of the enterprise—and much of the agricultural resources of this section—and long wished that he could be present on such an occasion as this. He must certainly say that the event had taken place in auspicious times. Last year in London, England, there had been laid the foundation of most important changes in the Grand Trunk Railway. By the patience, perseverance, and the enterprise of a few men in that city, large sums had been contributed for its improvement, and the result was soon felt. They had been enabled to change the gauge of the road, and already the benefits from this change were beginning to be felt, and he thought would, in a short time, quite revolutionize its trade. By the old gauge the railway was isolated from the general railroad system of this continent. He could not say whether it was the spirit of true genius, or accident, that inspired George Stephenson to fix on the 4ft. 8in. gauge, yet experience tells us every day that no other gauge combines efficacy with economy. Any gauge but the great national gauge of 4ft. 8in. ought to be avoided as a snare and a delusion. But there had been thrust on the capitalists of England this Grand

THE GALT REPORTER

NOVEMBER 7

1873

Formal Opening of the Grand Trunk Railway to Galt.

SPEECH OF THE PRESIDENT, MR. POTTER.

Although, as our readers are aware, the Galt and Berlin Branch of the Grand Trunk Railway has been opened for traffic for some time, it was not formally opened by the officials of the road, until Friday last. On that day Mr. Potter, the President of the Road, Mr. Brydges, the Managing Director, Mr. Hannaford, Chief Engineer, Mr. Spicer, Traffic Superintendent, and other officials arrived at Galt about 6 o'clock p. m., by special train over the line, and were met at the Station by a committee of our leading citizens. Messrs. Potter and Brydges were driven to the residence of Wm. Dickson, who very kindly invited them to be his guests, the rest of the gentlemen being escorted to the "Queens" Hotel.

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eral railroad system of this continent. He could not say whether it was the spirit of true genius, or accident, that inspired George Stephenson to fix on the 4 ft. 8 in. gauge, yet experience tells us every day that no other gauge combines efficacy with economy. Any gauge but the great national gauge of 4 ft. 8 in. ought to be avoided as a snare and a delusion. But there had been thrust on the capitalists of England this Grand Trunk Scheme, with its 5 ft. 6 in. gauge, and other most serious drawbacks, by a cunning hand, and the people had thus been led into a snare. It had been a grievous burden on their all along, but they had put their shoulders to the wheel, and had succeeded in changing the gauge as far as Montreal, at a cost of about a million of dollars. Next Monday, also, he was glad to say, another auspicious event would be celebrated—the opening of the International Bridge at Buffalo—connecting the Grand Trunk with the whole system of American Railways. He thought the people in this section should take into their serious consideration the extension of the Galt branch to Paris. They were wealthy and able to do it, and the Grand Trunk would assist them all they could. The Paris line would give the Galt Manufacturers a short route to the coal fields of Ohio and Pennsylvania, and they would be enabled to lay down coal from either of these places without breaking bulk in 48 hours. It would be also a short route to Buffalo for the products of the country, and was well worth the serious consideration of the people of this section. [Cheers.] He could assure the citizens of Galt that it was a source of great satisfaction to him to have the Grand Trunk in running order to Galt. Though smaller than some towns on the line, there was none so full of promise. Mr. Potter then went on to allude to the belief of a good many, that in times gone by the Grand Trunk had a connection with politics. He did not believe it, but if such a connection ever did exist, he would say emphatically that it exists no longer. No matter which party held the reins of power, never again should this Company identify itself with either. It was their duty to see that no man, whatever his private and individual feelings might be, should use the Corporate influence of the Company to favor either party. It was their duty to maintain a neutral position. Politicians might receive favors from them, but they would receive none from politicians. The Grand Trunk would be made one of the best lines in the world, steel rails would be laid over the whole length of it, and other great improvements made. They wanted no favours—only simple justice. He would say in conclusion, that from his knowledge of the shareholders in the concern, that not many years hence this railway would be a glory and a credit to them, and all would feel proud to have such a line located in their midst. [Great Cheering.]

MR. BRYDGES was then called upon. He said after the able and interesting speech of Mr. Potter, he would not trouble them with any lengthy remarks. He could say with great satisfaction that all his intercourse with the Mayor of Galt had been of the most friendly kind. Through his (the Mayor's) exertions, aided by the assistance he got from the Company, they had

would be mutual. He would say whatever part the Company had ever taken in politics in days gone by—and circumstances then sometimes rendered it necessary—the officials now would have it as their only ambition to strive for the interests of those they were serving, and when they had done this they could do no more. [Cheers.]

MR. WM. OSBORNE in a few words referred to the interest he had taken years ago in the proposed extension to Paris, designating the scheme as one of his hobbies, and sat down by proposing the health of Mr. Hannaford, Chief Engineer of the road, which toast was drunk with great enthusiasm.

MR. HANNAFORD said that at one time he hardly ever expected to see the line running to Galt. He had visited the town in his official capacity before, and then thought it was a very hard place to build a line to. In conversation with the late Chief Engineer on the Great Western road, years ago, he was told that it was hard to build a railroad into Galt, and when you got it there it was still harder to get it out of Galt. [Laughter.] He would give great praise to the Mayor of Galt for his exertions. He would also say that the line was very well laid out, and reflected credit on Mr. O'Keefe, the Engineer. It would give him the greatest pleasure in the world to survey the line from here to Paris. [Cheers.]

THE VICE-CHAIR then proposed the health of Mr. Spicer in a few words.

MR. SPICER replied in a few words. He said that now as the Company had given Galt an outlet to all parts of the Province, they expected that the business men of Galt would deal liberally with them. [Cheers.]

MR. POTTER rose to propose the next toast, and in a most eloquent speech of some length, which we are sorry we have not room for, gave "Prosperity to the Town of Galt."

WM. DICKSON, Esq., replied in an instructive and amusing speech, going back to the early days of Galt, and concluded by prophesying most prosperous days for the good old town.

MR. JAS. BLAIN also replied in a few words.

MR. JAMES WARNOCK and MR. THOS. COWAN responded in able speeches to the manufacturing interests of the town, showing the steady strides that Galt had made in that line, and trusting that now when our facilities were equal to any town in Canada, our advance would be at a rapid rate.

MR. WM. JAFFRAY, of Berlin, desired to have the privilege of saying a few words. He wished to tell the people of Galt, on behalf of the people of Berlin, that the latter place was not opposed to the building of the road to Galt. This had been industriously circulated as a fact, but it was false. They opposed the extension to Waterloo, and so would the Galt people if they had been placed in Berlin. He desired to say that Berlin was not jealous of Galt, but wished her sister town to go on and prosper, but she could

that feeling were most unjust to the town.

This finished the regular toasts, and the guests of the evening took their departure, after spending a most pleasant time. Next morning

GALT
November
7
1873

Extension of the G. T. R. to Paris.

It is fully evident, from the remarks of Mr Potter and Mr Brydges at the banquet at Galt on the 31st ult., that while fully recognizing the advantages to be derived from the extension of the Galt Branch of the G. T. R. through from this town to Paris, these gentlemen at the same time hold out but little hope of any active steps being taken towards that end by the Company, and rather look that the municipalities interested should take hold of the enterprise and push it through. It is true that the active assistance of the Company in the undertaking was promised, but no more; and for the present it appears to be settled that if the extension is carried through at all the Municipalities interested must do the work in a great measure out of their own means.

If this is the right interpretation to be drawn from the remarks of the gentlemen mentioned, we fear that there is but little hope of the extension being carried through for some years. We may set out by saying that Galt can do no more in aid of the proposed extension at the present time. We have already expended over \$30,000 in bringing in this road to Galt, and have taken upon ourselves other liabilities that will prevent, if we had the wish, any further grants in aid of similar enterprises for years to come. The Township of North Dumfries, we imagine, is in a similar position, and besides could scarcely be brought to see the advantage a railway would be to them which would keep close to the river's bank the whole of its course through the Township, and touch no town or village in its course. When South Dumfries is reached, the case is very different. It is a wealthy, progressive Township, and has no debt that we are aware of, and could easily afford to make a respectable grant in aid of the extension. The road running through Glenmorris would give a station at that point, which would be of great benefit to the whole northern part of the Township. We have then left the Town of Paris—a town which would be found, we believe, both willing and able to do its best to assist in the enterprise. Paris is now in a position, too, to aid any such enterprise in a liberal manner, having got rid of the incubus of debt that for many years has weighed it to the ground. But it is impossible to look that any one town—or any town and township combined—would be either willing or able to carry out this extension; and although some assistance might be obtained from the town of Berlin—which certainly would derive great benefit from the junction—it is too problematic to take it into consideration.

Under these circumstances, then, it is evident that the chief hope of the extension lies with the Grand Trunk itself. The Company must

GALT

NOVEMBER 21
1873

The Galt Reporter says the passengers by the morning train on the Galt branch of the Grand Trunk had rather a rough experience of it one morning during the freshet. On reaching Blair it was found that the extremely high water of the night before had thrown the ice from the river across the track for a distance of nearly two hundred yards, and an hour or so was occupied in clearing it off before the train was enabled to proceed. The journey was then continued in safety until a point about three miles south of Berlin was reached, when the passengers were greatly alarmed by the car giving a tremendous jolt, and the immediate slackening of the speed of the train. When the train stopped the passengers and others went back to see what was the matter, when they discovered that the water during the night had undermined a portion of the track at the end of one of the small bridges, which had evidently given way altogether as the locomotive crossed the spot, leaving nothing but the two unsupported rails to carry over the balance of the train. Fortunately, although the gap in the road was fully ten to twelve feet in width, the rails proved equal to the immense weight thrown upon them, altho' they were very much bent before the passenger car crossed on them. This caused the excessive jolt that had so alarmed the passengers, and when they saw the narrow nature of their escape it is scarcely to be wondered at if some cheeks did turn pale. Had the rails happened to be jointed in the place where the gap took place, nothing could have prevented the train from going down, and we should in all probability have had a loss of life to report; but as both ends of the rails rested on solid material, they proved strong enough to carry the train over in safety. The breach was substantially repaired before the passage of the evening train.

TORONTO
GLOBE

February 4
1874

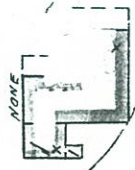
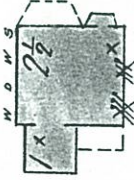
Read Down			Read Up		
181	179	177	333	Miles	
P.M.	P.M.	A.M.	A.M.	Leave	Arrive
↑ 3.55	↑ 8.55			0	Brantford
↑ 4.28	↑ 9.35			7.40	Harrisburg A.A.
↑ 4.55	↑ 10.05			19.23 Arr.	Galt. (W.G. & B. Stn.)
↑ 5.00	↑ 10.10			Lve.	Omnibus Transfer
↑ 5.10	↑ 10.20			Arr.	Galt. (W.G. & B. Stn.)
↑ 5.15	↑ 10.35			0 Lve.	Galt. (G. & E. Stn.)
5.25	10.45			4.03	Galt. (G. & E. Stn.)
5.30	10.50			6.03	Blair
5.37	10.57			8.84	Doon
5.50	11.10			12.90	German Mills
6.32	11.32	↑ 9.10		Arr.	Berlyn
8.42	11.40	9.20		Lve.	Waterloo
6.52	11.50			14.59	Heldelberg
6.57	11.55	9.30		18.72	St. Jacobs
7.05	12.05	↑ 9.45		20.54	Elmira
7.05	12.05	↑ 9.45		24.63	Arrive
7.35	12.35	↑ 10.10		28.00	Leave
7.40	12.40	↑ 10.15		31.10	Arrive
7.45	12.45	↑ 10.20		34.20	Leave
7.50	12.50	↑ 10.25		37.30	Arrive
7.55	12.55	↑ 10.30		40.40	Leave
8.00	1.00	↑ 10.35		43.50	Arrive
8.05	1.05	↑ 10.40		47.00	Leave
8.10	1.10	↑ 10.45		50.10	Arrive
8.15	1.15	↑ 10.50		53.20	Leave
8.20	1.20	↑ 10.55		56.30	Arrive
8.25	1.25	↑ 11.00		59.40	Leave
8.30	1.30	↑ 11.05		62.50	Arrive
8.35	1.35	↑ 11.10		65.60	Leave
8.40	1.40	↑ 11.15		68.70	Arrive
8.45	1.45	↑ 11.20		71.80	Leave
8.50	1.50	↑ 11.25		74.90	Arrive
8.55	1.55	↑ 11.30		78.00	Leave
9.00	2.00	↑ 11.35		81.10	Arrive
9.05	2.05	↑ 11.40		84.20	Leave
9.10	2.10	↑ 11.45		87.30	Arrive
9.15	2.15	↑ 11.50		90.40	Leave
9.20	2.20	↑ 11.55		93.50	Arrive
9.25	2.25	↑ 12.00		96.60	Leave
9.30	2.30	↑ 12.05		99.70	Arrive
9.35	2.35	↑ 12.10		102.80	Leave
9.40	2.40	↑ 12.15		105.90	Arrive
9.45	2.45	↑ 12.20		109.00	Leave
9.50	2.50	↑ 12.25		112.10	Arrive
9.55	2.55	↑ 12.30		115.20	Leave
10.00	3.00	↑ 12.35		118.30	Arrive
10.05	3.05	↑ 12.40		121.40	Leave
10.10	3.10	↑ 12.45		124.50	Arrive
10.15	3.15	↑ 12.50		127.60	Leave
10.20	3.20	↑ 12.55		130.70	Arrive
10.25	3.25	↑ 1.00		133.80	Leave
10.30	3.30	↑ 1.05		136.90	Arrive
10.35	3.35	↑ 1.10		140.00	Leave
10.40	3.40	↑ 1.15		143.10	Arrive
10.45	3.45	↑ 1.20		146.20	Leave
10.50	3.50	↑ 1.25		149.30	Arrive
10.55	3.55	↑ 1.30		152.40	Leave
11.00	4.00	↑ 1.35		155.50	Arrive
11.05	4.05	↑ 1.40		158.60	Leave
11.10	4.10	↑ 1.45		161.70	Arrive
11.15	4.15	↑ 1.50		164.80	Leave
11.20	4.20	↑ 1.55		167.90	Arrive

21
(119')

WENTWORTH AVE.

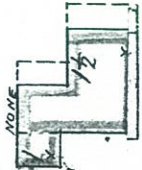
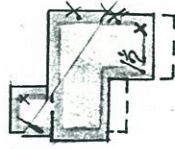
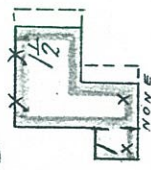
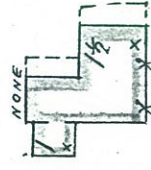
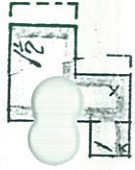
SEE SHEET No. 20

130



(91')

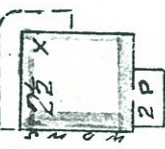
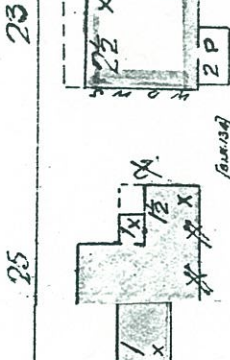
133



SALISBURY AVE.

66'

(128') SALISBURY AVE.



W.E. HALL
FURNITURE FACTORY

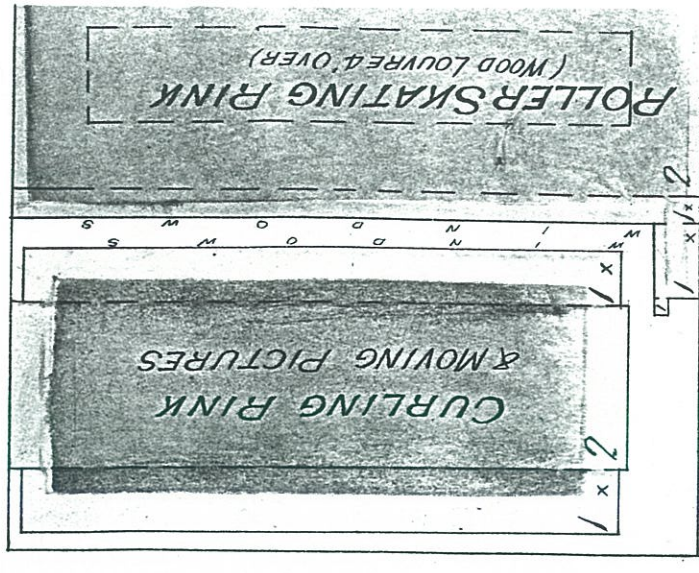
Power: Gas & Steam
Fuel: Gas, Coal & Shavings
205 Heat: Steam
No Lights
Barrels



SEE SHEET

HILL

60'



CURLING RINK
& MOVING PICTURES

ROLLER SKATING RINK
(WOOD LOUVER & OVER)

NORTH SQ

132

SOUTH SQ

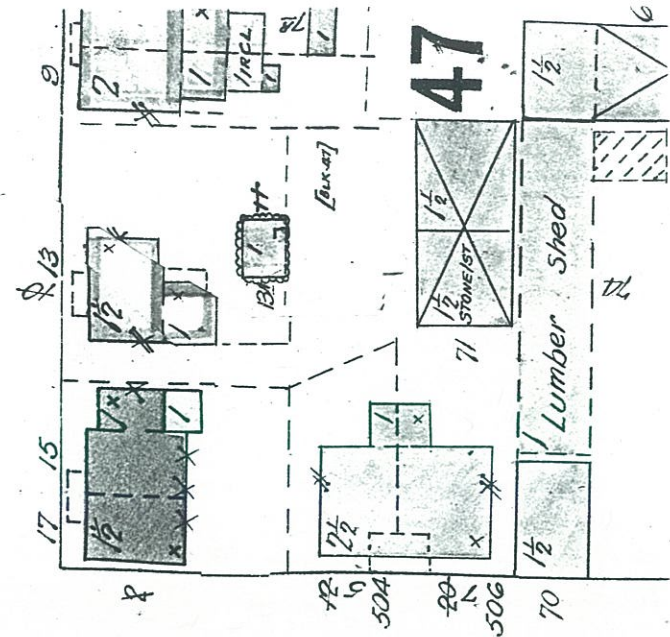
GEORGE

KNOX
PRESBYTER
CHURCH

SCHOOL

46

HIGH



47

Lumber Shed

