FOUR WHISTLES to WOOD-UP

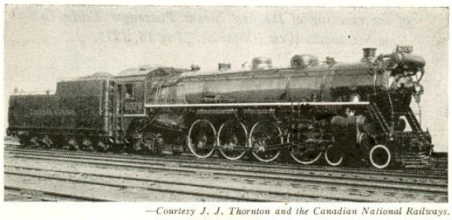
Stories of the Northern Railway of Canada

Issued on the occasion of the one hundredth anniversary of the running of the first Steam Passenger Train in Canada West (Ontario), May 16, 1853.

FRANK N. WALKER

Drawings by Norma Green

Upper Canada Railway Society
Incorporated.



—Courtesy J. J. Thornton and the Canadian National Railways.

Today, these giants tread the rails upon which Canadian History was made by lesser monarchs, that in their day were equally admired.

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of the running of the first steam passenger train
in Canada West (Ontario), May 16, 1853.

FRANK N. WALKER
1953

Published by the Upper Canada Railway Society Inc.
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[Note: This booklet has been OCR-scanned from the original.
Its spellings and punctuation have been retained as it was written.
I had the honour in 1979 to participate in an excursion to
Collingwood (hauled by CNR 6060), organized by the UCRS
in honour of a combination anniversary of railway entry there
– the 125th for the OS&HU, and the 100th for the H&NW. CC]

FOREWORD

The centenary of the departure of the first passenger train from the City of Toronto in May of 1853 is really more than an important date in Canadian railway history. It could be considered as the centenary of the emergence of the colonies of British North America from a primitive economy based on water transportation to a more advanced industrial economy based on overland commerce. The Ontario, Simcoe and Huron Union Railway, antedated in Ontario by a short horse-operated portage line only, was the harbinger of the great railway construction period of the 1850's. This railway building era was of political significance also: it was the result of a growing national feeling among the colonies, resulting in no small extent from the danger of American annexation. The Canadian railways of the fifties, and others planned at that time, played a leading role in Confederation.

Toronto was provided with its first railways during this important decade, and their arrival symbolized a transition in civic affairs, as well as those on a national scale. The city saw a considerable growth during this ten-year period; several large buildings were erected, and substantial cultural development was in evidence. The timber trade fostered by the Ontario, Simcoe and Huron Union railway spurred Toronto's industrial

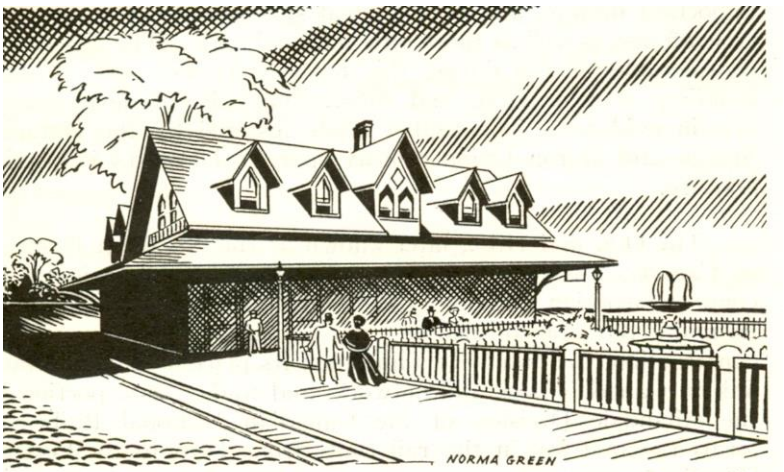
activity.

The 0.S. and H.U., later known as the Northern Railway of Canada, was conceived originally as a portage railway to connect Georgian Bay and Lake Ontario, and indeed this was its major function during the early period. With later railway construction, the Northern's line took its place as an important link in Canada's basic rail network, and today, as a portion of the Allandale Division of the Canadian National Railways, forms the first lap in the rail route from Toronto to Western Canada.

Dr. Frank N. Walker has, over a period of several years, made an intensive study of the early days of the Northern Railway, and his untiring research has uncovered a great deal of material on this subject. The twelve chapters of this booklet form a very readable digest of this material, beginning with the ceremony of breaking ground for the project in October of 1851. This is followed by chapters dealing with practically all aspects of this interesting old railway, upon which very little has been written previously.

With the celebration of the centenary of the opening of the Ontario, Simcoe and Huron Railway for public travel, the reader cannot but reflect upon the vital meaning of one hundred years of rail transportation to his city and country.

STUART I. WESTLAND,
Curator, Upper Canada Railway Society.
April 7th, 1953.



Allandale Station and Garden, 1868 —*Courtesy Andrew Merrillees.*

FOUR WHISTLES TO WOOD-UP
Preface

These twelve story groups are limited largely to the Northern Railway's WOOD BURNING period. The ready supply of that fuel brought the early railways into existence before they would have come should they have had to wait until sufficient traffic was available to pay for imported coal.

Hard maple and beech made excellent fuel at a time when heating experts were few and cleaning coal smoke from boiler tubes would have baffled many of the amateurs who of necessity were put in charge of the locomotives. With wood, steam was raised more quickly, but the fire-box soon became empty as did the supply in the tender, especially while climbing the grades out of Toronto.

In the first set of rules compiled for the then Ontario, Simcoe and Huron Railway, but always called the Northern, one blast of the whistle ordered the brakes applied and two blasts asked for them to be released. Three blasts was a notice that the engine was about to back up while on the sound of four blasts, the employees of the road at outlying stations jumped to their feet because they knew she was going to "wood-up".

With many hands making a short job, the process did not take more than a couple of minutes or the time required for the passengers to leave the train and their places to be assumed by others. The Express or headend business did not delay the early trains because people still made most of their purchases at the local store or bought in much larger quantities than was the habit fifty years later. From viewing some of the conductor's notes during the 1860's, it is evident that the Northern trains were mostly on time and only once or twice a year was the delay over a quarter of an hour.

During the first three years of operation, the Northern was surrounded with well-wishers who felt honored to be patronized by it and a contract to supply its needs was cherished in a similar manner to one with the Royal Household. The cost of wood per engine mile was fifteen cents, until in 1856, the superintendent refused to make further contracts and simply bought wood from farmers who delivered it to the various stations.

Toronto's oldest newspaper may be able to attribute some of its long life to a railway wood contract. The proprietor of that paper, Mr. George Brown, when invited to contest the Parliamentary seat for the County of Kent, bought about 700 acres of land in that neighborhood. Three years later, the Great Western Railway went through his property and he was able to contract to supply them with wood at $1.75 per cord delivered at

Bothwell station. Four years later, the contract was said to be yielding $50,000 per year and the Globe had become a daily paper.

The Northern Railway's report said in 1861 that, "The consumption of wood from all sources during the year was 15,800 cords, the cost including purchase, hauling and preparing for use, was $2.07 per cord; which gives a cost for fuel per mile run of 9¼ cents."

In 1863, while the engines ran 12,300 miles more than in the previous year, they burned 3,500 cords less wood. The report says, "This saving, although in part due to an improved system in the purchase and issue, is largely attributable to a new Locomotive Fire-Grate invented by Mr. Lister, the Company's Locomotive Superintendent."

These economies came at a time when they were to be of greatest value because the hardwood supply was being exhausted in close proximity to the railway line. It had already reached that position in the Northern United States and in 1866, the New York Central Railway was said to have imported 40,000 cords of Canadian wood through the port of Rochester. The Northern, however, had certain advantages in the great hinterland to which it could expand its lines and at the end of thirty years its engines were still whistling to WOOD-UP. The employees do not seem to have risen as promptly from the nail-kegs on which they sat as time went on for we find in a later rule book that several blasts of the whistle were needed to call for help when the engine came in to way-stations with an empty tender.

It would be impossible to thank individually everyone who has been helpful during the collection of the historical material of which these twelve units are a part. I would, however, like to mention some of the older generation whose conversation assisted in the attempt to recreate the atmosphere of the Northern Railway during its 35 years of vitality. Among these were Fred Grant and Archie Marshall of Barrie, Henry Tarbush of Angus, Robert Thom of Collingwood, R. S. Duncan and J. Wells Fraser of Toronto.

I would also like to take this opportunity to express my gratitude to the staffs of the Toronto Public Library, the Ontario Legislative Library, the Provincial Archives, the Library of the University of Toronto, the Public Archives, Ottawa, the Library of Osgoode Hall, and the British Museum for their patience and helpfulness.

FRANK N. WALKER.
April 20, 1953.

WHISTLE SIGNALS

1.- ONE puff of the Whistle is a signal to apply the brakes
2.- TWO puffs - to loosen them, and also a signal for starting.
3.- THREE puffs - a signal for backing.
4.- SEVERAL rapid sounds of the Whistle is the Signal for wooding up.
5.- One prolonged sound - to signify the approach to a Station.

SUPERINTENDENT'S OFFICE,
Toronto, 1858.
J. LEWIS GRANT,
SUPERINTENDENT.

LADY ELGIN DIGS

"Sealed proposals will be received at the office of the subscribers in the city of Toronto, Canada West, until the 5th day of September, for grubbing, clearing, grading, masonry, bridging and all other necessary work to prepare the Ontario, Simcoe and Huron Railway for the superstructure from Toronto to Barrie, a distance of sixty-four miles. Plans and specifications of the work can be seen . . . etc. - M. C. Story & Co."

This advertisement, appearing in most of the Toronto newspapers during August, 1851, had a very buoyant effect on nearly all the people who read it. They had been hearing about a local railway ever since the first meeting for its promotion was held in the British Coffee House on York Street in July, 1834. It had become like the claims of an inventor of perpetual motion - a rather stale issue yet one for which most people held out a generous hope.

The Globe, under the caption, OUR RAILROAD, said, "It is now pretty certain that the ceremony of breaking ground . . . will come off on about the 10th of September. Our enterprising townsman, famed for making silver trowels, is already at work on the spade to be used on the occasion. The design is very tasteful."

The spade mentioned was the combined product of the mind of Kivas Tully, a well-known architect at that time and a stockholder in the railway, and the fabrication of Mr. Ellis, the jeweler. A miniature wheelbarrow was also made from fine oak by Alexander Armstrong, an artist of much value to his genera-

tion. These properties were ordered and paid for personally by the railway's master showman, Mr. Capreol.

There is an account of that gentleman with a couple of his associates having called upon the Governor General, Lord Elgin, then living in Toronto. Their purpose was to know whether he would "give his countenance that Her Ladyship will honour us by turning the first sod." Lord Elgin replied that it would be a pleasure for him to comply, but he did not make the engagement for his wife. The date does not seem to have been set and his Lordship felt free to take on other obligations, one of which delayed the proceedings for a full month.

To overlook the cause of that delay would be to forget one of the most important events in the history of railroading on this continent and a milestone in the lives of over 100 Torontonians of that day. Great rivalry had long existed between the ports of Boston and Portland over which should be connected with Montreal by railroad. When the charter was issued, Portland had won the award, but Boston was not to be done out of the trade originating in the Great Lakes and gave ardent support to a railway from their city to Ogdensburg.

That road was ready to be opened throughout before the first link in the railway from Montreal southward could be put into operation. Lord Elgin was asked to share honors with Daniel Webster on the speakers' list and a boat was chartered to take the Toronto City Council and their friends to Ogdensburg where a special train would await them to proceed onward to Boston. Hardly any of them had ever seen a railway train before, much less having ridden upon one.

The hospitality was so generous and the entertainment so lively that it became a subject of conversation and boastfulness among old timers of Toronto during the next forty years. Nevertheless, most of the names of those who enjoyed that free week's outing would be unknown to us today had their hosts not published a 300-page leather-bound book giving the details of the pomp and ceremonies with the speeches delivered. Six months later, the Patriot printed a list of gentlemen's names who were asked to call at the Toronto City Hall to receive their copy of the book whose pages they had helped to fill while in the City of Boston.

Lord Elgin did not go with the excursion, since he had gone to stay at the Clifton House in Niagara Falls, some time earlier and proceeded east by way of Rochester. It just happened that for over a month Jenny Lind, the immortal concert and opera

singer, had been staying at that hotel. Mr. Capreol was much worried on account of the delay in holding his official ceremony and a few days later went to Niagara Falls. The purpose of his trip caused many rumours. Some of these were that he hoped to get a statement from Lady Elgin as to whether she would set a definite date on which she was willing to play the leading role at the railway's birth. Another was that if turned down by Lady Elgin, Mr. Capreol intended to ask Jenny Lind to accept the task. It is certain that the singer was invited to be one of the patronesses at the Grand Ball in St. Lawrence Hall which followed the turning of the sod.

But delays that are accompanied by rumours sometimes contribute toward the final success of an event. In this case, the committee in charge had also learned much from their visit to Boston. The neatly printed invitations were finally sent out on October 9th announcing that Lady Elgin would be honoured by the presence of those to whom they were addressed. The preparations were well made and a grand atmosphere created, otherwise the tone of the newspaper reports could not have been so uniformly buoyant.

The "Examiner" said, "At an early hour on Wednesday morning (October 15th) a stream of waggons and vehicles from the country began to stream into the City. The object of many of the visitors, who swelled the numbers of the celebration, was threefold. They could bring grain and produce to market, attend the agricultural show and witness the turning of the first sod of the Northern Road."

By noon, 20,000 people were on the streets in the neighborhood of the City Hall on Front Street where a grand parade was scheduled to begin. The organizations taking part appeared in this order: The Fire Brigade, the Temperance Societies, The Odd-Fellows, St. George's Society, St. Patrick's Benevolent Society, St. Andrew's Society, The Loyal Orange Institution, The Free Masons, The York County Agricultural Society, The Mechanics' Institute, The Canadian Institute, The Normal School, The Home District Grammar School, Upper Canada College, The Law Society, The Medical Board, The Bishops and Clergy, The Judges and Chancellors and the Executive Council. Following these were the various political bodies until in all 46 different groups were represented.

The "Examiner" continues, "Of music and banners there was any quantity and the number of people collected far exceeds any previous gathering in Toronto . . . His Excellency and Lady Elgin arrived on the ground about three o'clock . . . the band

playing the Queen's Anthem. Guns at the Garrison were fired on the arrival of their Excellencies. A tent had been erected for their accommodation, a small platform for the directors; and a stand at a distance for spectators, capable of holding some 2,000 persons."

The event took place on the south side of Front Street, half way between Simcoe and John Streets. The Globe spoke of the arrival of the Governor General's party, "By this time the stand was crowded to excess, and the roof of the Parliament Buildings was taken advantage of to get a view of the ceremony." His Excellency said, in replying to a lengthy address, "I am apprised by the fair colleague whom you have associated with me in this interesting ceremony, that she is ready to undertake the task of turning the sod. . . . It may seem irregular application of the principle of division of labour, that the lady should dig and the gentleman speak. But this is an age of progress . . . That the Railway . . . should be commenced while I am still in Canada is therefore a subject of no ordinary gratification to me, and I am glad that Lady Elgin should have consented on your invitation to put her hand to the work."

The Countess of Elgin supported on the arm of Mr. Boulton received the silver spade from the Chief Engineer and lifted some earth into the tiny oak wheelbarrow. Amid cheers, Lord Elgin wheeled it a short distance and then they returned to their seats accompanied by further cheers for the Queen, Lord and Lady Elgin and finally for the Railroad that had just then been born.

The sod which Lady Elgin lifted was secured by a young Scotsman, Sandford Fleming, and was presented some years later to the Canadian Institute.

The celebration was completed by a Grand Ball patronized by the Governor General, the Prime Minister, Francis Hincks, and Honorable John Ross with 400 invited guests. The "Examiner" said, "Supper was served at midnight in Mrs. Dunlop's best style . . . Dancing was not protracted to so late an hour in the morning as is usual on such occasions; but was concluded about half past two o'clock." In such an atmosphere, combining the gala day with a night of gladness, did the people let it be known that they welcomed the coming railway.

A NOBLE YANKEE

Mr. Capreol was a man of means despite the £11,000 he had spent on behalf of his railway bill. He became aware that a charter to build a road was of little consequence unless someone knew how to lay a track an engine could safely pass over. Many

short railways had been built in the United States, in fact a series of these connected Buffalo with Albany from where a boat could be taken for New York City. Mr. Capreol had gone over that route with its many transfers and wanted his road to be different. It was to reach from Lake Ontario to Lake Huron.

The New York and Erie, stretching from the Hudson River to Lake Erie, was much nearer his ideal of a railroad. He learned that Hezekiah C. Seymour had become associated with that organization as an engineer in 1835. When the *New York Times* said that, "He was a man of unswerving integrity, and conscientious uprightness of conduct, in all the relations of the business of life. . . . A man of quick discernment, correct judgment and prompt decision," it was speaking the thoughts of the directors of "The Erie" who had raised him first to the office of Chief Engineer and then to Superintendent of their road.

In 1849, Seymour was persuaded to contest the position of State Engineer, in New York. It was an elected post with the distinction of "Honorable" as applied to our Provincial Cabinet Ministers. He was successful at the polls and served his two-year term with distinction and it was said, "His forecast and sagacity were eminently displayed in his prosecution of all the public works with which he became connected." As a holder of public office, he voluntarily resigned his position with the Erie Railway since much of its property was in the State over which he had jurisdiction.

Early in February, 1850, Seymour received a visit from Mr. Capreol at the State buildings in Albany. His purpose was to ask for advice on the best method of constructing his railroad out of Toronto. A few weeks later, the local newspapers were glad to report that Honorable H. C. Seymour was staying at the American Hotel, Toronto, where he was being consulted about the Northern Railroad. Many years afterward, John G. Howard was proud to state that he had been directed to accompany the Honorable Mr. Seymour during a survey of the Garrison Creek in preparation for the city of Toronto's first railway.

When Seymour had met and reported to the directors, he was asked whether he would accept the position of Chief Engineer of the Canadian project. This, he was willing to do because its works would be outside of his own state and it was not long before he brought a staff to Toronto and a route was mapped out as far north as Barrie. He need not have hurried because Capreol was still struggling with the matter of finances and it was not until the following November that he dare ask for contractors to meet him and talk business.

Seymour estimated the cost of the road to Nottawasaga Bay at two and one-quarter million dollars or $25,000 per mile. A firm of American contractors, M. C. Story and Company, headed by Milton Courtwright, offered to do the job and take $600,000 of the amount due them in stock of the railway company. The County of Simcoe bought another $200,000 worth with their bonds. The Toronto City Council was persuaded to make a donation of $100,000 and about $80,000 of the stock had been contracted for by private individuals, three-quarters of them from the County of Simcoe.

After three years' effort to gather up one-half of the cost of the road so that it could qualify for the Government Guarantee to finance the other half, Capreol was still $140,000 short until, in August, 1851, he persuaded the City Council of Toronto to promise a loan of that amount. Within a week, the contractors were calling for tenders to get the work started.

In the meantime, Seymour had accepted a retainer as a consultant with a large corporation which had contracted to build the Louisville and Nashville, the Connecticut Air Line and that part of the Baltimore and Ohio Railway which joins Cincinnati and St. Louis. But his organization in Canada worked perfectly and in less than ten months the entire line of 65 miles - between Toronto and Barrie was graded throughout. Much of the clay was moved by oxen, even then looked upon as slow moving; nevertheless, the work was accomplished in less than the time required to grade the Barrie Highway, a century later, where steam-shovels and fast bull-dozers in large numbers were the order of the day.

Mr. Capreol was naturally an aristocrat, and when he had performed a worthy act, he expected to be treated with respect. As soon as the finances of the railway company were firmly established, however, some of the directors felt that his style of rebellion against small dealings was not in the interest of business as they saw it. Unfortunately, the chairman of the board of directors accepted the position of spokesman for these people without knowing their full intentions.

On March 10th, 1852, Mr. Capreol climbed jauntily up the stairs to the office of the railway company, on Church Street. In the board room, he found Mr. Boulton deeply engaged with Mr. Seymour, the Chief Engineer. Mr. Capreol waited until Mr. Seymour left, soon afterwards. Mr. Boulton re-entered the room and closing the door, he turned the key in the lock. Mr. Capreol was very affronted.

The matter got into the newspaper and about a week later, Mr. Capreol made a lengthy reply which reads in part, "I regret having been betrayed into what many think unseemly violence; but I put it to any man, who values his self respect (if the door of a Board Room which he had a perfect right to consider was open to him as a Director, was impertinently shut upon and locked against him by the Chairman) whether he would not have resented the insult as promptly as I did?"

The situation was that two perfectly honorable gentlemen had been led to mistrust one another when in truth they were probably of one mind. Mr. Boulton may have been discussing the report Mr. Seymour was to make a couple of weeks later, but more probably they were confronted with a very grave issue concerning the contractor's disposal of the municipal bonds by which they had been paid in lieu of money. According to evidence which came out later, and we can believe that Mr. Boulton had come into possession of it, the mayor of Toronto had learned that these bonds could be bought at a twenty per cent discount and had resolved to take advantage of the situation. Two months later the evidence became plainer and both Mr. Boulton and Mr. Seymour promptly resigned, without offering reasons for leaving the railway.

Before Mr. Boulton and the railway parted company, an item of business of an important nature was initiated. He had been offered about four acres of swamp land to the east of the Garrison Creek at the foot of Bathurst Street for $100 and by paying about twenty pounds into court, the railway established its first home in Toronto.

To celebrate the turn of events, Mr. Capreol hired a tally-ho and a team of horses. *The Globe* on May 29th, 1852, said "The people of Toronto had proof positive that the Northern Railway is actually progressing. Mr. Capreol who takes so deep an interest in the work has been engaged for the last two days in taking out detachments of notables of the City and members of the Press to examine a rather extensive cutting which is being made about seven miles from the city. A stone culvert near the same place, of very substantial workmanship, attracted much attention from the visitors. . . . The parties were handsomely entertained at the house of one of the contractors (Mr. White), and were delighted with their trip."

Mr. Seymour remained in Canada long enough to explain the work that had been accomplished to Mr. Frederick Cumberland, whom the Railway Commissioners had appointed to clear

away the smoke screen raised by those who wished to profit from dissension. He then departed for St. Louis to become absorbed in a task which involved an expenditure of $35,000,000.

Travelling hundreds of miles to the frontiers in those days allowed little time for sleep and certainly none for comfort. About fourteen months later, the Patriot carried this item, "We regret to learn that the Honorable H. C. Seymour, late engineer in chief of the State of New York, died on Sunday last at his residence at Piermont, Rockland County, at the age of 42. Mr. Seymour was the first chief engineer of the Ontario, Simcoe and Huron Railroad (the Northern), and to his sagacity and confidence in the work may be attributed the position which that road now occupies . . ." *The New York Times* said, on July 25th, 1853, "Leaving a widow and a family of six children, one son and five daughters. . . few men could have passed away from the community at the present time whose death would be more generally and more sincerely lamented."

THE NORTH BECKONS

The routes from Toronto to Georgian Bay were established by the North West Fur Company before the year 1800. They persuaded Governor Simcoe to have the trees cut from the present location of Yonge Street, but they had to finish the road themselves. After reaching Lake Simcoe, they were in doubt which way to proceed northward. The Governor himself went to Penetanguishene and it seemed to have impressed him as the proper place. But after his return to England, the Company opened the famous "nine mile portage" from Kempenfeldt Bay on Lake Simcoe to the Nottawasaga by way of Willow Creek.

That route was used for about fifteen years and it was at the mouth o(that river that the Company's Schooner Nancy was hidden during the war of 1812. However, the shifting sands at that place made it desireable to exploit the bay which the Governor had viewed so favorably. In Smyth's *Gazetteer* for 1813, we read, "The tract of land between Kempenfeldt and Penetanguishene Bays has lately been purchased from the Indians, and a road is opening which will enable the Northwest Company to transport their furs from Lake Huron to York." The matter had been settled for a couple of years, since as early as 1811, members of the Company had applied for patents to some thousands of acres of land along the route.

The road climbed to high elevations and was a reliable one through most months in the year. The Stage Coaches used it and several taverns had been established by friends of the retired English Army officers who had been induced to settle along the

way. It was the demand of these people that the railway should go through their land which was used as part of the smoke screen in 1852 by the Toronto City Council when they were delaying payment to the contractors of the money then due.

After Mr. Seymour's resignation, Railway Commissioner, Samuel Keefer, was called in to straighten matters out, but had no better luck for "there's none so blind as they that won't see." He did, however, on behalf of the Government, appoint Frederick Cumberland to take the matter in hand and he was made Chief Engineer. Seymour explained what had been done and gave him his ideas regarding the impossibility of taking a railway up the Penetang road which he had carefully surveyed and calculated.

Cumberland was an architect by instinct. He had come to Canada five years before and was rapidly making a name for himself in that field, but previous to his taking up engineering as a profession, he had attended King's College, London. He had spent several years on the construction of the great docks at Chatham and Portsmouth and was considered to be the right man to establish a proper harbour for the Northern's terminus at Georgian Bay. That Keefer was right in his choice was proven in the next decade during which Cumberland acted as consulting engineer for all the railway docks constructed from Montreal to Sarnia and Detroit as well as some in the United States.

His railway building experience was obtained while working as assistant engineer under the great I. K. Brunel on the Exeter and Plymouth branch of the Great Western Railway in England. This man, Cumberland admired and tried to emulate in his forth-right engineering reports which he carefully combed so as to eliminate any possible fallacies. He brought with him the English idea of having railways as straight as possible and those who have noticed the route of the old Northern from Parkdale to King will see some of his handiwork.

Within a couple of weeks of his appointment, Cumberland wrote to the Prime Minister, Francis Hincks, as follows: "I do not think any material alterations can be made in the grades, the line of country adopted will not admit of it and any deepening of the cuts . . . would materially injure it as a winter line. The curvature is frightfully ugly and must be altered as far as possible. I do not think it is dangerous, but would be seriously detractive in point of speed and working expense. I am now running eleven new lines and when in possession of the profiles will be able to determine how far we can reasonably insist on improvement. . . .

"The contractors are fighting men, so we may look for a

battle royal. They agree to stone abutments to all bridges and will, I think, give way on the hemlock ties and some of the curves, but to stations or equipment extra to that agreed upon, they will baulk."

A reply made to the Directors said in part, "He writes, the contractors won't hear of doing any further work or giving any more rolling stock . . . That can't now be helped, but we must have certainty it will be made complete. I am sure Cumberland will not give them any unnecessary trouble but protect the Government, the City of Toronto and the public at large."

The contractors agreed to straighten the line for £11,000 extra and we hear no more of the section south of Barrie. Cumberland gave his whole attention to solving the problems and settling the disputes that had arisen to the north of that town during the next six months. He knew that Seymour was right in his location of the road although wrong in the choice of a harbour, but it was going to take a large amount of mathematical work to change the minds of the old soldiers who had been waiting 20 years for a pot of gold.

Three years before, Cumberland had sat down with Alfred Brunel, Sandford Fleming and Kivas Tully, in the architectural office of the latter, and set up a society of professional engineers. That organization became the Royal Canadian Institute which still exists to the present time. Cumberland reasoned that if these men were his brothers at that time, they should be willing to help him in the County of Simcoe. He employed Fleming and Brunel as his assistant engineers and went to work on five separate surveys. Two of these were those made formerly by Seymour.

There was little publicity given to their activities although the "Barrie Advance" early in January, 1853, said, "The Directors of the Toronto and Lake Simcoe Railroad have been on a mission to 'The Hen and Chickens Harbour' to inspect the facilities offered at that spot for a terminus of the Railway." Actually I there were only four in the party, Cumberland, Fleming, E. C. Hancock and B. W. Smith, the sheriff of Simcoe County. After going over Cumberland's plans for harbour installations, they took a bottle of wine and there and then re-christened the "place" Collingwood. The zealous Fleming retrieved a piece of the broken bottle and presented it to the Northern Railway Directors, ten years later.

Cumberland's report, a couple of weeks later, was a very lengthy and precise document bristling with the logical develop-

ment of his calculations. He showed by means of diagrams that 15 miles of the 42 involved while taking a railway eastward and north to Penetanguishene, would have grades rising 60 feet to the mile. His survey over the old "nine mile portage" route was fifteen miles shorter, but had the same degree of grade while leaving Barrie and involved many difficult curves.

Seymour's route was two miles longer but went westward and thereby avoided the heavy grades. This survey, Cumberland accepted until after it crossed the Mad River south of Brentwood where he turned it northwesterly to the Hen and Chickens, a distance of 31 miles from Barrie.

After admitting that his choice was four miles longer than that by the "nine mile portage", he showed that its maintenance wouJd be much less and that it had a potential harbour. In this latter regard, he spoke of the mouth of the Nottawasaga River in these words, "Composed of sand and light shingle . . . of a shifting and treacherous character, calculated, I fear, to put engineering skill at defiance, or involve its works in endless and hopeless expense of maintenance."

One of Cumberland's most effective arguments for his route was made when he said, "The statistical returns of the population, acres cleared, and crops yielded within the Townships through which these explorations have been carried . . . fully attest .. . the Collingwood line skirting or passing through the Townships of Vespra, Essa, Tosorontio, Sunnidale and Nottawasaga . . . offers far greater inducements for the location of the line, than the country northeast of Barrie; for even w[h]ere the extent and fertility of both sections equal in value as in relation to the road, it is evident that the southern limits of the eastern tract are connected by Lake Simcoe, and the northern by Gloucester and Nottawasaga Bays with your Railroad. Their trade will still be beneficially served and to a great extent secured to the line, on the adoption of the Collingwood route; whilst were that to Penetanguishene selected, all these fertile Townships to the west would fail in obtaining an outlet . . ."

SHE WHISTLES, SHE STIRS

No other mechanical invention ever was received with such universal respect, admiration and glamour as was the steam locomotive. It very easily became a friend to man as had the horse and the dog before and when it panted while climbing a hill, he sympathised, encouraged and commended its successful efforts. The cranks on its wheels, while moving up and down but at the same time forward, resembled the knees of a sturdy Clydesdale horse and there was a rhythm that led to poetry and song.

The steam locomotive was the stimulating genius of a million Canadian and American youths during the second half of the nineteenth century and played no small part in replacing the tales of the Trojan War and ancient heroic myths as a source of inspiration.

The Globe of April 29th, 1852, under Northern Railroad, said, "Contracts have been made for two thousand tons of iron for this road to be delivered in Toronto by the 22nd of June and the remainder, 7,000 tons, by the end of July . . . It is about time we presume, to order the engines for the road, and we hope that the very first put on the line may be named after the projector, 'The Capreol'. What could possibly be more appropriate to be named after Mr. Capreol than a Locomotive."

The rails mentioned were bought in New York and, as part payment, $188,000 worth of the Company's stock was given by the contractors. In that deal, almost a quarter of the stock sold was transferred to outside parties and its voting rights had an inconvenient habit of turning up at directors' meetings for the next thirty years.

Neither the rails nor the engines appeared quite as early as the Globe had wished, but progress was being made and, after all, little more than six months had passed since the turning of the first sod and these were the coldest of the year. But that newspaper finally had its wish partly fulfilled and on October 5th, it was able to say, "The Queen's Wharf has been the scene of altogether unusual bustle for the last two days, three steamers and a schooner having been discharging there the rail for the Northern Road. The locomotive, the arrival of which we noticed before, has attracted a great deal of notice."

The engine mentioned was built in Portland, Maine, and had been brought across Lake Ontario from Oswego on a schooner. She had four driving wheels and an equal number of pilot wheels in front. With her had come William Huckett to take charge of matters of locomotion until other men could be trained. He was a romantic personage and, although born in England, he seems to have driven the first engine on more lines in United States than any other railway man. After driving the first locomotive on the Erie Railroad, he was selected to take the first train into Buffalo where he stayed until the trouble spots were smoothed out. While there, he became acquainted with Nickinson, the actor, which Huckett himself was at heart, and a long period of cooperation sprang up between them.

The Globe came back two days later with enthusiasm in

these words, very probably written by George P. Ure. "Tuesday last was the first day in a new era in the history of Upper Canada, for on that day the first locomotive made its first journey on the first railroad built within the Province. The powerful machine was landed a few days ago and has been put together on the track which is laid down upon the Queen's Wharf . . . The cost was about nine thousand dollars, and the duty paid to the Provincial Customs over a thousand dollars. It was necessary to import this locomotive, for it was required immediately, but we understand that the contractors for the road have made every exertion to employ Canadian mechanics to execute the work and that a machine is actually in the course of construction for them by Mr. James Good of this City . . ."

About fourteen miles of track had been laid through Parkdale, Davenport and up to the present village of Concord. The rails, like the ties, had been hauled and deposited along the right-of-way by means of farmers' wagons. Very little ballasting had been done, and it was for running over such a track that the locomotive manufacturers wisely entrusted their product to the hands of an expert of their own choosing.

The Globe continues, "A great many finishing touches were required to the engine, but about half-past six p.m., it was announced that all was ready. Fire was hot, smoke was belching from the great broad chimney, the steam was up, and a select party was ensconced on the tender, Mr. Capreol, the originator of the road, conspicuous among them. The signal was given, the warning bell rung, she stirs, slowly and painfully at first, but presently with more ease, and amid the cheers of the crowd, she moves majestically up the wharf, the steam whistle waking up the echoes of the Bay and proclaiming that a great fact had been achieved. The iron horse has fairly been introduced to a new field of labor. . ."

Some folks would appreciate knowing the names of the other occupants of the tender which followed the engine on the first ride out of Toronto, but probably they did not long remain in that city to recall their distinction to inquisitive reporters.
On May 18th, 1911, Captain Francis Nash wrote from Montreal to John Harvie, "About the first passenger train leaving Toronto . . . I remember the locomotive that was probably attached to it. She was called the Lady Elgin. With Bill Huckett as engineer and his brother Sy Huckett as fireman, this engine first left the Queen's wharf on her trial trip and went some 40 miles and back. My brother, G. R. Nash, late manager of the Detroit, Grand Haven & Milwaukee R.R., then a young lad, also rode on her on this trial trip . . .

"At the time you speak of, my father's brewery and Jacques & Hay's furniture factory were just opposite Sword's Hotel on the Bay front . . . Mr. John Ross Robertson remembers me well as we were class mates at Upper Canada College at the time. I left Toronto in 1859 to join the Allan Line of ocean steamships, and have been at sea most of my life, being in command for 22 years in voyages covering much of the whole navigable world."

Captain Nash did not always sail on steamships for in 1874 he won a prize for sailing the "clipper ship" Pride of England in a race from Liverpool to Quebec, arriving five days before his opponent. This was not bad for a boy born a thousand miles from the sea. He had, however, an inspiration, inculcated from having ridden on Toronto's first locomotive.

At a shareholders' meeting, held in December, 1852, it was reported that, "Mr. Good of this city has contracted for a part of the locomotives and others have been ordered from the United States." But making of the first steam locomotive in Canada took time and man power. An advertisement appeared in the newspapers offering employment to 200 mechanics at Good's foundry which occupied the land on the north side of Queen Street extending eastward from Yonge to Bond Street. William Lyon Mackenzie remarked in his paper that it was not long ago that there were not 200 mechanics in Canada.

A report to the Toronto Board of Trade on March 1st, 1853, said, "The Northern road to Lake Huron is complete about 30 miles . . . The steam engine with a commodious passenger car and several freight trucks makes a daily trip to the neighborhood of Newmarket, and already the advantages of that road are being felt in the City; by this conveyance large quantities of firewood are being brought down and sold at reduced prices."

On April 19th, the *Globe* reported, "The first Locomotive and Tender . . . was yesterday removed from Mr. Good's Foundry. It bore the appearance of very substantial workmanship . . ." The engine, later to be named the "Toronto" must have stood by the street for about three days, during which time many admirers flocked around to be thrilled by its wonders.

Eight days later we read, "The new locomotive . . . for the Northern Railroad was placed on the track at the end of York Street, on Tuesday afternoon. The removal of this creditable specimen of Canadian mechanism was effected on temporary rails, laid along Queen and York Streets, five days having been

taken to accomplish the difficult task."

The job was made easier by the fact that the rails used weighed only 56 pounds to the yard and no lengths were over twenty feet, but caution while handling a heavy and valuable machine paid off and as future engines were allowed to go down Yonge Street, W. L. Mackenzie wrote, "A very good man is this Mr. Good." It was this engine that pulled the first passenger train out of Toronto and not the Lady Elgin as suggested by Captain Nash. He was also over enthusiastic (14 miles rather than 40) in how far he thought that engine went on the trial trip.

ALL ABOARD

A bronze plaque on the eastern column of the portal to Toronto's Union Station records that from that spot, the first passenger train in Upper Canada started on May 16th, 1853. The impression may be gathered that trains have been starting from that point ever since, but such a thought would be misleading.

The *Globe*, on March 12th of that year, said, "The chief local subject of discussion in the city just now is the terminus of the Northern Railroad . . . The Corporation granted . . . a lease for 99 years at a nominal rent of a lot of ground, on the burnt district between Church Street and the Market, to be used as a terminus for the road. It is said that the city councillors interested in the property at the eastern end of the city gave the piece of ground not so much to assist the road, but to secure the terminus in their own neighborhood; . . ."

The day before this report, the railway company had obtained permission from the court to pay over $11,300 to the City of Toronto for four and one-half acres and $10,300 to a private party, who had purchased five acres a few months before, in payment for land covered with water between Yonge and Bay Streets and south of Front Street. In explanation of these transactions, the Globe stated that the railway company, "had discovered that the lot on Front Street (at Church) would be too small for a terminus and would besides be far less convenient in position than certain vacant lots on the bay between Yonge and Bay Streets, belonging to the Corporation. The Directors have in consequence proposed that the City Council should exchange the land formerly granted for the water lots or if the latter are more valuable, they profess themselves willing to pay the difference . . . The lot on Front Street . . . would not afford accommodation for a train half as long as we hope soon to see running to Nottawasaga three times a day . . . What benefits the Company will also benefit the City."

All folks living in Toronto did not see things in the same manner as the *Globe* and on April 13th, Mr. Oliver Mowat appeared in court to oppose the railway company's plans.

The next day that paper introduced a report by the Mayor of Toronto as "The result of the chiselling expedition made by the sheriff and himself to Quebec." This latter city being then the seat of government for the united provinces of Canada, the Mayor had hied himself thither and obtained from the Government of Mr. Francis Hincks a license to occupy the whole of the Toronto waterfront except that in possession of the Railway. The latter, up to that time, had not occupied any land east of Spadina Avenue, then called Brock Street.

So when the little wooden station was erected for the departure of the first train from the site of the present bronze plaque, it was on the assumption of what appears to have been squatter's rights. The home the railway officials had dreamed of had been chiselled from them, otherwise the bronze plaque would have been erected where the Dominion Government Building now stands, a block farther eastward. But these consequences were begat by old men and those prematurely old who wished to serve them. The romance of the railroad meant little to them, so the story has come from vital youth.

John Harvey, or Harvie as he later called himself, went from Scotland, his birth place, to Toledo, Ohio, at the age of 18. There he spent about fourteen months as a freight checker on the Michigan Southern Railway, before coming to Toronto in August, 1852.

At that time, he had learned a railway was being built north from that city and wished to stake an early claim for employment. He had to wait until the following February to make an application for a position in the operating department. Being known to James Mitchell, one of the Directors of the Railway, he was employed as a freight conductor. On the day set for opening passenger traffic, Alfred BruneI, one of the civil engineers, was put in charge. He directed Harvey to sell tickets at one dollar each for the trip from Toronto to Aurora.

The young man knew he was making history and kept a copy of the report which he turned in to the Company. It reads as follows: "I, John Harvie, sold the passenger tickets. Mr. Cantine Jones, from a railroad in the State of New York, had been engaged as conductor of this train, but had not arrived. . . . The train consisted of 2 box cars (nos. 1 & 2), one car half

baggage & half passenger, & one passenger coach, drawn by Engine 'Toronto'. William Huckett, master mechanic, took charge of the engine, assisted by Carlos McCall and Joseph Lopez.

"The Supt. Mr. Bonnel (Brunel) gave me a parcel of tickets and asked me to sell them to any intending passenger, and baggageman Wallace was to take them up on the train. The tickets I sold were accounted for on the return of the train from Aurora to conductor Jones at Toronto."

The first ticket is reported to have been sold to a shoemaker by the name of Maher, who lived on Queen Street East. It can be seen, however, that Harvie, at the age of 20, by flight of circumstances, became conductor of the first passenger train from Toronto. With Huckett at the controls, his responsibility was not very great, but he had staked his claim and remained in that position for thirteen years, when he was elevated to Traffic Master of the railway.

Another statement by Harvie concerning that first passenger train involves the engine Toronto. Before it could be turned around for the home trip, the tender had to be removed. He wrote, "When we got to Aurora, we found the turntable there was too small to turn the larger engine and its tender at the one time: it having been built to the size of the 'Lady Elgin' ."

Not all who gathered on Front Street to see the first train move out were able to ride on it. One person who signed himself "Delta" rushed home after it had departed and wrote to the *Patriot* as follows: "Sir, It appears that public travel on the Northern Railroad has really commenced, and that anyone who pleases may be accommodated with a ride in the cars as far as 'Machell's Corners'. So far so good, but the fare is too high to make the road popular, one dollar being the rate to the said Corners . . . How many passengers had they to-day? Not more than half a dozen, if they had so many. Reduce the fare to Half a Dollar and the travel will be increased four fold."

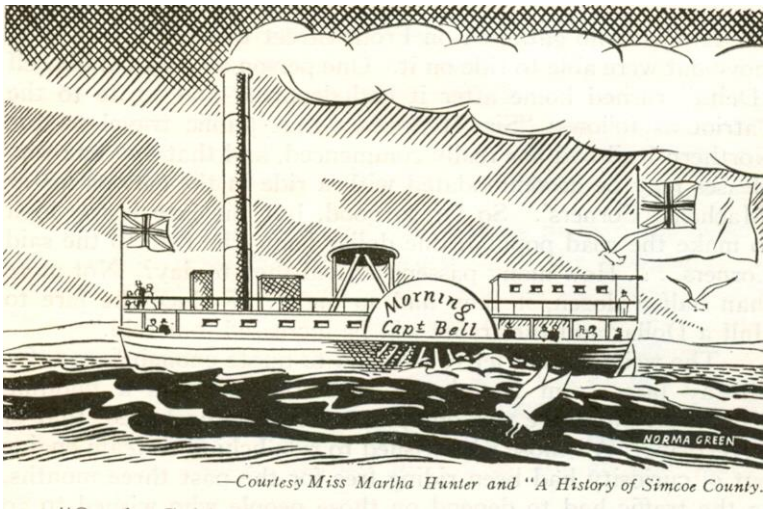
The writer of the letter went on to quote enough figures for railway fares from Buffalo to show that he was a budding economist, but there was one phase which he neglected, that of advertising. All those who wished to ride behind a steam engine out of curiosity had been riding free for the past three months, so the traffic had to depend on those people who wished to go some place and Aurora didn't seem to be such a place. Only on the very morning that the first train departed had connections been agreed upon. These were rushed over to the news-

papers and appeared in due time, for although Toronto had 14 of those publications, it was still without a "daily paper".

On Friday, May 20th, the "Leader" ran an item as follows: "The Northern Railroad is now open to Machell's Corners to which place cars make a daily trip from this city. There is a connection by Thompson's Stage to lake Simcoe, on which the boat runs as usual; thence by stage to Huron, and then by boat to the mines."

This was accompanied by advertisements which included the railway, the stage companies and two steamboat operators under the heading, "Northern Route. Royal Mail Line, from Toronto to Sault Ste. Marie . . . The Steamer Morning, Captain Charles Bell, in connection with the above line of stages and the Steamer Kaloolah on Lake Huron, will leave Barrie at 5 o'clock a.m. for Bradford Landing as follows: Mondays, Wednesdays and Fridays via Beaverton . . . and on Tuesdays and Thursdays via Orillia and intermediate places. Returning from Bradford Landing on the arrival of the stages from Toronto. . . .

"On the Coldwater road, a line of stages will be in attendance at Orillia on the arrival of the Steamer Morning and convey the passengers going to the different ports on Lake Huron to the Steamer Kaloolah, Captain A. M. McGregor, which will leave Sturgeon Bay for Sault Ste. Marie, touching at Penetanguishene, Owen Sound, Manitoulin, St. Joseph and Bruce Mines. . . . All kinds of merchandise forwarded daily by Railroad to Machell's Corners, where teams will be waiting until the completion of the Road to the Landing to convey goods to the Steamer Morning."



—Courtesy Miss Martha Hunter and "A History of Simcoe County.

THE FIRST CANADIAN TRAIN WRECK

In the romantic days of railroading, some pieces of rolling stock were favored by such long life that they became friends of two generations and then had their names woven into the legends of after years. On the other hand, some had their lives cut short by the circumstances of inexperience among the early railroaders into whose care they had been entrusted.

Such seemed to be the fate of one of the first passenger cars of the "Northern". The contractors had supplied the railway with one passenger car which they had purchased in the United States, but claimed that their contract only called upon them to supply enough rolling stock to get the road started. The railway commission took the matter in hand and saw that orders were placed with McLean and Wright of Montreal for 12 passenger cars, 6 baggage cars, 60 freight, 100 flat, and 40 gravel cars. The passenger cars were to be delivered at the rate of one per day, beginning May 1st, 1853.

McLean and Wright opened a factory on the west side of Bathurst Street in Toronto, a short distance from Front Street, and hired many local carpenters, including some young apprentices. To these latter, the job was most thrilling, since their work was on a product never before produced in Canada West. One of them wrote to a friend, fifty years later, of the first Toronto-made car, "It was fitted with oak doors and oak seats with maple panels between the windows."

The first evidence that the railway had reached Bradford was seen in a newspaper advertisement during the second week in July, over the name of A[l]fred Brunel, the superintendent. It read, in part, "On Monday, 18th July, two passenger trains will run daily, between Toronto and Bradford, as follows, (Sundays excepted) . .. Accommodation Train leaves . . . Bradford 7.15 a.m., arrives at Toronto 9.30 . . ." etc.

Before the train could begin its journey south at that early hour, it had to be placed in readiness in Bradford. Provision was made for the inauguration of service by sending what was to be an empty train northward on Sunday night. After leaving the present limits of the City of Toronto, ten miles of the straightest track desirable lay ahead to the northward. With the railway, as yet only two months old, there is little doubt that the boys in charge of the train felt their freedom from supervision lent an opportunity to try out the locomotive.

All went merrily until approaching Thornhill Station., near the village of Concord. There, a straggling member of a herd of cows decided to run for her life instead of for the stable,

but the engine, fired with maple wood, was faster than she thought. The crew of the train were under the miscomprehension that the plow shape of the cow-catcher was so devised to be able to toss any stray cattle into the ditch and so allow the train to proceed. When the cow was struck, she fell into the centre of the track and the engine and the first two cars passed over her, but she had revenge on the third car which went rolling down the embankment.

The five and one-half feet gauge of the road had probably helped the other cars to stay on the track, but a chain breaks at its weakest link and when the chain by which the cars were coupled gave way, the last item was on its own with a cow under the wheels of its western side. When the crew looked over the wreck at the foot of the bank, some of their respect for the strength of oak and maple was weakened. The car seemed to be a total loss and destined after two months to surrender any claim to glamour which was to be the fortune of her sister coaches on the Northern Railway.

But sometimes from misfortune comes forth a song and from martyrdom springs a saga which changes a premature demise into an immortality beyond that of the more favored. Among the wreckage, a man was found much tossed about, but very much alive. When the matter was reported to the Toronto office, it was decided that he must have been a hobo since the railway avowedly did not carry passengers on Sunday and its only purpose for going north at that time was to be in readiness to open the line on the following morning.

The railway officials had, however, declared the direction of the wind without looking at the weather-vane. When the trains were first operated to Aurora, the stage-coach from Toronto to Bradford ceased to operate the lower part of its run, but used to meet the train at Aurora and carry passengers to Bradford. With the new extension of the line, the stage coaches as users of the toll-roads leading out of Toronto, seemed to be nearing the end of a useful but not too enjoyable existence. It so happened that the toll-road operator, most spoken of, had started a newspaper a short time before and employed a very able editor. The breath of life which kept journals alive in those days depended upon the editor's ability to find a worthy cause and the [to?] make it his own as he fought for justice through the columns of his paper.

The *Leader*, on the morning following the opening of the Bradford extension, reported the wreck editorially. It added, "We are informed that at least one person who was in the carriage

was seriously if not fatally injured." That misfortune gave the *Leader* an opportunity to take a stick, which it had kept in pickle, and lay it on the young railway's naked back. The editorial continued, "Complaints are rife along the line concerning damage done by sparks from the engines of the different trains. Within the City limits . . . a Municipal regulation is in force requiring the use of a wire guard, technically a bonnet on the top of the chimney. It is said that out of the City, this protection is removed for economical, or other considerations; and the results are injury to fences along the route. . . ."

Three days later, the same paper published a letter denying that a hobo had been in the wrecked railway car. This reads, in part, "The individual sufferer alluded to is a most respectable member of the typographical craft, perfectly incapable of meanness implied by the expression that he got in unobserved. He had good, legitimate, moral, and, if you please, religious cause to travel on Sunday by any conveyance he could find, as he was proceeding to visit a sick wife. . . . He had learned that the train would probably go, and as there was nobody visible to ask questions of, he naturally got in just as the train was starting. The fee was tendered. . . to the conductor, who declined to receive it as it was Sunday. . . ."

The mental reservation of the conductor saved from the beginning a reputation of which the Northern was very jealous. For the next 35 years, the annual report of the railway was proud to insert a clause "no passenger was injured during the year". Sometimes the line had to be drawn pretty thin to maintain the record, for in the case of the first wreck, had the conductor taken the money said to have been offered, the injured man would automatically have become a passenger.

Wrecks and accidents on the Northern were so rare that it became accepted among friends and foes alike to recall that first misfortune. Rarely did a bit of the railway's history find its way into print without recalling that car which rolled down the bank. It was the salt added to the ever green and luxuriant growth of the railway so that it might be more worthy of a long life.

John Cameron wrote to Mr. Harvie, the Northern's first conductor, in December, 1913, enclosing a paper of which he says, "It gives an account of the opening of the first railway in Ontario with which you were connected about 60 years ago, which I remember well.
"I don't know of anyone now living, . . . except yourself, that was connected with the opening of Road. . .. .

"The car that went down the bank and was wrecked was built at McLean & Wright's. I remember the car very well, having worked at it. .. Our old friend Mr. McDougal had one of the oak doors for a gate at his home. . . off Queen Street. . . ."

So the first railway car ever to be built in Canada West, though seemingly due to be cut down at a young and tender age before it had a chance to be admired by a long succession of human patrons, was granted a more extended immortality than any of the 1,000 vehicles that came out of that factory. When all the others had been put to the scrap-yard torch, an oak door from car number one still swung to and fro upon its hinges at the end of McDougal's Lane.

Numerous applications having been made for BUILDING LOTS at the HEN-and-CHICKENS, the subscriber takes this method of informing the applicants and the public that as the survey is being made, and plans prepared, the Lots will shortly be open For Sale by Auction in Toronto, of which further notice will be given.
B. W. SMITH.
Barrie, May 16th, 1853.

WANDERING MINSTRELS

When William Huckett brought the "Lady Elgin", a Panorama of the Crystal Palace, scene of the great International Exhibition in London, England, was being shown in Toronto at the Lyceum Theatre. This form of entertainment came occasionally to St. Lawrence Hall. A year later there was advertised, "Uncle Tom's Cabin", painted on 10,000 feet of canvas and a little later, a Panorama of "The Mississippi".

The fact was, however, that when the curtain was rung down on the "Crystal Palace" early in October, 1852, there was a blank in the field of entertainment so far as new comers to the city were concerned. The longer established residents often made themselves independent of public amusements since they frequently staged plays in the larger homes. The Proudfoot dwelling on Yonge Street near Wellesley was noted for the fine acting which was done there of some plays that have now become classics.

Frederick Cumberland, at that time the Northern Railway's Chief engineer, was very theatre conscious. He was related to Richard Cumberland the dramatist, whose plays were still performed, when he was a boy in London. In the private theatricals around Toronto during the eighteen fifties, Cumberland used to take some of the heavy leading parts and was easily

conscious of the atmosphere created by the man who brought the first locomotive to Toronto.

William Huckett and his brother Josiah were actors at heart. They enjoyed playing to the cheering crowds and knew well that without their presence the number of spectators would have been many less. The cabs of locomotives provided the stage and the cord wood in the fire box was an ample footlight, as its blaze was reflected from the engineer's face when the door was open. Scientific knowledge and mechanical skill as displayed by that pair placed them in the fraternity of magicians in the eyes of the small boys and girls who stood about the station platforms. No horseman could so control his steed as did the Hucketts handle the locomotives weighing 25 to 30 tons with a train of a hundred tons behind them.

James Good's foundry had turned out many stoves and plows with an occasional steam engine for factory purposes, but under the influence of the fertile minded Huckett, the construction of a locomotive was decided upon, late in 1852. A draughtsman's design of the "Toronto" was published in the journal of the Canadian Institute, whose secretary was Frederick Cumberland. He and Huckett were soon of one mind and it was decided to erect the best machine shop in Canada on the Northern Railway's property at the foot of Spadina Avenue, then called Brock Street.

Cumberland in his second report said, "The permanent machine shop and engine house, with car shed, blacksmith's shop, etc., have been erected. . . . Machinery of a very perfect and ample character has been imported from England and erected in the Machine Shop, . . . for repairing service of the road, and provisions, in this particular, have been sufficiently extended to justify the anticipation that the Company may hereafter economically engage in the manufacture of its own engines." (Nos. 21, 22, 23 and 26 were later built in that shop during the 1860's.)
Huckett was proud of the large well-built shop, but the machinery was a long time coming and since the equipment was new and as yet not over-worked it would not have been much in demand during the first year. The building was not, however, to remain unnoticed during that interval. If the burghers of Toronto could have their private theatricals without thought of the newcomers within their gates, the latter could do likewise. This was easily possible and even aided by the man who was then responsible for all the Railway Company's property, Mr. Cumberland. ".

An old diary records a banquet being held in the new machine

shop with a stage erected at one end, on which entertainers performed. At a later date the latent talent among the railway men began to show itself as a direct extension of the reputation some of them had developed in their daily work.

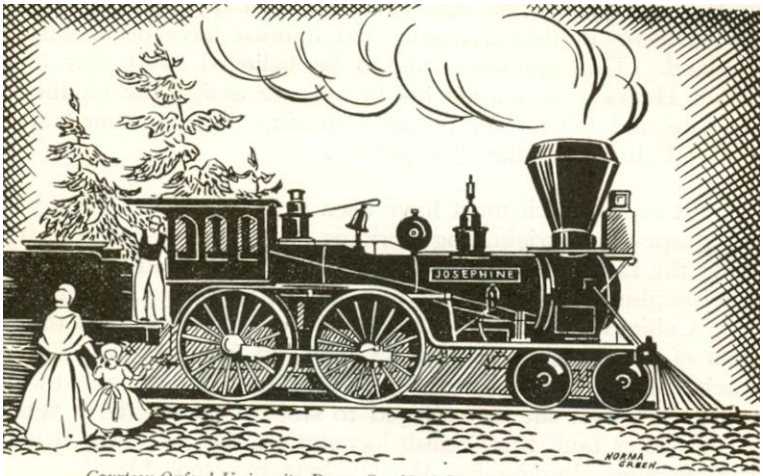
The third engine to come into the company's yard was a fast passenger locomotive from Patterson, New Jersey, with six-foot driving wheels. She was so sleek in appearance, some of the partisans of that day said that it must have been built in England. This opinion came to be believed as it was told. Josiah Huckett persuaded his brother to assign the engine to his care and with Cumberland's blessing, it was named after him and christened the "Josephine".

An event which must have been well announced by way of the grape-vine, originating perhaps with the station masters along the railway line, was a race between the Lady Elgin and the Josephine because it was retold in many ways all the way from Collingwood to Toronto and must have entertained thousands of spectators. An extract from an obituary of William Huckett says, "In this trial the Lady Elgin . . . lost out, owing to the fact that she was obliged to stop to take water. While at the water tank the English locomotive, the Josephine, which was following close behind Mr. Huckett, overtook him."

With the exception of the fact that both engines were American built, in different shops, we can accept this part of the story. The Lady Elgin having less boiler capacity according to her weight would probably run out of water before her competitor and William Huckett being a skilful and careful operator would not push on to the next water tank in order to please the spectators who were betting on their first love, the Lady Elgin.

There is no need to declare womankind fickle when saying that the Josephine soon became the pride of the line. Much of this popularity was related to her debonair engineer, Si. Huckett. A ballad composed for some of the private performances of the railway staff found its way into a printed song sheet, one copy of which still exists in the possession of a grandson of the station agent at Thornhill, a century ago.

It was sung to the tune of "Dandy Jim" supposedly by Josiah Huckett and a chorus. A few verses will suffice to show that these artists believed that a libretto is excellent so long as the music is not interfered with. It begins,



—Courtesy Oxford University Press, Sandford Fleming, Empire Builder, L. J. Burpee

"I dressed myself from top to toe, and from
Toronto did I go;
My hair all combed so slick and fine, I looked
as prim as the Josephine."

There is a verse and chorus for each station as far north as Barrie, to where the railway traffic was opened on October 6th, 1853.

"To Thornhill station we drew nigh,
And Duncan he did heave a sigh!
And in his next report you'll find
'Bout dandy Cye of the Josephine!"

For Holland Landing we have,
"At the Landing Station we next did stop
And Ross did look as though he'd drop.
The girls all pushed and shoved behine
To glance at Cye of the Josephine!

At Bradford station next we run,
Where Downie with his dog and gun,
To keep the girls from off the line
Looking at Cye of the Josephine!"

At Barrie--
"The girls were there since half past nine
Waiting for Cye of the Josephine! . . ."

When William Huckett died in December, 1904, a notice from Kansas City said, "The Royal Lyceum Theatre was, in 1853, the leading playhouse of Toronto. It was old and run down, however, and was not a paying investment. Under the direction

of Mr. Huckett, the Royal Lyceum was rebuilt and refitted. Mr. Huckett, believing that American management would be an improvement, secured the services of a Mr. Nickinson of Buffalo, who successfully conducted the house for a number of' years." It could have added that he fathered theatre development in Toronto.

Huckett had known John Nickinson in Buffalo when he took the first Erie railroad train into that city. He induced him to lease the Lyceum and after a winter's work, they opened on March 28th, 1853, with "The Rough Diamond", following the next night with "Faint Heart never won Fair Lady". Nickinson was ably supported by his daughters, one of whom later built and operated the Grand Opera House where the Adelaide Street Bus Terminal now rests.

Toronto theatre life during the 1850's developed to a state of excellence beyond that of any city its size on the continent, but before the decade was out, the Hucketts had moved on and we read that in 1858, William took the first train into Detroit for the newly-built Grand Trunk line from Port Huron. Ever a trooper, he shone brilliantly on first nights. When a railway was proved to be in good working condition, he passed it over to the career railroaders and moved on and on as a curtain raiser. He took the first train into Kansas City in 1865. The place impressed him and to there he later returned to take his last curtain call at the age of 83.

THE HEN-GIANTS

"Oh drat you !" said Mrs. Gamp, shaking her umbrella at it, "you're a nice spluttering nisy monster for a delicate young creeter to go and be a passinger by; . . ."

A kindly old section foreman, whose first work as a boy was pumping water by hand from the spring creek into a tank to slake the thirst of panting engines, used to warn the children who took a short cut along the railway track that, "The hen-giant will get you". They used to chorus back, "Oh, you mean the engine, don't you?"

On July 14th, 1854, Mr. Cumberland reported that the Northern had ten locomotives delivered and another five on contract. He said, "The Engines are all first class, manufactured respectively at the New Jersey Works, by Good of Toronto and Fairbairne of Manchester, and the Rolling Stock has been built under contract, at Toronto, by Messrs. McLean and Wright, similar in every respect (except the substitution of steel for rubber springs) and after the same specifications as those sup-

plied to the Portland Division of the Grand Trunk Railway." (The Manchester engine, No. 18, called the Niagara, did not come to the Northern until some years later.)

The last phrase was unnecessary because the Grand Trunk only had one section of its track in operation up to that time and it was not until more than two years later that it reached Toronto from the east. It had in the meantime patronized Toronto's industry by buying three locomotives from Mr. Good. These were, the "Sherbrooke", the "Island Pond" and the "Northumberland" numbered one, two and three according to John Harvie.

There are many "Railroad Fans" who might wish to know more details of the ten engines mentioned by Mr. Cumberland. They all had four driving and four pilot wheels except numbers nine and ten which had six driving wheels only. To be more concise, the following table is given:

Name	No.	Wheels	Cylinder Stroke Dia.	Connec-tion	Maker	Driving Wheels
Lady Elgin	1	4-4-0	20 in. 14	Inside	Portland	60”
Toronto	2	4-4-0	22 in. 16	Outside	Good	66"
Josephine	3	4-4-0	20 in. 17	Inside	Brandt	72"
Huron	4	4-4-0	20 in. 17	Inside	Brandt	60"
Ontario	5	4-4-0	20 in. 17	Inside	Brandt	60"
Simcoe	6	4-4-0	22 in. 16	Outside	Good	66"
Collingwood	7	4-4-0	20 in. 17	Inside	Brandt	60"
Seymour	8	4-4-0	20 in. 11	Inside	Brandt	60"
Hercules	9	0-6-0	20 in. 18	Inside	Good	54"
Samson	10	0-6-0	20 in. 20	Inside	Good	54"

It can be seen that the Brandt engines from New Jersey were almost identical with the exception of the larger driving wheels of the Josephine. On the other hand, Good's foundry, with Huckett as chief adviser, was a place of experimentatlon. Only the two outside-cranked, Toronto and Simcoe, were Identical in every respect. The two heavy pusher engines, Samson and Hercules, had their cranks put inside of the wheels, but when he built number eleven they were again put outside. Good, in constructing numbers twelve, thirteen, sixteen and seventeen at a later date, connected them inside, as were numbers fourteen and fifteen by Brandt.

The Toronto, Simcoe and Josephine were the original passenger engines of the route because of their larger driving wheels, but only the latter held her place against all newcomers over the thirty years they were on the road. Numbers sixteen

and seventeen, named respectively the Morrison and Cumberland, carried on much of the passenger business for about 20 years.

The names of the earlier engines were taken from the three lakes touched by the railway, Ontario, Simcoe and Huron. Their not being in that order may contain the nucleus of a story in Itself. It appears as if number four position was to be given another name, perhaps Capreol. The fourth engine turned out of Good's foundry was named the Huron and would, if ordered by the Northern railway, have taken seventh position following the Simcoe. But that engine, on reaching the Yonge Street wharf, was stated by the newspapers as being forwarded to the Buffalo and Lake Huron Railway. By that time, the Brandt engine in number four position on the Northern's roster had been named Huron, probably to the great satisfaction of some who would have wished to have an engine called for themselves. It is worthy of mention that the only one in the first group named for a person was the "Seymour" after the first Chief Engineer, probably on Cumberland's recommendation.

After considerable delay, due to the directors stopping the northern works while they re-argued the virtues of the ports of Collingwood and Penetanguishene, Cumberland was able to take the first engine into the former place on December 14th, 1854, although the initiation of passenger traffic did not start until three weeks later.

Swamped with architectural work, Cumberland made arrangements for the final settlement with the contractors, wrote his final report and at the same time put in his resignation. This was followed by that of Mr. Brunel who had become a City of Toronto Alderman, although he held stock in the Company and continued to attend its meetings. The Hucketts knew that from then on, railway operations would become more monotonously routine and turned their attention toward the frontier where "men were men".

With the "trail-blazers" gone, the railroad came largely under the direction of home talent during the year 1855. At the end of that time a call had to be sent for help and the road was fortunate in obtaining the services of three key men from the Rome and Watertown Railway, Lewis Grant as superintendent, James Tillinghast as master mechanic and L. S. Williams as chief locomotive engineer.

Tillinghast, who was later to become superintendent of the New York Central Railway, said in his first report, "The engines

named in the annexed Report were, on the 1st day of April last (1856) in bad condition generally, only 8 of them (out of 17) being in running order. The boilers and the flues of most of them were leaky, caused no doubt by undue strain, as the scales and steam gauges were out of order, and in some instances boilers were carrying 160 lbs. of steam. This has been remedied, and all scales are now set at 90 to 100 lbs.

"During the last nine months we have overhauled and repaired nine of the engines and partially overhauled three others. The two six-wheel connected crab-engines (so called because they went backwards while pushing freight trains from the rear up to King station) have been repaired and heavy and substantial trucks built in the Company's shop at moderate expense, put under the forward end in place of a pair of drivers. Since the alteration was affected, the engines have worked well, and much easier upon the track. . . . (If the Samson was changed, she later had her extra drivers restored to her.)

"The Simcoe had been, in 1855, condemned as unfit for road service, on account of bad boiler and flues, and would not track straight, and considered as only fit as a stationary for the shop. The boiler has been re-riveted and the flues spliced out, frames squared, new tyres put on and motion work repaired, and it is now running Mail Train, and is probably worth as much to the Company as when first purchased.

"The engine Toronto, in collision in 1855, will require considerable time to repair, as much of her work is badly damaged. The boiler is now ready for the other work, which will be commenced immediately. This is the only engine not in running order. . . . The passenger and baggage cars, on the first of April last, were in very bad condition. New trucks entirely have been put under eleven of them (out of a total of 14) and the others well repaired. All the bodies have been trussed up and new roofs put on; . . . many freight cars are in want of new roofs, which are being put on from time to time. . . . The present year the box and platform cars will require at least 300 new wheels, as a large number of the wrought-iron ones are nearly worn out. ' Cast iron wheels are fully as safe, and much cheaper. . . .

"The contract for furnishing wood for the use of the road has been cancelled. . . . There was on hand, 31st of December, one thousand nine hundred and twenty-seven cords, and a large quantity along the line for sale."

The elaborately and extravagantly fitted machine shop which had to serve as a banquet hall and theatre, in its first year

of life, in order to justify its existence, came truly into its own by the time the road was three years old. The men who built the cars had little conception of the strain to which they would be subjected and the men who operated them likely had little more.

That machine shop appeared like a hoard of gold to Tillinghast, whose application of the fine English machinery probably saved the Company from bankruptcy, which was the lot of many early railroads.

BELL EWART

Cattle and camels grazed for centuries on the site of ancient Troy without their owners being aware of the former greatness connected with that pasture field. A somewhat thorough demolition was the misfortune of the first thriving centre created by the Northern Railway. Its origin was not widely announced because the town of Bradford might complain, but trouble arose from another quarter, namely the town of Barrie.

Mr. Cumberland rather shyly mentions in his statement of July 15th, 1854, "In connection with Lefroy and Bell Ewart Stations, it may be proper here to revert to the considerations which induced the construction of the branch of 1½ miles to the main shore of Lake Simcoe as an extra to the original intentions of the Company. When the line was first opened to Bradford it became apparent that unless the Company controlled the steam navigation of Lake Simcoe those facilities would not be afforded to the trade which were necessary to secure it fully to your route. Accordingly I recommended the purchase of the steamer 'Morning' together with the wharves at Bradford and Orillia, and subsequently with a view to superseding the tortuous and tedious navigation of the Holland River, of lengthening the season of navigation, of giving still more facile outlet to the Simcoe trade and yet increase the mileage of road over which it sbould pass, I submitted the propriety of constructing the Bell Ewart branch.

"The right-of-way and a terminus of five acres was secured free, and the line, together with steamboat pier, station and freight building have been constructed and are now in full operation."

That story gives a very humble and utilitarian origin to a small acreage of Ontario land which was due to yield many millions of dollars in the next decade. The idea of its creation seems to have begun with some American friends of the contractors for the Northern Road, early in 1852, and before the

end of the year the news had spread northward to Barrie. The Company dare not, however, begin constructing the branch until the rails had reached Allandale, which was called Barrie Station, during the next ten years.

In the *Patriot's* account of the christening of the embryo Bell Ewart, it can be seen that the atmosphere was entirely financial rather than political as those events usually were in those days. Samuel Thompson, the editor, said, "It is a beautiful situation being in the heart of the finest agricultural country north of Toronto, and some 15 miles nearer than Barrie. Grist and saw mills are immediately to be erected, and the Northern Railroad is now constructing a wharf, machine shops, etc., in it.

"The ceremony of naming this promising town took place on the 25th (November, 1853), a considerable number from Toronto and other places being present. John Cameron, Esq., Cashier of the Commercial Bank, performed the ceremony of giving the town its name amid more than the ordinary festivities and rejoicing,"

Contrary to many of the rosy pictures painted in those days which were washed out during the next rain storm, everything predicted for Bell Ewart came true. Huge mills were put into operation and a large number of houses built for the comfort of those employed in an industry which made no sacrifice when it donated five acres of land to the railway company.

The Canadian freight rate problem began in Bell Ewart. In 1853, Sage and Grant, saw mill proprietors, agreed with the directors of the Northern Railway to erect mills at that place and ship a minimum of 50 cars of lumber each month at a rate of about eight dollars per car for the fifty odd miles of haulage to Toronto. This agreement was complied with meticulously for over four years.

At the end of that time, it was calculated that the Company was losing about eighteen and one-half dollars each day on the agreement. This was based on the saw-mills providing enough for 14 car trains. A similar bargain with lumbermen, Baines and Shortiss, was losing forty-five dollars per day. Mr. Brunel asked his successor, Mr. Grant, whether he meant to say that 14 cars were all that an engine could haul over the road and that expenses of the train would be very little increased if it were made to consist of 22 cars. He said he had seen an engine taking 30 cars.

Mr. Brunel had been superintendent for the first two years of the road at a time when its engines were new and perhaps the contract did not lose money since they were able to haul longer trains. There is not much doubt that the freight rates were much too low. In the year 1856, the passenger receipts were $108,000, while the large freight business which occupied more engines and rolling stock, yielded $500 less than that amount. These revelations helped to revive an old fire that had been smouldering from the time that the Bell Ewart branch was first mentioned. This centred around the facts that Barrie Station was over a mile from the town and the great rafts of saw-logs that were continuously towed down Lake Simcoe to Bell Ewart could not be attracted to Barrie since it was not on the railway. The efforts to reach equality or superiority for this very well established and aristocratic town are revealed in the pages of the *Patriot* of August 10th, 1853, which records as follows:

"On Saturday last, Messrs. Lane, McConkey, McWatt and Sanford, the deputation appointed by the Railway Committee of Barrie, returned from Toronto after a satisfactory interview with the Directors of the Northern Road. On the Thursday previous they waited upon the Board and obtained distinct assurance that the extension line should be made. . . . That a free right-of-way should be secured to the Company, from the head of (Kempenfeldt) Bay to McWatt's wharf, as laid down on Mr. Reid's Diagram and Survey. . . . The committee attempted to raise a sufficient sum by private subscription, and after personal application to every ratepayer, a sum of £1,189 only was subscribed. . . . A further sum of about £800 will be required."

In that simple statement, an issue was opened up for the construction of a little over 320 rods of railway track which was to use up more printer's ink per mile than any other railroad in North America. The town of Barrie finally borrowed the money to buy the right-of-way, but it was then found that neither the municipality nor the railway had powers to expropriate people's property and there were three citizens who refused to sell. The town employed a lawyer in the person of a young man seeking election to Parliament.

The Trojan War lasted ten years and so did the battle over the "Barrie Switch" as it came to be called when the conflict caught the eye of more editors and scribes. Homer's words are not entirely inappropriate as he sang,

> "So to the fight the thick battalions throng,
> Shields urged on shields, and men drove men along . . .
> Pale flight, around, and dreadful terror reign;

And discord raging bathes the purple plain; . . ."

The fight was because Barrie wanted an iron horse and were not contented with the wooden animal in the form of a ferry boat connecting their wharf with the railway station across Kempenfeldt Bay. At last they reasoned that the trouble started with a Parliamentary election and perhaps it could be ended that way. In the election of 1863, a new member was elected and he, although being a layman to the law, sat down with the manager of the Northern Railway and drafted a Bill giving the town of Barrie the right to expropriate land for the "Switch" and the iron rails soon carried the iron horse through the front gate of Simcoe's County Town.

Although Bell Ewart had to divide a part of its loaf with Barrie, it was not obliterated in a single stroke since there still were many miles of shore line on Lake Simcoe without railway service. Beaverton, Sutton and Keswick were glad that they had steamboat connection with Bell Ewart and the trade from Orillia and Muskoka still found the cheapest connection to take the train to Toronto. Once the railway was through Barrie, however, a great obstruction had been passed and Orillia and Washago soon became leaders in forming a Company to carry the rails farther north.

That extension was not too old before it became plain that railroading was becoming more complicated. We quote from a letter written by a distressed dispatcher about his orders to Allandale, when it had become a nerve centre, "At 11.25, there being no sign of Muskoka Mixed, I sent an order to agent Barrie to hold her till arrival of Muskoka Mail, . . . neglecting to tell Muskoka Mail to meet Muskoka Mixed at Barrie. (They) met just south of Gowan, but saw each other in time to avoid a collision." Not bad for hand brakes.

THE ROYAL TRAIN

Mr. Cumberland took time off from his architectural pursuits to attend the annual meeting of the Northern Railway as a shareholder. He offered some very constructive criticisms and was able to get a motion passed that the meeting be held on the third Wednesday of February instead of in July and that the present directors hold office for only six months. He was not at the 1857 meeting, held in February following, but was elected a director.

At the next annual meeting he was made vice-president and delegated to go to England and consult with the bondholders in regard to their increasing the debentures sufficiently to wipe

out the railway's debts. This they agreed to do on condition that Cumberland would become manager of the road. He accepted the position and by 1860 had its affairs in fine running order while carrying on his practice as an architect in partnership with W. G. Storm.

In the late summer of that year, Queen Victoria's son, Albert Edward, Prince of Wales, visited and captivated the whole of the British North American colonies. He was due to arrive in Toronto about the first week in September, but preparations began early in July. Cumberland was on the committee which met regularly in St. Lawrence Hall and after an over-all plan had been evolved, volunteers took upon themselves the task of providing the various units of the city's decorations. They have never been so grand at any time since that event.

The Prince arrived on the steamer Kingston which had been chartered for his tour. He was landed at a special wharf at the foot of John Street. There being only one line of railway tracks between the lake and Front Street at that time, a substantial area of land was available for a gala display.

A great amp[h]itheatre, capable of seating many thousands, had been built facing the landing place. The sun was getting low on the western horizon and added color to the thousands of people who filled the gaily decorated stand. Flags and bunting were draped everywhere in attractive designs, but the piece which seemed to have been snatched from a scene in ancient Egypt was an immense arch, immediately behind the amphitheatre and parallel with the south border of Front Street.

The arch was directly opposite the platform on which the Prince was received and had been designed by Mr. Storm, partner to Mr. Cumberland. It was 65 feet high supported on four gigantic columns capped with skilfully gilded lotus leaves so that the light from the rows of red, white and blue gas lamps stretching up each side was reflected downward toward the platform. The arch itself spanned a space of 27 feet between the columns and was of an intricate design and highly ornamented with mouldings, cornices and floral creations.

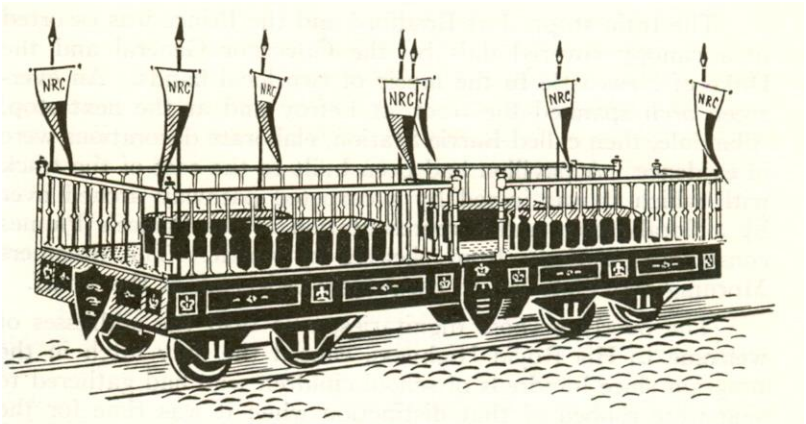
Mr. Robert Cellem, who accompanied the Prince's party, said, "The longer it was examined, more beauties seemed to arise out of it. All seeing something to praise in its colossal proportions, its massive columns and piers, its elegant devices, its beautifully frescoed shields and plumes, in turn called forth admiration." It was built by Messrs. Worthington and Mason.

By a peculiar turn of circumstances, the management of the Northern Railway fell heir and willingly accepted many of the details and much of the responsibility for the Prince's entertainment while in Toronto. The Prime Minister, John A. Macdonald and the Governor General, Sir Edmund Head, had met him in the Gulf of St. Lawrence and accompanied the party as far as Kingston, the home town of the former. But his enthusiastic fellow citizens had erected an Orange arch on the wharf of that city, where the Prince was to land. The Duke of Newcastle, who was the Royal Adviser, refused to land and waited until the next day for the arch to be removed.

It was not molested, but the citizens sent out in small boats the food intended for the Prince. The Prime Minister was much distressed at the proceedings and left the party, returning with the boats to shore and to his home folk. The Governor General had just finished three years close association with Mr. Cumberland in the erection of the University buildings and the reconstruction of Government House and knowing his capabilities in important matters asked him to see that all things were in order for the Royal visit.

Nothing could have pleased him better, since he had designed nearly all the public buildings in the city and wished them to be seen to the best advantage. The Court House on Adelaide Street, the Post Office, the Normal School, Osgoode Hall and the Romain Building, where he had his office, were all tastefully decorated and brilliantly illuminated. Other buildings which were also illuminated were the Globe Office, the Bank of Upper Canada, the Bank of Montreal, the Commercial Bank, the Rossin House, St. Lawrence Hall and the Northern Railway Offices.

It was decided to take His Royal Highness on a tour of the latter railway as far as Collingwood. Workmen labored late into the night at the Company's shops constructing a special observation car to be attached to the Royal Train. Engines numbers 16 and 17, the 'Morrison' and 'Cumberland' respectively, were painted and their brass shone for the occasion. The date of the trip was set for Monday, September 10th, but before that time, Cumberland had made several trips over the route and suggested forms of decorations at the stations along the line. On Sunday, he attended service with the Prince in St. James Cathedral and then hied away on a special train for Collingwood to see that all was in order and to his taste.



—Courtesy Burrows Matthews and the Buffalo Courier-Express.

Northern Railway of Canada

SPECIAL TIME TABLE

FOR THE TRAIN OF

His Royal Highness Albert, Prince of Wales

FROM TORONTO TO COLLINGWOOD

SEPTEMBER 10th, 1860,

TRAIN WILL START FROM AMPHITHEATRE, TORONTO, AT 8.30, A.M.

	NAMES OF STATIONS.	Distance. Place to Place	Distance. Total from Toronto	TIME.		REMARKS.
COUNTY OF SIMCOE COUNTY OF YORK	Leave TORONTO	....	....	A. M.	8.30	
	DAVENPORT	5.1	5.1	....	8.44	
	WESTON	2.9	8.0	....	8.50	
	YORK	3.8	11.8	....	9.00	
	THORNHILL	2.7	14.5	....	9.05	Pass slowly.
	RICHMOND HILL	4.0	18.5	....	9.15	Stop for water.
	KING	4.4	22.9	....	9.27	Pass slowly.
	AURORA	7.3	30.2	....	9.47	Stop for wood.
	NEWMARKET	4.3	34.5	....	10.00	
	HOLLAND LANDING	3.6	38.1	....	10.12	Pass slowly.
	BRADFORD	3.6	41.7	....	10.32	Stop 10 minutes.
	SCANLON	2.8	44.5	....	10.38	
	GILFORD	4.7	49.2	....	10.50	
	LEFROY	2.9	52.1	....	11.00	Pass slowly.
	CRAIGVALE	5.6	57.7	....	11.14	
	BARRIE	5.5	63.2	....	11.37	Stop 10 minutes.
	HARRISON'S	5.5	68.7	....	11.50	
	ESSA	2.5	71.2	....	11.57	
	ANGUS	2.4	73.6	P. M.	12.03	Pass slowly.
	SUNNIDALE	6.5	80.1	....	12.20	
	NOTTAWASAGA	5.8	85.9	....	12.36	
	Arrive COLLINGWOOD	8.6	94.5	....	1.00	

Returning, the Train will leave Collingwood at 3 o'clock, P.M., and arrive in Toronto at 7 o'clock, P.M.

J. LEWIS GRANT,
SUPERINTENDENT.

A few extracts from Mr. Cellem's account are of special interest. "On Monday morning the Prince left by special train for Collingwood; an open observation car richly carpeted and fitted with ottomans had been built and decorated by the Northern Railway for the occasion. The pilot engine, as well as that attached to the train, was dressed up and in charge of Mr. Tillinghast, the superintendent of motive power. Poppenberg's band went along with the train.

"The Prince wore a white hat, blue coat and grey trousers, and remained most of the trip in the open car at the tail of the train. . . . The train stopped at Davenport to pick up Honorable Thomas Galt and Honorable John Ross." Other stations were passed slowly so as to give the crowds of people who had gathered, a chance to see and cheer the Prince. A special timetable, printed in gold and crimson, had been tastefully prepared and was a rare souvenir.

All stations along the line were skilfully decorated without duplication of design. Aurora and Newmarket were specially commended by the honored company. At the latter town, the train passed through three arches and between Holland Landing and Bradford it ran beneath an unscheduled arch, said to have been erected by the Orange Order.

The train stopped at Bradford and the Prince was escorted to a canopy covered dais by the Governor General and the Duke of Newcastle to the music of two local bands. An evergreen arch spanned the track at Lefroy and at the next stop, Allandale, then called Barrie Station, elaborate decorations were in evidence. A pavilion had been built to the east of the track with which it was joined by a carpeted pathway arched over by a floral crown and a representation of the Prince's Plumes constructed entirely from sheaves of wheat. The Steamers Morning and Victoria lay, gorgeously bedecked, at the wharf.

The overly verbose dignitaries, who read the addresses of welcome to His Royal Highness, caused the only hitch in the program since hundreds of school children who had gathered to sing were robbed of that distinction when it was time for the train to leave. We have chatted with a citizen of Angus, Mr. Henry Tarbush, who recalled the arch there with a bear and a deer woven into its evergreen decorations and also remembered the Prince making a speech.

Sunnidale and Nottawasaga also had their arches and the latter station had bagpipes in play as the train passed slowly through. Collingwood outdid all other stops with twelve arches

and 10,000 people. The school children sang proudly and with good cheer. The train later went down the wharf and the party went on board the Steamer Rescue and took lunch while enjoying a sail on the Bay accompanied by the Steamers Plough-boy and Canadian which had brought many hundreds of people from Owen Sound for the occasion.

On the return trip, Mr. Williams used his engine as pilot and Mr. Tillinghast drove the "Cumberland" while pulling the Royal Train. From King to Davenport a speed of SS miles per hour was reached so that the party could reach Toronto in time for the scheduled evening performance consisting of a parade of the Northern Railway employees carrying Roman candles and accompanied by two bands followed by the city firemen bearing torches.

TIMBER

One set of iron rails weighing 56 pounds and another set of 57 pounds to the yard were worn out on the Northern Railway while harvesting the vast Pine Timber resources of the County of Simcoe. All the money paid by the lumbering interests for freight haulage did not pay for the rails which it wore out or the wages of the men who operated the trains engaged in that trade by Ontario's first railway.

The road survived and prospered on the four passenger trains which ran between Toronto and Collingwood each day. After the first five years, the freight receipts gradually left the return from passenger traffic behind, but the latter turned in about $100,000 per year. When it is considered that the total wage bill for the 17 engine crews was $12,000, and for conductors, brakemen and baggagemen $7,000, it will be seen that the passenger business paid the complete salaries of the road including the head-office staff, during the eighteen-sixties. The patronage did not consist entirely of farmers going to Toronto on business. County officers, members of Parliament and church dignitaries all declare in favor of the comfortable seat they enjoyed while the Northern Railway was taking them to Bell Ewart to go on board the Steamer Morning and proceed to the various Lake Simcoe settlements.

The management guarded the comfort of passengers very jealously and the conductors were picked because of their gentlemanliness and sobriety, but when increased expenditures were asked for, it came from the timber trade. These operators captivated the directors by the magnitude of their prospective exploits.

Speaking of the preparations made at the Toronto terminus, Sandford Fleming, then the railway's chief engineer, said, "Nearly seven acres of valuable land has been reclaimed from the water; . . . formed chiefly through a mutually advantageous arrangement entered into early in the season (1860) with the Grand Trunk and Great Western Companies, by which this Company received the benefit on favorable terms of (over 110,000 cubic yards) all the material excavated from cuttings formed to give these railways an improved joint entrance from the west. . . . A breastwork 300 feet in length has been completed. . . . The breastwork protects the ground made during the past summer from the water of the harbour, and likewise encloses a pond of about 6 acres, at present used as an inner timber basin."

Mr. Fleming went on to say that the heavy timber business was calling for an extension of its rafting space and that contracts were under way for works along the "Windmill line". He adds, "By this means over 25 acres in all, of protected water, will be provided for this important branch of the Company's business."

That year, Mr. Grant, the superintendent, reported that 37,000,000 feet of lumber and timber had been hauled. 9,000,000 feet of this had originated at Bell Ewart and 12,000,000 feet at Allandale. 76,000 barrels of flour had been carried. 23,000 came from Thornhill, now Concord, 16,000 from Newmarket and about 12,000 from Collingwood, where it had been received from the Chicago boats.

The next year, he reported, "The timber trains commenced running on seventh day of January and ran without interruption until 31st of August. In this service there were run 1,072 trains, with an engine mileage of 84,026 miles. . . . There was transported 2,887,641 cubic feet of hewn timber, or if reduced to board measure, 34,651,692 feet. The timber was principally unloaded into the bay from the new pier built last season, without which it would have been impossible to have disposed of this immense traffic. The returns show the aggregate quantity of rafting stuff and sawed lumber (received at Toronto) to be equal to 11,157,308 feet; making a grand total of . . .45,809,000 feet."

As the passenger traffic was gradually passed in returns by the lumber trade, it can be seen that by 1861 the quantity of squared timber was greater than that of sawn lumber by more than three to one. That mysterious business may have had its origin in the fact that hewn timber was used in constructing settlers' buildings and that many of them became experts in the use of the "broad axe". They also learned that squared timber could be sold for erecting structures in nearby towns and since

its manufacture could be performed on their own farm, it was a means of keeping more money at home. Canadian squared pine timber probably reached England first as ballast in returning emigrant ships, but it soon became known as the carpenter's dream.

The British dealers soon pushed aside offers of white pine lumber when offered to them by importers. Squared Canadian pine, sawn in England, became the order of the day within five years of the time the Northern Railway reached Collingwood. It went through the best white pine forests in Canada and this was probably an important factor in the loans granted to the Company by the English bondholders in 1859.

The inventive nature of some members of the Northern's staff rendered the square timber business one of the romances of that road. The well-equipped machine shop planned by Huckett in Toronto was constantly turning out newly devised mechanical arrangements for the speedy operation of trains. Among these was a set of cables whereby the sticks of squared timber, sometimes 100 feet long and two feet square, were pulled out of Kempenfeldt Bay by the engine Samson as she plied to and fro on a side track.

We have been fortunate enough to have talked with two gentlemen who watched these operations as boys. Mr. Fred Grant's father operated a lumber business at Barrie, while the father of Mr. Henry Tarbush (born 1857) ran a saw mill at Angus. From this latter place, a wooden railway ran nine miles out to Tioga across the "Pine Plains" and by it timber was brought to the station on cars drawn by horses. There it was loaded on to platform cars connected by long chains, three cars being used for 100 feet timber. The number of cars in the train did not give a reliable idea of its length.

During the timber season, these trains assembled during the day at Allandale from where, according to John Duncan, whose father was telegraph operator at Concord for a quarter of a century beginning in 1855, they started out at night following one another ten minutes apart and returned the next day in like manner.

Many of the cars were again loaded before nightfall and returned to Toronto on succeeding nights. Since from the 1861 figures provided, an average of sixty cars; loaded with timber must have come down nightly during the season allotted to that trade and since the railway only possessed 170 flat cars, it seems many of those returning to Barrie did daily duty.

The railway's part in this romance provided the prologue and the first act and had as its spectators mostly young boys and the actors themselves. The succeeding acts were witnessed from a grandstand as long as the St. Lawrence River from Kingston to Quebec. In the basin which Mr. Fleming built at the foot of Bathurst Street, the timber was formed up into rafts held together by booms constructed from the "rafting stuff" mentioned by Mr. Grant. Often these rafts were four or five layers of timber in depth and had a house on them for the comfort of the men who were to sail them to the eastward.

As time moved on, more of these rafts were drawn by tugs, but originally they hoisted sails and moved by the force of the wind. Sometimes a dozen sails were sported by a single long formation of timber while proceeding down Lake Ontario and the St. Lawrence. Those who viewed these grand spectacles inspired many stories and sketches of that fantastic phase of early Canadian industry.

Before that trade was three years old and the flat cars of the Northern had to be constantly repaired due to breakages in loading and unloading, Mr. Cumberland said, "The class of trade (timber) to which in a large measure the increased earnings of the line have been due, is not a traffic favourable to economic working and large profits." 500,000 bushels of grain had come into Collingwood from boats originating in Lake Michigan and he decided to build large elevators at both that port and Toronto. These in due time were erected and a new form of business was set in motion, but the magic word "Timber" was not allowed to go unsung in the head office of the Company.

As a member of the first Parliament in Ontario following confederation, Mr. Cumberland was making a speech in Allandale. The engine crew of the Samson had come to listen and while away the boiler burst as he said the word timber a second time. The work-horse could stand it no longer.

SUNDAY CLOTHES

Because a man's work demands he wear durable clothing is no reason he should not possess a well-pressed suit for public appearances. Such were the sentiments of the management of the Northern Railway during the eighteen sixties and seventies. The timber and cord wood trains were not necessarily run at night so that any ugliness they exhibited would not interfere with the aesthetic nature of the people who crowded the station platforms to see the passenger trains come in, but they were so routed that the four latter trains could have the track to them-

selves during the greater part of twelve hours each day.

Those who gathered at the stations four times daily were not all spectators. During 1866, almost 6,000 people boarded the trains at Aurora, 9,600 at Newmarket, 7,800 at Bradford, 5,400 at Bell Ewart and Lefroy, 10,000 at Barrie and 9,700 at Collingwood besides those patronizing the smaller stations. To render the beginning and the end of their journeys pleasant, the management of the Northern encouraged its agents by supplying flowering plants for their local gardens, but as railway branches were built, the Company supported its own greenhouse.

The completion of the branch into the town of Barrie was followed by a deputation from the County of Grey appearing at the annual meeting of the Company. Mr. W. K. Flesher, warden of that county, addressed the shareholders asking them to give consideration to building a branch from Angus to the town of Durham. Mr. Cumberland had Sandford Fleming, who was still consulting engineer for the Northern, survey a route through the Blue Mountains and make a report.

The Northern Directors offered close cooperation should the people of Grey get a charter to build the branch. If there had been pine forests along the route, it would have been built quite promptly by the lumbering interests but since the report stated that the bush was mostly hardwood, it seemed to languish for the want of a sponsor. Cumberland went to England and got the promise of financial support for the branch, but in the meantime, the idea of hardwood intrigued other interests who were looking for wood as fuel.

By other opposing companies, charters were obtained for two narrow gauge railways running toward Toronto with special cord-wood clauses. A pamphlet was circulated insinuating the Northern Railway did not haul cordwood and that the farmers were burning up what could be of profit to them while clearing their land. In the midst of this publicity, the reserves of cordwood disappeared from the yards in Toronto. The Northern Railway opened the winter stock they had for the engines and supplied wood to those in greatest need.

Mr. Cumberland said, "I am quite aware that the wood trade has been a mystery, and that this Company has had to suffer much unmerited odium in connection with it. . . . If the author of the pamphlet had refrained from implying that we were in some degree responsible for 'keeping cold and death from the hearth of the poor,' I should have hesitated to expose the fact that, between 1st December, 1866, and the 19th of April, (1867),

we have sold from the Company's own stock nearly 3,000 cords for consumption in this city. . . at prices ranging from $3.25 to $4 per cord; and during the same period have brought down about 6,000 cords for sundry persons in this city. . . . At this moment, so limited has been the supply, that we are some thousands of cords short of our usual supply, and have ourselves had to await the opening of navigation to obtain it from the Lakes."

The Northern could have reached the centre of Grey County with 47 miles of track while another line from Toronto required more than double that amount. Cumberland had a group of associates who wished to build the branch, but when the narrow gauge charters were granted to others, he began to build westward from Collingwood to Meaford and northward to M uskoka. In this latter extension another charter was associated, the Rama Timber Transport Company which built a canal connecting the east side of Lake Couchiching with Lake St. John and the Black River. The great lumber mills at Longford had their origin with the construction of that canal.

In following the pine timber northward, the railway management became aware that they were exploiting more than the forests. Beauty was to be observed on every side and a company was formed to build a 150-room hotel on Couchiching Point. The bowling alley of that magnificent structure still exists. A contract was made with a gardener at that place to supply plants for the beautifying of the various station grounds. These were systematically surrounded with white picket fences. Those at Sunnidale and Stayner cost $436 and $401 respectively in 1868. The same year a splendid restaurant was fitted up in Allandale at a cost of about $2,300.

When the Northern was making its way to Muskoka with each of its stations a creditable show place, the first Northwest Rebellion broke out at Fort Garry (1870). Mr. Cumberland was directed to get the troops out to Manitoba. He chartered two boats, one of them the Chicora, to run from the end of the Northern line at Collingwood to Port Arthur. This was the first mass movement of men to the west since the days of the Northwest Fur Company and it was accomplished with precision and despatch.

Two years later, Mr. Cumberland and some of his associates obtained a charter to extend the railway to North Bay and to the mining districts of Sudbury and Sault Ste. Marie. It was not completed before his death, but the road was later to be called the connecting link not only between Toronto and Western Canada during the migration of the nineties and the early

nineteen hundreds, but also between the gold mines and Bay Street.

The Muskoka Lakes were a great attraction from the time the road reached Gravenhurst. Of the intermediate accommodations, we read in an old diary, "We had Picnic Dinner in the new hotel and walked through the woods to the railway at Couchiching. Had tea at Allandale and reached Toronto at 9.50." We have been fortunate enough to have seen a picture of the interior of the Allandale dining room with its walls hung with paintings and the tables spread with fine linen amidst other costly furnishings. It was looked upon as a place to dine worthy of a fifty-mile railway trip.

The original Collingwood Station with its artistic towers on either end provided a model for many samples of that type of architecture. In the adjacent grounds, a bandstand of graceful design enabled the passengers arriving on the evening train to be welcomed by concert music.

Mr. Walter Kingsford made a tour of the Northern line in the spring of 1877 while visiting Canada from England. His remarks include the following, "Gentlemen of influence in England, who are interested in the line, and have seen it for themselves, prepared me before I left home to be delighted with what I saw; but I must honestly confess that what I did see far exceeded my highest expectation. In going over the line, when I noticed the solid and well-laid track, the fine equipment, the neat stations, perfect models of picturesque simplicity, the thriving towns dotted here and there along the line, the signs everywhere apparent of thorough organization and good discipline among the staff, and indications even in spite of the generally prevalent depression, of renewed activity and life in the trade and industry of the districts through which we passed, the thought that occurred to me was this, and you must put it down to the conceit of the true-born Britisher, that the Northern line was for all the world like a flourishing and well ordered English line; and that is the highest form of compliment an Englishman can pay to it."

Lord Dufferin, while Governor General of Canada, went up the Northern line by special train and stayed at the Couchiching Hotel before proceeding by the Steamer Chicora to tour the Upper Lakes. He was most high in his praise of the degree of comfort and enjoyment brought to him by the equipment and staff of the railway.

To close with some words penned by Mr. Cumberland on

April 20th, 1867, we can feel the pulse of the force behind the success of the Northern:

"In the very nature of things, railways are necessarily costly, the unceasing character of their business, which never can be postponed, its hazardous nature, the value of the things conveyed, the pressure of stringent laws affecting the common carrier, and (especially in a climate such as ours) the excessive wear and - tear and waste of every appliance of its works, machinery and stock, all contribute to render sound and permanent provisions the truest and indeed the only true economy; and thus it is that experience has led to the abandonment of "cheap" expedients . . . in favour of more reliable, even if . . . more costly provisions, which secure safety and efficiency of service, and more remunerative investment."

In that message, Cumberland sounded the keynote of his philosophy of railroading. He developed it further in the many eloquent addresses which he delivered during the next fifteen years. His teaching spread widely over the northern part of this continent. He was a close friend - and was frequently in consultation with C. J. Brydges of the Grand Trunk, Williams of the Midland, Muir of the Detroit and Milwaukee, Brooke of the Michigan Central, Osborne of the Illinois Central and Swinyard of the Great Western. He drew up the first plan for the Canadian Pacific at the request of Sir John A. Macdonald.

Cumberland always planned the Northern as Ontario's route to the Northwest and he would have been satisfied to have known it fulfilled that desire for a period of over twenty years during which many of the present residents in the prairie provinces made their first trip westward. During the eighteen nineties, as many as twenty-one trains loaded with settlers' effects passed through Allandale in a twenty-four hour period. Mr. Robert Thom, now of Collingwood, began his railroading career in the midst of that great migration. The Northern acted as a gateway toward a new opportunity.

Cumberland did not live to see his road established as a two-way channel, although his faith in the north and what he spoke of as the Red River Settlement convinced him that it was soon to come and he planned accordingly. His friends seemed to know the spot from which he would have wished to review the great panorama when it was at its height. The employees of the Northern had a finely conceived and skilfully carved bust of their former chief placed in the flower garden near where the fountain played at Allandale Station. A special train from Toronto brought a large number of friends to the unveiling

and by their presence they confirmed the fascination felt and enjoyed by so many, but words were frail to express. The spirit of the Northern they wished to preserve perpetually on the spot where he had created beauty in railroad property that would have done justice to a palace garden.

Time has taken the Northern Railway through different ownerships and through a changing traffic - timber, grain, settlers, summer tourists and prospectors - all have enjoyed her service and a greater future still awaits.

—Courtesy F. D. McDowell and the Canadian National Railways

CONDITIONS OF SERVICE

All persons in the employment of this Company will be dismissed for Intemperance, neglect of duty, disobedience of orders, from proper authority; and generally for non-observance of the Regulations of the Road, as hereinbefore detailed, as well as for the non-observance of the Regulations which may from time to time be communicated to them by the Superintendent, or by his orders.

For drunkenness and for non-observance of Rules and Regulations affecting the safety of Trains in addition to dismissal, they will at the discretion of the Superintendent, forfeit to the Company all arrears of pay - not exceeding one month - which may be in the hands of the Company at the time of the dismissal.

In addition to the above, the names of such persons will be forthwith communicated to all other Railway Companies with a statement of the cause of such dismissal.
A. BRUNEL, *Superintendent.*

To take effect from the 1st February, 1854.

SUPERINTENDENT'S OFFICE, 0.S. & H.U.R.R., 1st Feb., 1854.
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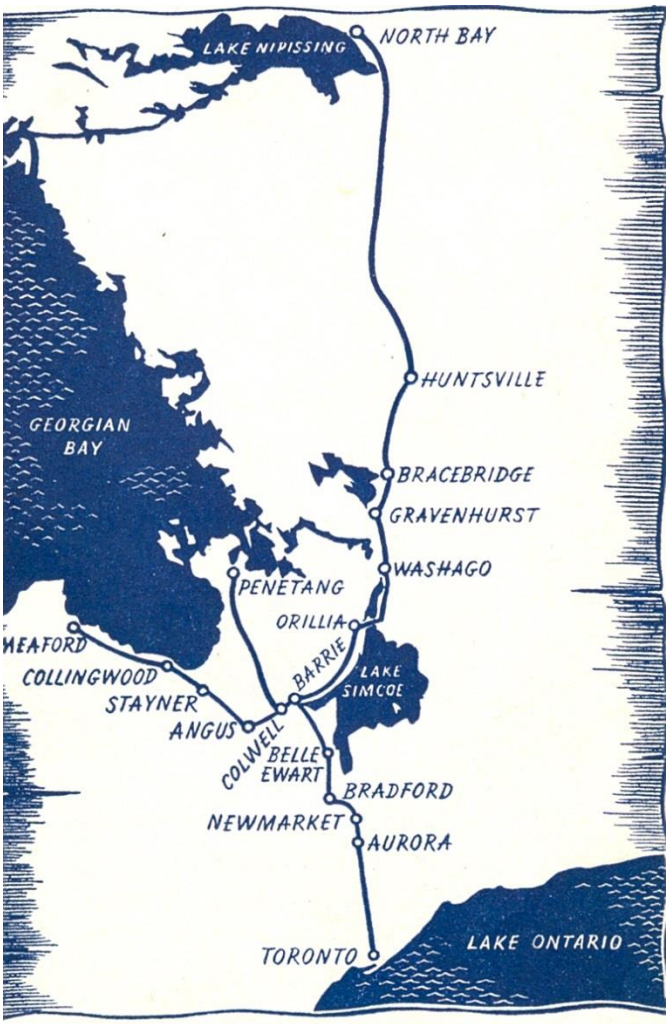

ROUTE OF THE NORTHERN RAILWAY