

PORT DOVER
AND
LAKE HURON
RAILWAY

I

C. H. RIFF

CHAPTER 3

THE GRAND TRUNK GROUP

THE PORT DOVER AND LAKE HURON RAILWAY

The middle 1800's was a time of aggression on the backwoods of Midwestern Ontario. The early roads were not enough to satisfy (or carry) the needs of the settlers. The magic word was railway. Several early proposals to build north from an anchorage on Lake Erie failed due to a lack of funds. The earliest of these, the Woodstock and Lake Erie Railway and Harbour Co. of 1848, only accomplished a small amount of clearing and grading of the right-of-way before its funds ran out. Its predecessor, the Niagara and Detroit River Railway, the brainchild of Isaac Buchanan, the well known politician who represented Toronto in the first Legislature of Canada in 1867, combined the Woodstock and Lake Erie with the Amherstburg and St. Thomas Railway. This venture also failed; again with no rail laid.

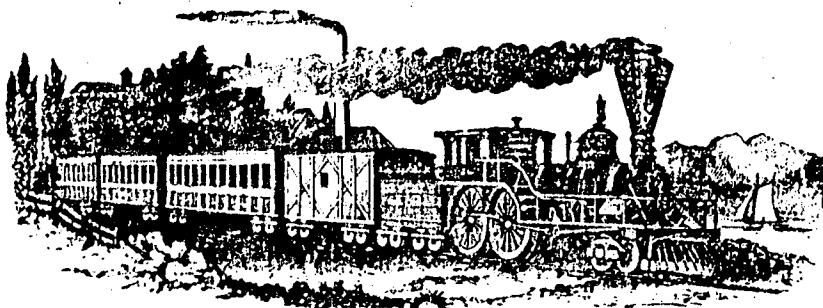
Thirteen years passed before the dormant right-of-way saw construction resume. On March 2, 1872, the assets of the former companies were transferred to the newly incorporated Port Dover and Lake Huron Railway Company, and by midsummer, tenders were being received for the construction of sixty-two miles of track from Port Dover to Stratford.

On \$35,000 and a promise of \$104,000 from the towns and townships, the contract was placed. The roadbed from Port Dover to Woodstock was completed by the end of 1874, and further aid was obtained to complete the line to Stratford.

Traffic commenced on the line January 1, 1876, opening the area to the east-west rail lines of the Grand Trunk at Stratford, the Great Western at Woodstock, the Brantford, Norfolk and Port Burwell at Norwich, the Canada Southern at La Salette, and the Canada Air Line at Simcoe.

THE STRATFORD AND HURON RAILWAY

PORT DOVER & LAKE HURON R. R.



TIME TABLE!

FOR THE
FIRST OF JULY, 1875,

Leave Simcoe:

7:30 a. m.

9:30 a. m.

5:30 p. m.

Leave Port Dover: T

8:30 a. m.

12:30 p. m.

6:30 p. m.

Intermediate Trains will be run both ways.

TICKETS, - 25 CTS

For the Round Trip.

160	158	Miles	Leave	Arrive	157	159	79
P.M.	A.M.				A.M.	P.M.	P.M.
4.40	10.05	108	Stratford	▲	9.25	6.10	
4.50	10.17	115	Tavistock Jct.		9.10	6.00	
4.55	10.20	116	Tav'ck, GB&LE		9.07	5.58	
5.06	10.30	122	Hickson		8.55	5.43	
5.23	10.50	131	A\W'dstock	L	8.35	5.23	
5.45	10.55		L\	Θ	8.25	4.57	
5.58	11.07	135	Curde		8.10	4.42	
6.10	11.20	140	Burgessville		7.58	4.30	
6.18	11.30	143	Norwich		7.43	4.20	
6.25	11.40	144	Norwich Jct.		7.43	4.17	
6.32	11.47	147	Otterville		7.34	4.01	
6.42	11.57	151	Hawtrey		7.24	3.51	
6.46	12.01	152	La Salette		7.19	3.48	
6.51	12.06	154	Brandy Creek		7.14	3.43	
6.58	12.13	157	Ellaton		7.08	3.37	
7.15	12.30	163	Simcoe		6.55	3.25	8.03
7.25	12.40	167	Lynn Valley		6.45	3.10	7.50
7.35	12.50	171	Port Dover	Θ	6.35	3.00	7.40
P.M.	P.M.		Arrive	Leave	A.M.	P.M.	P.M.

PORT DOVER & LAKE HURON RAILWAY NOTES OF 1876

With the closing of the CNR line from Norwich to Otterville, The Gazette has received a copy of the Port Dover and Lake Huron Railway annual meeting of the Shareholders. The meeting was held in Woodstock Tuesday, January 11th, 1876. The account of this meeting will be published in instalment form for the benefit of our readers.

Annual Meeting of the Shareholders held in Woodstock on Tuesday, Jan. 11th, 1876.

The meeting was convened at 10 a.m. and adjourned till 1 p.m. to enable shareholders from the North to be present.

Meeting resumed at the Town Hall, and when the President took the chair at 1 p.m. there was at least three hundred persons present, almost all stockholders, and chiefly from a distance.

After taking the chair Mr. Moore called on the secretary of the Company to read the notice calling the meeting, also the Director's and Treasurer's report for the past year. The Auditor's report was also read.

The following are the reports referred to:

Director's Report.

To the Shareholders.

Your Directors, in presenting a report of their proceedings for the year 1875, desire at the outset to express their regret that the stockholders living at Stratford have been placed at a disadvantage in reaching Woodstock today. It was our intention and earnest wish to have completed the track-laying before the close of the year; but the very unfavorable weather during the fall, and other unforeseen casualties, of which we shall speak hereafter, so delayed the work that a short link yet remains to be completed, which a few more days will accomplish, and an iron band of union will then bind in social and commercial brotherhood the entire community from the beautiful lake Port of Dover to the prosperous and thriving town of Stratford—to the mutual advantage of all, and be a memorial of a united struggle to accom-

ware that serious difficulties have presented themselves, which have caused the delays referred to; a few of which we will briefly mention: The shareholders have already been informed that our engineers deviated from the old Woodstock and Lake Erie survey in several instances, to avoid heavy outlays and secure better grades—one of the longest being at Simcoe. Instead of passing to the east of the town the west side was adopted, and a comparatively easy grade secured, and a level crossing over the Air Line contemplated. After the grading was completed, and the necessary permission asked from the G. W. R. Company, we were denied the privilege. Time was lost in negotiations, and at length an appeal was made to the Commissioner of Public Works, who, while he granted us some privileges, decided with the G. W. R. authorities to compel us to pass under instead of over, on a level crossing. This decision caused a delay of several weeks; to excavate the road bed for a long distance and great depth, costing a large sum of money; and to this may be added the interest on all our iron which was then purchased and ready to be laid. Many hindrances have occurred by parties refusing to accept a reasonable compensation for land required for right of way, and driving us to the alternative of arbitrating therefor. We regret to have again to refer to the matter brought to your notice at the last annual meeting, relating to the bonus given to the Company by the town of Woodstock under By-law 303. The directors were compelled to appeal to the courts to obtain their just rights in reference to the issue and handing over the debentures under the said by-law; and in this they were sustained by a decision in favor of the Company. A very serious delay was occasioned thereby, as the financial position of the enterprise would not warrant the Directors in proceeding with

Feb 28/6
1926

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It is not our intention to present an elaborate statement; but we would not be true to ourselves or respectful to the shareholders to invite them here today, merely to tell them that we have expended a very large sum of money and require a large amount still to completely finish the road, erect the necessary buildings and place a sufficient amount of rolling stock to do the work that from present indications the Company are warranted in anticipating.

Many of you are already a-

grades—one of the longest being at Simcoe. Instead of passing to the east of the town the west side was adopted, and a comparatively easy grade secured, and a level crossing over the Air Line contemplated. After the grading was completed, and the necessary permission asked from the G. W. R. Company, we were denied the privilege. Time was lost in negotiations, and at length an appeal was made to the Commissioner of Public Works, who, while he granted us some privileges, decided with the G. W. R. authorities to compel us to pass under instead of over, on a level crossing. This decision caused a delay of several weeks; to excavate the road bed for a long distance and great depth, costing a large sum of money; and to this may be added the interest on all our iron which was then purchased and ready to be laid. Many hindrances have occurred by parties refusing to accept a reasonable compensation for land required for right of way, and driving us to the alternative of arbitrating therefor. We regret to have again to refer to the matter brought to your notice at the last annual meeting, relating to the bonus given to the Company by the town of Woodstock under By-law 303. The directors were compelled to appeal to the courts to obtain their just rights in reference to the issue and handing over the debentures under the said by-law; and in this they were sustained by a decision in favor of the Company. A very serious delay was occasioned thereby, as the financial position of the enterprise would not warrant the Directors in proceeding with the work north of Woodstock while any uncertainty remained in regard to said by-law. But for this unwise obstruction the connection with Stratford would have been completed long ere this, and an immense saving in interest effected, to say nothing about the convenience and revenue that would have accrued from traffic.

(To be Continued next Week)

Wedding Invitations. Reply Cards, Serviettes, all Styles.—The Norwich Gazette.

P. D. & L. H. & S. & H. Railways.

GOING SOUTH.

Leave	No. 1 Mail. a.m.	No. 3 Exp. p.m.
Listowell at	6.00	1.10
† Britton	6.10	1.20
† Peffer	6.20	1.30
† Millbank	6.30	1.45
† Milverton	6.38	2.02
† Brunner	6.48	2.10
G. T. Junction	7.20	2.45
Stratford } ar	7.23	2.50
} de	7.25	2.50
G. T. Junction		3.10
† Tavistock	7.43	3.58
† Greenwood	7.53	4.07
† Strathallan	8.01	4.14
Woodstock } ar	8.21	4.40
} de	8.30	4.08
† Currie	8.42	5.22
Burgessville	8.57	5.35
Norwich	9.06	5.76
B. N. & Pt. B. Junc.	9.09	5.50
Otterville	9.18	6.15
Hawtreay	9.28	6.20
C. S. Junction } ar		6.30
} de	9.32	6.30
† Brandy Creek	9.39	6.44
† Gibson	9.47	6.52
† Forces	9.53	7.00
Simcoe } ar	10.00	
} de	10.15	7.08
Lynn Valley	10.31	7.28
Arrive at Port Dover	10.45	7.40

GOING NORTH.

Leave	No. 2 Expr. a.m.	No. 4 Mail. p.m.
Port Dover at	6.30	2.15
Lynn Valley	6.42	2.27
Simcoe } ar	7.00	2.15
} de		3.00
† Forces	7.07	3.07
† Gibson	7.13	3.14
† Brandy Creek	7.21	3.23
C. S. Junction } ar	7.29	3.30
} de		3.40
Hawtreay	7.32	3.45
Otterville	7.42	4.00
B. N. & Pt. B. Junction]	7.51	4.00
Norwich	7.54	4.23
Burgessville	8.03	4.38
† Currie	8.18	4.52
Woodstock } ar	8.30	5.08
} dep	8.35	5.10
† Strathallan	8.58	6.05
† Greenwood	9.03	6.12
† Tavistock	9.11	6.23
G. T. Junction	9.30	6.43
Stratford } ar	9.40	6.48
} dep	9.50	7.30
G. T. Junction		7.40
† Brunner	10.22	8.05
† Milverton	10.31	8.14
† Millbank	10.39	8.23
† Peffer	10.47	8.39
† Britton	11.00	8.40
Arrive at Listowell	11.15	8.45

SEVERING THE TIES.—The Norfolk Messenger states that on Tuesday, the 5th of October, there was sold at Sheriff's sale, at the Court House, in Simcoe, the ties of the Woodstock and Lake Erie Railroad and Harbor Company, some 24,000 in number, lying at different points along the road. The price paid by the company, we have understood, was 40 cents each. The price for which they were sold by the Sheriff was 2½ cents! The Port Dover Harbor, we are informed, is also under levy, upon the same a-fa, and, if no arrangements are made, will be sold by the Sheriff.

LONDON FREE PRESS
October 11, 1858

While a number of men were working on the Port Dover and Lake Huron Railroad, between Stratford and Tavistock, the other day, they came across the remains of a man lying in a dense swamp. A number of holes were in his body, leading to the conclusion that he had been shot. A peculiar part of the affair is that the body was entirely nude, an empty carpet bag lying by its side. The remains have been recognized as those of a young German who left Tavistock in the spring. Mystery shrouds the affair, but all efforts should be made to penetrate it.

TORONTO GLOBE

September 22, 1874

PORT DOVER AND LAKE HURON RAILWAY.

At a meeting held in Woodstock on the 28th ult., in the interest of the Port Dover and Lake Huron Railway, the merits of the road, its financial position and prospects and the general character of the management were all subjected to searching and severe public criticism. The result was such as to inspire every one interested in the road with strong confidence in its successful completion, headed by George Laird, Esq., the Canadian Railroad King, and the management in the interest of the Credit Mobilier scheme. An onslaught was made by the leader of the opposition to the Port Dover and Lake Huron Railway. That gentleman, however, was soon to feel for once, at all events, that he was in the wrong box. The people of Woodstock declared themselves fully prepared to carry out all their pledges regarding this road, and were happy to report that on the last, the pledges which they made at the meeting on Friday evening were fully ratified. The by-law to grant a loan of \$30,000 to the Port Dover and Lake Huron Railway was carried by a majority of 156. With these facts before us we think that failure is not probable.

NORFOLK
Reformer

MARCH 7
1875

THE PORT DOVER RAILWAY.

Many of our citizens will remember that a call was made upon us about a year ago by Mr. Gilbert Moore, President of a line of railway that is now being constructed from Port Dover, our neighbor across the lake, to Stratford, a wide-awake town on the line of the Grand Trunk Railway. Ultimately it is proposed to extend the road still further north to Owen Sound, on the Georgian Bay. It intersects no less than four east and west routes on its way to Stratford.

What success Mr. Moore met with in his appeals for aid to build the road we have not learned, but owing to the very hard times then prevailing it is not probable that he met with much encouragement. It is a project that Erie is naturally interested in, since by this route a large exchange of commodities could be effected through our port, and we are glad to find that the road is now being pushed forward and will probably be finished by August this year.

Recently Mr. Moore visited Dunkirk in company with Chief Engineer Wright to order the first locomotive of their line from the Brooks Locomotive Works, and to confer with the representative men of that city relative to the claims of the enterprise to their support. An interchange of views was had, which resulted in sending a committee to examine the route, consisting of Mr. G. H. Brooks and Gen. Jackson. The report of this committee has been published, and a lively interest in the project seems to have been awakened. The citizens of Dunkirk evidently look upon the road as a natural feeder of that port, and plans are being laid with a view to securing most of the trade from that source.

This is a matter in which Erie is greatly concerned, and it is to be hoped that the opportunity of drawing so large a business to our harbor will not be suffered to go unimproved. Already there is talk of establishing a line of boats between Erie and Port Dover, and if a call is made upon our citizens for aid in establishing it the appeals should not be ignored. The good will of the railway company is quite essential to the successful prosecution of such an enterprise, since the company has purchased the harbor of Port Dover from the Government, and is thus placed in a position to grant special favors or refuse them.—*Erie (Pa.) Despatch.*

SIMCOE

MAY 2, 1875

WOODSTOCK.

Port Dover and Lake Huron Railway— First Locomotive Arrived.

WOODSTOCK, May, 3. —The first locomotive, named Woodstock No. 1, built expressly for the Port Dover and Lake Huron Railway Company, by the Brooks Locomotive Works, Dunkirk, N. Y., arrived here to-day, and is now standing on the siding at the G W R station. It is in good working order, having had steam on all the way from Dunkirk. It will be forwarded to Simcoe, where the Company intend to use it at once, track laying thence to Port Dover.

TORONTO GLOBE.

MAY 4, 1875

WOODSTOCK

THE FIRST LOCOMOTIVE.

Woodstock, May 2.—The first locomotive named Woodstock No 1, built expressly for the Port Dover and Lake Huron Railway Company, by the Brooks Locomotive Works, Denbirk, N. Y., arrived here to day.

LONDON Free Press

MAY 4, 1875

PORT DUNLOP AND FLEETON RAILWAY.

Langley & Co. the subcontractors for station buildings on the above line, raised the first building at Norwichville on Saturday the 5th June. Mr. Merrill the contractor expects to have station buildings at Norwichville, Llangy, O.L. ville and Burgessville, finished before harvest, and the others between Port Dover and Woodstock as soon thereafter as he can utilize the railway for carrying the materials to the respective points.

Raised first building
at Norwich June 5th (1875)

SIMCOE

June 16, 1875

A CREDIT VALLEY LOCOMOTIVE.—The first locomotive, "Robert Hay," for use on the Credit Valley Railway, has arrived, and is now lying at the P. D. & L. H. R. P. Depot. To all appearance it is a very substantial one, and has been of interest to many who have been examining its mechanism. This is another indication of the speedy completion of the railway through this county.

WOODSTOCK SENTINEL
Review

July 12, 1878

ACCIDENT ON THE DOVER RAILWAY.—
On Saturday the first death occurred on the Port Dover & Lake Huron Railway. A laborer on a gravel train named J. Birligh fell between the cars. The train was running between Dover and Simcoe when the accident occurred, and shortly after reaching the latter place the man expired. A number of cars passed over him mangling him in a shocking manner. Deceased leaves a wife and three children. This is the first serious accident that has taken place on the new line, and resulted entirely from carelessness on the part of the victim.

Woodstock Review

August 6, 1875

LETTER FROM NORWICH.

To the Editor of the REVIEW.—Dear Sir.—In your issue of August 6th your Otterville correspondent writes exultingly in reference to the evident progress and apparent prosperity of their village, and indicates unreservedly the cause of the unusual stir in their midst. He says, "the station house was raised yesterday and will soon be completed. We are looking for the iron horse on the P. D. & Woodstock R. R., which is expected here in two weeks." Here then is the manifest cause of the bustle and improvements. This was written two weeks ago, and I am informed that those expectations have been realized, the iron horse is really there, and without stopping to rest is pressing on at the rate of nearly a mile a day with tracklaying, with as likely expectations to reach Woodstock early in September. Meantime an excursion is advertized to take place from Norwich to Simcoe races on the 25th instant, and another from Port Dover to Hawtrey in connection with the C. Southern to Courtland and other places on that line. The new and powerful locomotive "Dr. Cook," being No. 2, is expected at Hawtrey in a few days and will do its share of the work in store. It is stated that freight is already accumulating and offered to the Company that will necessitate the ordering of No 3 immediately. A supply of cars and coaches are ordered to be in readiness for regular traffic as soon as opened to Woodstock. It is expected that by the 1st of October arrangements for mails and express matter will be made, to be forwarded twice a day over the line. The iron for laying the track from Stratford is now delivered and paid for and will at once be laid down. The right of way through Zorra is nearly all bought and several gangs of graders are pressing on the work, so that the opening to Stratford may be hastened on. These

AUGUST 20, 1875

Y MORNING, AUGUS

are encouraging particulars and can be relied on as correct. The correspondent to whom I before referred ends his article with a discouraging view of matters as to paying for the great prosperity referred to by himself, and asks two or three pertinent questions. 1st Will they have to meet the amount levied by the by-law in the same manner as for any other by-law? If your correspondent will peruse the by-law and agreement referring to the same matter for Woodstock, he will learn that the Company binds itself to place both interest and sinking fund annually in the charge of the corporation to meet their liabilities in regard to their debentures, leaving to the town one per cent. profit for the use of the credit. If South Norwich prefers to have a debenture fall due every year no doubt the Company would agree to redeem it; as under the 20 years system they deposit enough to do so at any rate. I do not think that there is any risk in the matter, and as evidence we know that many shrewd business men are investing largely in the same securities in good faith as to value. As to having a large surplus to the credit of the eastern half of the township, the answer is given in the proposed adoption of the instalment system instead of the 20 year plan. Your correspondent has answered his own question as to the direct benefit to accrue to the eastern half of the township, for the risk they run of increased taxation, viz: present and prospective prosperity. Yours truly

W. E. S.

Norwich, Aug. 17th, 1875.

WOODSTOCK

EXCURSION TO ERIE

[From a Correspondent]

Early on the morning of August 24th, large numbers of excursionists of the southern parts of Virginia and Norfolk counties assembled at the various stations of the P. D. R. R. to participate in an excursion to Dover and from thence to Erie. The excursionists were given a most cordial and a public reception would be given by the inhabitants of that City. The excursionists received from the citizens of Simcoe on former occasions a large train of well filled "flat" cars. They arrived in Dover about 10 a.m., and immediately proceeded on board a fine looking steamer the "Alma Munro," awaiting their arrival. After a pleasant run of some four hours' duration the beautiful City of Erie, the great outlet on Lake Erie of the iron, coal and oil industries of Pennsylvania, came in sight. When within about five miles of the City a steamer well laden with Erie's citizens came out to meet us and accompany us in, the shrill whistle of the boat and the hearty cheers of those on board giving us an earnest of the splendid welcome in store for us. Drawing near the City a very animated scene presented itself; the beautiful harbor of which Erie is so justly proud seemed alive with steamers, tugs, steam yachts, etc., and whistles and voices gave forth a hearty greeting. On arriving in the bay the committee of reception was transferred from the steam yacht Hunter on board the Canadian boat, and a hearty welcome tendered on behalf of the citizens of Erie. When opposite State Street a truly grand sight met the gaze of the astonished Canadians, the wharves and streets as far as the eye could reach being literally crammed with Americans, all eager to greet their Canadian friends. The number who were present to welcome the visitors is estimated from 10,000 to 15,000 people, including a fine band, the fire department, members of the Corporation, etc. Passing up State Street under an arch formed of the Stars and Stripes and Union Jack, with the word "welcome" intertwined, the visitors soon arrived in the cool and pleasant park, where addresses of welcome were presented. The Mayor being absent from the City, acting Mayor Jones introduced the Hon. Wm. A. Galbraith, who tendered a cordial welcome on behalf of the Mayor and Council of the City of Erie. He said it was seldom indeed any visiting excursion had excited so much interest among all classes as the present, and there was an earnest wish prevailing that the brief stay would be as pleasant as possible. He said, our people are happy

Woodstock

Review

September 3

1875

NORWICH.

Celebrating the Advent of Railway Communication.

Norwich, Aug. 27.--The iron horse of the Port Dover & Lake Huron Railway arrived in our village yesterday, accompanied by the Otterville brass band and several car loads of people from the south. The iron is now laid from Port Dover here. The event was duly celebrated by the inhabitants presenting the President, Directors, and Contractors with an appropriate address, which was ably responded to. There were between four and five thousand people present.

LONDON Free Press

August 27, 1875

EXCURSION.

The friends of Temperance in this county who had the management of the excursion on the 1st inst., from Port Dover to Sarnia made it a great success. Seven cars left Port Dover and Simcoe so well filled that standing room was all that some of the excursionists could get. At Hawtrey, where the Port Dover & Lake Huron Railway joins the Canada Southern, four cars from Waterford equally full were added to the train. At St. Thomas it got another addition so that there could not have been fewer than eleven or twelve hundred persons on board the train when Courtright was reached. At this point the excursionists left the cars and took steamers up the beautiful St. Clair River to Sarnia and Port Huron where they spent a couple of of hours in seeing all that was either wonderful or beautiful in or around these places. Home was now the great attraction and a start was made, and the party reached Simcoe and Port Dover between three and four o'clock in the morning, some rather sleepy, a few looking weary, but all apparently pleased with their neighbors and themselves, and delighted with their trip.

SIMCOE

September 8,
1875

Last week the navvies working on the Port Dover and Lake Huron Railway, in the vicinity of Tavistock, struck for an increase of wages, their demand being for ten shillings (York) instead of nine. John Barleycorn then struck them, and they extended the programme by striking each other; and the "fun" flowed fast and furious for a considerable time, to the great annoyance of the citizens. Finally, the contractors advanced the wages in the cases of the best hands, and the others were sent adrift..

TORONTO GLOBE

9/14/1875

September 14
1875

WOODSTOCK

OPENING OF THE P. D. AND L. H. RAILWAY.

Woodstock, Oct. 2.—Great enthusiasm is manifested here in anticipation of a grand demonstration to celebrate the arrival of the first train, on Wednesday next. An excursion train from Port Dover will arrive at Woodstock at noon, and be met at the station by the Town Council and citizens, to present a congratulatory address to the directors and officials of the road on the success of the enterprise. During the afternoon the new fair ground of the North Riding Agricultural Society, and the first exhibition held thereon, will be formally opened by Hon. O. Mowat. In the evening a banquet will be given in the Town Hall to the president, directors, officials and contractors of the road, as well as a large number of invited guests, including Hon. O. Mowat and Hon. Mr. Crooks, members of the Legislature, and the Wardens, Mayors and Reeves of the municipalities along the line of railway. In the evening a grand display of fireworks, under the management of Prof. Hand, will be given. An amateur band will be in attendance during the day and evening.

October 2.

PORT DOVER AND LAKE HURON RAILWAY.

Opening of the Line between Woodstock and Port Dover.

(By Telegraph from our own Reporter.)

Woodstock, Oct. 6.

This has been a red-letter day in the history of the railway scheme known as the Port Dover and Lake Huron Road, as to-day it was formally opened for traffic between two of the most important points on the road—Woodstock and Port Dover. This part of the road is now graded, the rails are laid, and it is partly ballasted. It is expected that the line will be opened to Stratford by Dec. 1st, and the intention is thereafter to continue to Colpoys Bay. The management claim that when equipped it will be the cheapest line in Canada. It has a bonded debt of only \$4,000 per mile for construction and partial equipment. On account of the many difficulties which have attended the prosecution of the scheme thus far, and also, of course, by reason of the great convenience which even the partial construction of the road will afford the people of Woodstock, and the country along the route, this has been regarded as a general day of rejoicing from Port Dover to Woodstock. There have been similar demonstrations to the one to-day at various points as the road reached them, but the importance of Woodstock gave a corresponding degree of interest to the celebration of to-day.

About 8:30 this morning the Directors of the road started from Port Dover, and, notwithstanding the very unfavourable weather, reached Woodstock at the time advertised, viz., 11:30 a.m. An excursion to Woodstock was also given to Port Dover and the various intermediate points, which was taken advantage of by a large number of people. This, with the North Oxford fair, which was held here to-day and yesterday, gave Woodstock a livelier appearance than it has worn for many a day. The "John Cook," the engine which drew the train was driven by Mr. Clark; the conductor was Mr. Will. About the time of its arrival, the Great Western train, on which was the Hon. Oliver Mowat, Premier of Ontario, also arrived. He having come

TORONTO
GLOBE

October 7
1875

CANADIAN NEWS

Port Dover and Lake Huron Railway.

INAUGURATION YESTERDAY.

Demonstration at Woodstock.

Woodstock, Oct. 6.—An excursion train of five passenger coaches, crowded to excess, arrived at this place on the Port Dover and Lake Huron Railroad at 11.30 a. m. to-day. On the arrival of the noon trains from the east the Hon. Mr. Mowat was met at the station and conveyed to Hatche's Grove, where the excursion train on the Port Dover and Lake Huron Railway had arrived. A congratulatory address was presented by the Mayor of Woodstock to the directors of the railway, and replied to by Mr. Moore, the President. A procession was then formed, headed by the amateur band, which proceeded to the Canadian Literary Institute, where an address was presented to the Hon. Premier of Ontario by Dr. Fyfe, the Principal, and pleasantly accepted and replied to by that gentleman. Mr. Mowat was then conducted to the Exhibition Grounds of the North Riding of Oxford Agricultural Society. The drenching rain marred the pleasure of the thousands present, and completely spoiled what promised to be an exceedingly good exhibition. At 7 p. m. a splendid banquet was given to the Directors of the Pt. D. & L. H. R. R. and several distinguished individuals, among them Hon. O. Mowat. A grand display of fire-works under the management of Prof. Hand was given in the Market Square during the evening, which was witnessed by a multitude of people.

LONDON
FREE
PRESS

October 7
1875

P. D. & L. H. R. R.

ON Monday afternoon Mr. MOLESWORTH, Government Engineer, passed over the Dover Railway from Woodstock to Simcoe. He was accompanied on his trip by several Directors and officers of the road and a few gentlemen from the headquarters of the line—Woodstock. The road is in excellent condition, with exception of about four miles this side of Burgessville, on which the ballasting is yet unfinished. The other portion of the line is in first class working condition, the train running as smoothly as over the Great Western. At Simcoe the Company entertained the party at the "Norfolk House," where a very agreeable hour was spent. A few short speeches were made, chiefly of a congratulatory order, on the success so far achieved. Shortly after six the return journey was commenced, and for a portion of the distance the train made thirty miles an hour—an exceedingly fair rate of speed. The first class cars on the line are not of an expensive and luxurious character, but are nevertheless as comfortable as any reasonable person could wish for a short journey. Whilst at Simcoe the President briefly alluded to the position of the road and stated that the difficulties of the Co. were such in overcoming unforeseen obstacles that they were obliged, in common with other Railway Companies, to call upon the Government for further assistance. In this demand the Co. will have general sympathy, for it is felt that Railways in the counties of Oxford, Norfolk, etc., are entitled to be dealt with as liberally as roads in other sections.

Woodstock

November 26
1875

SERIOUS AND FATAL ACCIDENT.

On Saturday last, the down train from Stratford on the Port Dover and Lake Huron Railway, came into collision at Woodstock with an up train on the Great Western. The passenger car on the Western train was thrown from the track, and a passenger named Graham, a commercial traveller, was so severely injured that he died in the evening. The Conductor and another passenger were hurt but not severely. No persons were hurt on the Port Dover train, but the engine was damaged to the extent of three or four hundred dollars. From what we have heard, the blame rests upon an employee of the Western.

SIMCOE

August 9, 1876

Woodstock, Aug. 4.—A collision occurred at the crossing of the Port Dover & Lake Huron and Great Western Railways this morning by the Port Dover express, which leaves here at 8:45, running into the fast train from Hamilton due at 9 o'clock. There was only one coach on the G. W. R., which was turned upside down. The Port Dover engine was badly smashed. Only one person was injured, a commercial traveller from Montreal named Graham. The extent of his injuries is not known as yet. It is said that the accident occurred through the negligence of the signal man at the crossing.

Toronto Globe

AUGUST 11, 1876

RAILWAY.—The P. D. & L. H. R.R.
is getting along well ; gangs of men are
stationed at intervals of a few miles
along the line between Woodstock &
Tavistock. You may look for a ride on
the cars this fall from Woodstock to
Stratford per P. D. & L. H. R.R.

Woodstock.

August 20, 1875

We are informed that the Chief engineer of the Port Dover Railway has been instructed to prepare plans and specifications for a two story station house on the company's station grounds near Olose's brick yard, instead of one story as first intended. The first story is to be used as ticket and telegraph offices, waiting room and freight shed; the upper part to be fitted up for general offices and a dwelling for the station master.

Woodstock.

August 20, 1875

James Scarff and E. Lakeman were re-elected Auditors. A By-law was passed changing the time of holding the annual meetings in future from the 2nd Tuesday in January to the 3rd Tuesday in February. The business of the meeting was closed by a vote of thanks to the chairman.

ANNUAL REPORT OF THE DIRECTORS OF THE P. D. & L. H. RAILWAY FOR THE YEAR 1876.

To the Shareholders.—Gentlemen.—Your attention having been so frequently directed to the business of the Company, at the special meetings held during the past year, that most of you are quite familiar with the transactions of the board, it will be only necessary to briefly refer to the more important occurrences to enable you to fully understand the present position of the company and form an opinion as to the prospects of its future welfare.

You will remember that the last annual report informed you that the Directors, in conjunction with other companies similarly situated, had made an application to the Ontario Legislature for an additional grant. We regret to say that the applications were unsuccessful. Other companies at once ceased operations; but while, for the time being, it partially paralyzed our efforts, we, by securing private credit and making special exertions, succeeded in opening the road to Stratford. We need not repeat to you the difficulties experienced in endeavoring to sell the balance of the first issue of bonds, or the subsequent effort to offer greater inducements by a second issue and placing equal amounts of first and second issues at the rate of 75 cents on the dollar. The demand for money was greater than the local supply, hence a large amount of the bonds remained unsold. At length it was determined to offer the balance unsold to parties in England where money was plentiful, and the President had consented to attempt the negotiations, when some gentlemen arrived here from England in search of outlets for capital. Their attention was directed to this enterprise and after

the road do not present a very large showing, but have fully proven that the road has been materially benefited by extending the terminus to Stratford.

One car in depth of ballast has been put under the track during the year.

Station Buildings, Engine House and Turn Table have been built at Stratford. Engine House, Blacksmith Shop, Grain Elevator, Freight House and Water Tanks at Woodstock. Engine House, Turn Table, Bonded Warehouse at Port Dover. Water Tanks at Simcoe and Greenwood.

The equipment has been increased 1 locomotive, 2 passenger cars, 1 mail express car, 5 box freight cars, making a total now in service, 3 locomotives, 4 passenger cars, 1 mail express car, 1 caboose, 5 box freight cars, and 21 platform cars, all of which are in fair condition, but not sufficient for regular and extra service.

The tonnage moved in 1876, 20,311 tons. Amount earned for freight, \$17,455.19. Total number of passengers carried during the year, 35,693. Amount earned from passengers, \$19,636.57.—Amount earned from mails and express, \$1,667.74; making a total earning, aside from miscellaneous, of \$38,759.50. Only one train each way was running over the road up to the 5th of June, and no mails or express were carried previous to that date; besides the failure almost of the grain crop this last season has had an effect upon our receipts, which in a season under favorable circumstances would make an excellent exhibit.

C. N. SCOTT, Gen'l Supt.

Statement of Receipts and Expenditures of the P. D. & L. H. Ry. for the year ending December 30th, 1876.

Balance at last Audit.....	\$ 342.03
Government Subsidy.....	26,000.00
Municipal Trust Fund.....	9,340.00
Private Bonus.....	400.00
Stock Collections.....	12,631.00
Proceeds from Bonds.....	123,631.25
Borrowed Money.....	42,331.73
Bills Payable.....	18,234.20
Brought from Revenue Account....	11,923.46
Balance due Treasurer.....	165.65

\$279,947.42

**ANNUAL MEETING OF THE SHARE-
HOLDERS OF THE P. D. & L. H. R.**

The above meeting was held at the town hall, Woodstock, on Tuesday the 9th inst., at 10 a. m. A large number of Shareholders present. Gilbert Moore, President, took the chair and called on the Secretary to read the notice from the Ontario Gazette, calling the meeting. The minutes of the last annual and two special meetings were read, confirmed and signed by the chairman. The reports of the Directors, Treasurer, Auditors and General Superintendent were read. Mr. Moore moved, seconded by H. Parker, that the various reports as read by the Secretary be adopted. Mr. Grey asked some questions relative to matters of detail not in the reports, and which were answered by the Vice-President and Treasurer, after which the motion was adopted unanimously. Mr. Moore then thanked the Shareholders for their continued confidence and interest in the affairs of the company and vacated the chair. It was then moved by Mr. H. Parker, seconded by Mr. S. S. Fuller, that Mr. W. Grey, be appointed chairman of the Shareholders meeting. Mr. Grey on taking the chair, thanked the meeting for the honor conferred, and asked for the appointment of scrutineers. Mr. Joseph Rippon and E. M. Schooley were elected. The following gentlemen were duly nominated as fit and proper persons to elect as Directors for the ensuing year viz.: Gilbert Moore, Dr. E. C. Oakes, Chas. H. Parker, S. S. Fuller, Marshall and J. Jackson. On the motion of Mr. S. S. Fuller, the meeting adjourned.

the changing of the annual meeting to the latter part of the month of February. Several accounts for the last year are still out, and for the want of time a sufficiently analyzed statement has not been prepared. The aggregates only will be presented to-day, and we would advise delaying the publication of the same till it can be more satisfactorily completed.

The Treasurer's statement will show that a very large sum has been expended and that the liabilities are also large. There are yet many necessary improvements to be made, and, as shown by the Superintendent's report, more rolling stock will be required to meet the increasing demands that may reasonably be supposed will be made on the opening of navigation.

The Treasurer's and Superintendent's reports will supply further particulars.

G. MOORE,

Woodstock, Jan. 9th 1876. Pres.

SUPERINTENDENT'S REPORT.

To Gilbert Moore, Esq., President.—I respectfully submit the operations of this department for the year 1876, aside from what has already been given you by the Secretary and Treasurer, which includes the expenditures, all of which have been as carefully prepared as the very short time would admit for the preparation of an annual report.

The track laying having been completed on the 3rd of February last, the line was opened to Stratford—an increase since last annual report of 23 miles—making a total length of 63 miles from Port Dover to Stratford.

...moving truck has been lost in
...Woodstock, affording
...of all morning
...SAT. morning
...moving truck
...SAT. morning

WOODSTOCK
JANUARY 12,
1877

Woodstock.
January 12
1877

**ANNUAL MEETING OF THE SHARE-
HOLDERS OF THE P. D. & L. E. R.**

The above meeting was held at the town hall, Woodstock, on Tuesday the 9th inst., at 10 a m. A large number of Shareholders present. Gilbert Moore,

JANUARY

the position of the Company, they returned to England, intending to recommend their clients to purchase at least £75,000 worth of bonds on consideration of the Company withdrawing the two former issues and re-issue £95,000 as the only and first preferential bonds. The consent of the shareholders having been obtained and the bondholders having agreed to this arrangement, it but remains now to consummate the sale, which as far as your Directors are yet advised, is in a fair way of being done.

This will, in a great measure, relieve your directors from further embarrassment, by placing a larger sum at their disposal than under the previous issues of bonds.

The ballasting has been continued throughout the summer, but having to haul gravel from Woodstock to Stratford, as well as an equal distance southwards, the operation has been both tedious and expensive. The track, however, was left in fair condition on the commencement of winter, when all hands not required in operating the road were discharged. The staff is now reduced to the minimum number, and the strictest economy inaugurated, which, we trust, will soon be manifested in a larger surplus of earnings over expenditure.

The season has proved unfavorable for traffic, and a very large falling off in receipts, general throughout the country; hence this first season's operations is scarcely a fair criterion of the business resources or prospects for future results.

The opening of the first link of the Stratford and Huron Road—a distance of twenty-six miles north to Listowel—which is expected to take place within the present year, will open up a large traffic to and from that prosperous section of country, and which will, no doubt, greatly benefit this road by its intimate relations with that enterprise. Its continuance through to the Georgian Bay, in accordance with the charter for the same, is an event in which we must necessarily take a deep interest and sincerely hope for its final consummation.

In view of the difficulties in preparing the annual statement so soon after closing the books for the year, we would advise the changing of the annual meeting to the latter part of the month of February. Several accounts for the last year are still out, and for the want of time a sufficiently analyzed statement has not been prepared. The aggregates only will be presented to-day, and we would advise delaying the publication of the same till it can be more satisfactorily completed.

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our legislation would be completed, which we were then applying for. This, unfortunately, was delayed till late in the month of March, by which time the war in the East caused a diversion of investments, and all hopes of a sale in England were abandoned. The bonds were ordered home, and strenuous efforts made to effect a sale to Canadian capitalists, and to municipalities more directly interested, but without success. Creditors then became impatient, and threatened legal proceedings to recover claims. Large amounts were due to banks for money borrowed on the personal credit of your Directors and others, to complete the road, and no hope of relief presented itself except to allow some other Railway Company to purchase it. This alternative was dreaded by those who had so long struggled for an independent line; that it was at length proposed to form a syndicate to purchase the unsold first preference sterling bonds at 50 cents in the dollar, and advance, pro rata, 25 cents in the dollar for the second preference sterling bonds, allowed to be issued under the provisions of the charter. After much difficulty this was accomplished. The necessary permission was given by the shareholders to issue the second preference bonds, amounting to £34,400, which are now held by parties as indicated, subject, however, to redemption by the Company, on or before the first of April next.

Nearly all who purchased bonds of the original issues surrendered them and took sterling bonds in exchange therefor; also their accrued interest to the first of January, 1877. There are, therefore, now issued £95,000, or its equivalent, of first preference sterling bonds, and £34,400, of second preference sterling bonds, making together the total sum allowed by the charter, viz:—\$10,000 per mile.

It may be proper to mention here that there was a year's interest on the first preference bonds due on the first of January last; but that the bondholders at a meeting held in September last postponed their claim for the present.

Referring to stock subscriptions, we would state that it is desirable to close the account, and with this in view, a list of uncollectable arrears will be laid before you, and permission asked to forfeit the subscriptions of such parties, and write off the amount uncollected from the assets

and that the statute legalizing the Sterling Bonds make the Dollar bonds rank equally only with the first preference Sterling Bonds, so that in effect they are part of that issue.

3. That your Committee found, as you were aware, the Dollar Bonds and Sterling Bonds in the hands of the Federal Bank in trust as to those which had been fully paid for, to exchange the dollar for sterling ones and as to another part they were held as security for various notes given by various subscribers for the bonds upon which money had been advanced by the Bank and the balance were held as security for money advanced by that and other Banks and individuals upon the Bonds and various notes and indorsements of the Directors and others for the accommodation of the Company.

4. Your Committee succeeded in unravelling to the best of their ability all the details and complications connected with the position of the Bonds and those interested in them and delivered to those who had paid for them their Bonds. Your Committee then investigated the position and responsibility of the subscribers for bonds who had not paid and arranged with the Bank to take certain of the notes and Bonds of good subscribers. Your Committee with the assistance of the Board, after much difficulty succeeded in effecting a sale of the balance of the first preference Sterling Bonds and connected with it a loan on the second preference Bonds, which becomes a sale unless they are redeemed on or before the first of April next.

5. Your Committee realized from 10 notes which had been given by subscribers for Bonds \$40,129.86, and from the sale of the balance of the first preference Bonds and loan or conditional sale of second preference Bonds the sum of \$126,517.26, making in all the sum of \$166,647.12, disbursed as follows:

Paid Federal Bank.....	\$122,478.61
Paid the Consolidated, Imperial, Commerce and Montreal Banks and sundry advances of individuals on account and security of Bonds and for accommodation of the Company.	34,819.16

Total.....	\$157,327.80
Leaving a Balance of.....	\$9,319.32.

which will be more than required for completion of payment for Right-of-way and ballasting. In the meantime it has been paid out for back wages, ballasting and towards Right of way

ford by the Huron R. guine the year the ferent po D. Tisdale

Feb. 18

He moved report of forfeiting other and moneys at bank, to the and super and another legislation and Huron carried.

legislation was for the Port Dover the Stratford assent of bondholders before any place, gamated an amalgam.

The election provided with

Moved by Win. Grey S. S. Fuller, Dr. Co be director

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Mr. M ing adjourn holders and to exercise

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all your own business, and endeavor to influence others to do the same.

In December last the Stratford and Huron R. R. Co. opened the first link of their road to Listowel, a distance of 27 miles. Under an arrangement with the contractors of the same, this Company has been and is still operating it satisfactorily. It is hoped that an amalgamation of the two companies will take place at an early day, and that profitable results will follow.

The H. & N. W. R. R. will make a connection with this road at Port Dover early the coming spring, and a link of the Credit Valley from Ingersoll to Woodstock during the summer. Thus, with these additional links and more favorable lake connections, together with the fact that the route is more widely known, your Directors may safely infer that during the present year the revenue accruing to the Company will advance more rapidly even than during the year now passed.

In conclusion we wish to express our hopes that, notwithstanding the heavy loss sustained by the delay in negotiating for a sale of bonds in England, and the subsequent sacrifice in disposing of them here, the comparatively small floating debt will be reduced if not entirely paid during the present year. This, however, depends on the disposition of the bondholders, whose coupons are already in arrears.

All of which is respectfully submitted.
GILBERT MOORE, Pres.

AUDITORS' REPORT.

To the President and Directors of the Port Dover & Lake Huron Railway Company.

GENTLEMEN.—We beg to report that we have carefully made a monthly examination of your Treasurer's books of account for the year ending 31st December, 1877, and found them correct, and with satisfactory vouchers for the entries made therein, and that we have verified the ledger balances. We have pleasure in stating that the new ledger opened in January, 1877, contains a good set of accounts, and is better adapted to railway business than those in the old ledger. We have also examined the cash books and found them correct, and the accounts of the same correct.

who have not fully paid and are in dispute, and the Directors under the advice of your Committee have sold all claim of the Company against such subscribers.

8. Your Committee found that difficulties arose in keeping the moneys received from earnings under the control of the Board, even so far as what was necessary for operating expenses, and with the assent of the Board had all monies from whatever source received deposited to the credit of the Committee and disbursed through their cheque. Your Committee recommend you to confirm this and give them full power to continue the same in future.

9. Annexed will be found a financial statement which will show the present position of the company financially. Your committee would call attention to the fact that the employees of the Company have been paid up within one month of their full pay and any who have left or whose services have been dispensed with have been paid in full. Your Committee also expended in the fall about \$1,500 in ballasting and have also paid out several sums on right-of-way. The financial statement shows about the sum still due on right-of-way and also in the Township of North Norwich a preferred claim. These claims and ballasting yet needed must be the first things paid off.

10. Your committee have adopted the plan of paying cash for everything and have so far been able to do so and propose to continue it. They have no suggestions to offer in regard to the floating debt further than to ask the creditors to be patient and to ask the Bond-holders to forego their interest to enable the traffic of the road to be developed.

11. Your Committee proposes, now they have got the matters hereinbefore referred to into shape, to take an early opportunity of carefully investigating the whole details of system of operating the Road and recommending to the Board such improvements as may be considered advisable and beneficial.

12. As has been mentioned in this annual report of the Board, the Stratford and Huron railway is now far completed as to be ready to be run to Listowel. Your Committee are in a position to state that the identity of interest of a

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PORT DOVER AND LAKE HURON RAILWAY

ANNUAL MEETING—THE REPORT, ELECTION OF DIRECTORS &C.

The annual general meeting of the Port Dover and Lake Huron Railway Company was held on Tuesday in the Town Hall Woodstock; at which there was present a large attendance of the shareholders and bondholders of the road. Gilbert Moore Esq., President, occupied the chair, and the meeting being brought to order he called upon the secretary who read the following reports:

ANNUAL REPORT.

To the Shareholders and Bondholders:—

GENTLEMEN.—In presenting for your consideration a report of our proceedings for the past year, and submitting a statement shewing the financial position of the Company, we wish to be as brief as possible, yet sufficiently explicit to be thoroughly understood.

Referring, first, to the issue of bonds, we would remind you that the last annual report stated that the Directors were then in communication with agents in England, for the sale of first preference sterling bonds of this Company to the amount of £75,000, at 75 cents in the dollar, and that the balance of said issue, £20,000, would be taken by parties here, in exchange for bonds of the original issues held by them at the rate of 80 cents in the dollar. Your Directors were informed that the sale would be closed and the money ready by the time our legislation would be completed, which we were then applying for. This, unfortunately, was delayed till late in the month of March, by which time the war in the East caused a diversion of investments, and all hopes of a sale in England were abandoned. The bonds were ordered home, and strenuous efforts made to effect a sale to Canadian capitalists, and to municipalities more directly interested, but without success. Creditors then became impatient, and threatened legal proceedings to recover claims. Large amounts were due to banks for money borrowed on the personal credit of your Directors and others, to complete the road, and no hope of relief presented itself except to allow some other Railway Company to purchase it. This alterna-

during the year. We strongly recommend that the accounts in the old ledger, all of which are branches of capital and construction, be closed, so as to show the total cost of the road, and the sources from which the funds were received.

The new bond trust, the transactions of which were incomplete at the end of the financial year, has come under our examination to the extent only of that portion of the "proceeds" placed in the statement of "Receipts and Expenditures" for 1877.

All of which is respectfully submitted.

JAMES SCARFF, }
EDWARD LAKEMAN, } Auditors.

February 19th, 1878.

On motion by Mr. Moore, seconded by Mr. Henry Parker, the reports were adopted.

Mr. Tisdale then read the following report of the Committee on Bonds which was appointed at the general special meeting held last fall.

REPORT OF THE BOND COMMITTEE.

Your Committee beg to report as follows:

1. That as directed by the resolution appointing them they have fully carried into effect the arrangement for exchanging the issues of \$250,000 and \$125,000 respectively of Dollar Bonds of the Company for first preference sterling Bonds of the Company as provided by the agreements and statute in that behalf.

2. That all the holders of Dollar Bonds, except to the extent of \$22,400 equal to £4,700 sterling, agreed to such exchange and that the statute legalizing the Sterling Bonds make the Dollar bonds rank equally only with the first preference Sterling Bonds, so that in effect they are part of that issue.

3. That your Committee found, as you were aware, the Dollar Bonds and Sterling Bonds in the hands of the Federal Bank in trust as to those which had been fully paid for, to exchange the dollar for sterling ones and as to another part they were held as security for various notes given by various subscribers for the bonds upon which money had been advanced by the Bank and the balance were held as security for money advanced by that and other Banks and individuals upon the Bonds and various notes and indorsements of the Directors and others for the

recommendation of the Committee

large part of the Roads that will be in this country call attention to the fact that the Companies to the Huron Railway this have been the Company, looking to the enabling to be placed in the hands of the concerned parties. You will see the scheme of the condition of the respective terms, No other interest. 13. In would assist the respective parties with their decision and judgment, it is supposed they are parties for in the fact interested in the exchange. From the First connection was formed by the Huron Railway, and the year the Company's report was presented. D. TISDALE Feb. 18th He moved the report of the Committee, forfeiting the other authorities, moneys advanced by the bank, to be and superintended and another legislation and Huron carried. The legislation.

STRATFORD AND HURON RAILWAY.—On the 7th inst. a very large and important railway meeting of delegates from the municipalities of Listowel, Palmerston, Clifford, Normanby, Sullivan, and other townships to the northward, was held at Chesley, under the auspices of the Stratford & Huron Railway Co., for the purpose of considering the best means of securing the construction of the line to the shore of the Lake. The Reeve of Elderslie was appointed chairman. Mr. Fuller, of Stratford, explained the advantages that the Stratford & Huron Railway would be to the municipalities, and stated that the Company were prepared to go on with the construction of the road immediately if the towns, villages, and townships interested were prepared to vote a bonus of, from Listowel to Wiarton, a distance of seventy-five miles, the sum of \$450,000, equivalent to \$6,500 per mile. He said that it had been found necessary to ask this amount on account of the difficulty in selling railway bonds in England. He clearly showed that the difference in freight on the Stratford & Huron Railway would alone more than pay all the bonus asked. Mr. Wright, of Woodstock, also explained the reason why so large a bonus was wanted. Speakers from the different municipalities also addressed the meeting and expressed themselves as satisfied to support the road and do their best to carry the bonuses necessary. A resolution was passed, pledging themselves to raise \$6,500 per mile to Wiarton. A committee was appointed to apportion the different amounts; and it is intended to have the by-laws submitted immediately and voted on.

Woodstock

MAY 17, 1878

TAVISTOCK.

THE NEW STATION.—The new station of the Port Dover Railway, here, has been completed and taken off the hands of the contractor, Mr. Henry Rausch. It is one of the best stations on the line, and the contractor deserves credit for the workmanship displayed in its erection.

~~Ken~~ Woodstock Review

July 19, 1878

RAILROAD ACCIDENT.—On Thursday evening last, a collision occurred on the Port Dover & Lake Huron Railway. It appears that an engine was despatched from Woodstock to Currie's Crossing—at which there is no telegraph office—to be attached to the first Listowel excursion train coming north. It was thought that the engine could make that point before the arrival of the other train. It had, however, passed Currie's but a short distance when the two collided. The engineer of each had observed the other coming, and by reversing their engines prevented what otherwise might have been a terrible accident. Those on board, although severely shaken, escaped without serious injury.

Woodstock
August 16, 1878

EXCURSION TO PORT DOVER.—One of the largest excursions (or the largest excursion) ever known in this part of the country, passed over the Port Dover & Lake Huron Railroad on Friday last. Over three hundred got aboard the cars here. The two trains managed to take all the passengers from Listowel to Simcoe, but an extra train was run up from Dover to take the Simcoe people. Twelve o'clock noon found us all at Port Dover. The sad end of the unfortunate young man who was killed at Stratford, cast quite a gloom over the excursion party. After arriving at the Port nearly all repaired to the picnic ground, if it is worthy the name, and dinner was prepared and eaten. Nothing, however, was very entertaining in the grove, save the excitement caused by a number of girls, some verging into womanhood, who went down to the lake to have a wade. We all pronounced them good waders.

Woodstock.

August 23, 1878

sailed for the point where captain Rhodes and wife were to dive, which he did from the yard arm of a schooner that was attached to the steamboat. The distance was about fifty feet. Immediately after, his wife jumped from the side of the boat when both were taken in again safely. The boats then sailed for the harbor. They were refilled with passengers, who had a voyage of half an hour. After they arrived, Captain Rhodes announced that he would go out on a schooner, and dive again, promising the people on land that they would be back in twenty minutes and in plenty of time for the train. The captain got to shore in a few minutes by the aid of a small craft, but the passengers were left to the mercy of the boat, who could not or would not go into the harbor. A signal was hoisted for the steamboat to come to their rescue which it did but refused to land the party without a purse of eleven dollars, which was soon raised by them in consequence of their anxiety to get to the train which had already started, but had returned unable to go up the heavy grade. By this time one or two trains had left for home, but it was evident that there was not locomotive power enough to tug the balance. The writer was on the first train that started and found himself in a short time at the Canada Southern crossing, and run off on the siding to wait for those in the rear. We lay there two long hours. The other train not coming, our train started for Otterville, to get water. In a few moments we arrived at the Otterville station the point of our destination. The tank was dry and no water could be got for the engine ; it was then made known that Lynn Valley a distance of twenty miles was to be reached in order to get water. The passenger cars were left at Otterville and the engine and two freight cars started back for the tank. Very much

Woodstock
August 23
1878

WOODSTOCK,

First arrival of new fall goods, at Rippon's.

Excursion to Dover.—Last Friday two very large Excursion trains well filled were run to Port Dover. The Excursion was got up under the auspices of the Baptist denomination along the P. D. & L. H. Railway. Over 2000 spent a very enjoyable time at the Port. The trains started on the return trip early in the evening but owing to the length of the last train it was five o'clock, the following morning before Woodstock was reached. The trains stuck two or three times while on heavy grades.

A BRAKEMAN KILLED AT PARIS.—A melancholy and fatal accident occurred about half-past nine Thursday morning on the G. T. R., near Paris station. As the excursion train from Bright and Drumbo to Burlington beach was approaching Paris station, the conductor of the train sent a brakeman named George Bennet upon the top of a passenger coach to get the tickets from some boys who were sitting there. The train was going a fair pace at the time, and Bennet, it seems, turned his back to the engine and was carried violently against an overhead bridge. The collision knocked the poor fellow on his face on the car top, the fall no doubt assisting in his death. He was carried still breathing into the station waiting-room, but expired almost immediately. Deceased was an old and tried servant of the road and well respected by all his comrades. He belonged to Stratford, where he leaves a wife and family to mourn his loss.

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August 23,

1878

tance of one and a half miles, where four coaches were on the side track filled with passengers. By this time these passengers had heard that the engine had gone for water and would not be back for two hours. It was then two o'clock in the morning, and to wait two hours longer was more than they could do, so the Hawtrey people left the junction to walk home. We had left Hawtrey for the junction and met on the way about thirty men women and children. We will not try to picture the scene, suffice it to say that the ears of the officials of the road must have burned at this time. We arrived at the junction and went through the four coaches to find our friends, and we were almost ready to despair finding them, believing they were yet in Simcoe or Dever, but in the last coach our treasures were found. Now for a brief description of the scene: children crying, men and women sleeping, some mothers cying for babies left at home, some laughing, some scolding, some singing, some talking, some swearing; and but few praying, and those prayers was for yengeance on the R. Road, and its officials the whole scene was a perfect Babel. The Isralites in their murmurings whilst journeying through the wilderness, could not have been worse so far as numbers went. At this time it was annonnced that the engine was coming back from the water followed by a car of passengers that had been dropped at Simcoe two or three hours before. We were soon attached to the train, and in a few minutes were all safely landed at our station. In a short time we were all wrapped in slumber and enjoying nature's sweet restorer. We do not feel like blaming any of the officials or employees of the road for any delays, but would attribute it to a 25ct. excursion, and a little too much water.

A VICTIM.

Woodstock

August 23,

1878

OXFORD FALL ASSIZES.

REMAINING CASES TRIED LAST WEEK.

Wednesday, Sept. 11.

The Court resumed at 9 a.m., Chief Justice Haggerty presiding.

Pt. D. & L. H. R. vs. G. W. R.—This case, which was commenced on Tuesday afternoon, was concluded to-day. A great number of witnesses on both sides were examined. The following are the facts of the case:—On the 14th day of August, 1876, the Globe express then running on the Western Railway arrived at Woodstock about 9 o'clock, and an accommodation on the P. D. & L. H. R. left on time going South. When at the crossing the trains met, the rear car of the Globe train was collided with, the other part of the train having passed the crossing.—Both trains were going slowly, and only one man named Donald Graham was hurt, but the car was considerably wrecked as was also the engine of the Pt. D. & L. H. R. Donald Graham sued the G. W. R. and received judgment for \$1,037.37. The crossing was in the hands of the G. W. R., who had a watchman named Utting. The Pt. D. & L. H. R. Co. contended that the semaphore had been lowered and the train was at liberty to cross. The watchman said that the semaphore had been lowered, but had been raised in sufficient time to allow the officials to stop the train. The Pt. D. & L. H. R.'s claim was for damage sustained by the engine, while the claim of the G. W. R. in the second suit was for \$1,037.37—the amount recovered against them by Graham—and some \$300 for other damages. By consent of counsel for both companies a verdict was rendered for plaintiffs for one shilling, with leave to move. The case G. W. R. vs. Pt. D. & L. H. R. involved the same points of contention, and by consent a similar verdict was rendered for plaintiffs. Nothing, therefore, was done, more than taking the evidence. H. B. Beard, Q.C., and B. Bird for Pt. D. & L. H. R.; C. Robinson and Harry Becher for the G. W. R.

While the case was in progress the Grand Jury sent in the following presentment and were relieved from further duty:—

The Grand Jury for our Lady the Queen present that they have visited the jail of the County of Oxford and found the same clean and in good order. The prisoners

Woodstock.

September 20

1878



The British Canadian

SIMCOE, OCT. 13, 1875.

FORT DOVER AND LAKE HURON RAILWAY.

On Wednesday last this road was formally opened as far as Woodstock, by the arrival of an excursion train consisting of five coaches well filled with passengers from Port Dover, Simcoe and the other stations along the line. Arrangements had been made for a great demonstration in Woodstock, but an almost continuous down pour of rain put a great damper upon the day's proceedings. On the arrival of the train, the Mayor, on behalf of the people of Woodstock, presented the President and Directors of the road with a congratulatory and laudatory address, to which the President replied. After the presentation the gathering proceeded to the Woodstock Collegiate Institute, where the Rev. Mr. Fife and the teachers, read and presented an address to the Hon. Oliver Mowat, who had arrived from Toronto by the 11.50 train to be present at the opening celebrations of the R.M.W. and the Agricultural Society's new exhibition grounds. The Premier briefly replied, thanking Dr. Rife and his associates for the honor they had done him, and expressing the deep interest he had always felt in educational matters. He congratulated the Institute upon its success in the past, and confidently hoped that in the future it would be more successful, and that the pupils would do credit to the excellent training they received, and would be an honor to their country. In the evening there was a banquet in the Town Hall. A grand display of the Works under the management of Prof. Hand, of Hamilton, and speeches from invited guests and prominent residents, closed a day that will be memorable in the history of Woodstock.

SIMCOE

October 13,
1875

Woodstock, Jan. 7.—The snow blockade still continues. No trains are running on the P. D. & L. H. Railway, and from present appearances, there will be none for two or three days. Two engines attached to the train coming north yesterday morning were thrown off the track near Burgerville. One is turned completely over, but the other will probably be placed on the rails before night. When, by laying a track around the other, which is not completely clear off the rails, the train will be enabled to proceed north. The track north of here is heavily blocked, and large gangs of men are at work clearing it, and to morrow it is expected that the train will reach Stratford.

TILLSONBURG

JANUARY 10, 1879

WOODSTOCK.

SHARP PRACTICE.—A despatch from Woodstock under date of March 3 says:—A very curious proceeding took place at the Port Dover & Lake Huron Railway station, on Saturday afternoon, in which was involved a sharp piece of practice on the part of a William Collier, of Troy, New York State. From what we can learn through enquiry, the Credit Valley Railway was owing Mr. Collier \$500 on a car which they had purchased from him as soon as the road was completed between this place and Ingersoll, and he, thinking that no further sum was forthcoming, took the following way of obtaining it. He waited for the C.V.R. train, due here at about four o'clock, and which conveys passengers to the P.D. & L.H.R. station (as no station as yet has been built by the C.V.R. Company,) Mr. Collier, who was awaiting with an engine of his own, backed it upon the rear end of the train, and attached it to the passenger car. While he was doing this, another man in his employ was disattaching the car from the C.V.R. train. As soon as this was done, Mr. Collier moved away with the car upon the siding, and was taking water when the conductor ran up and jumped upon the car. Here a wrangling took place between him and Mr. Collier as to the possession of the car, and would have resulted in all likelihood in a serious affray if they had not been separated. Collier, again having possession of the car went his way without further molestation, and is now in all probability in Troy. This conduct on Mr. Collier's part is condemned by many, although it may be legal enough, on the statement made by the officials, that all the flat cars which they had purchased from Mr. Collier were paid for, and that the \$500 yet payable on this passenger car was not yet due.

Since the above was published Mr. Collier has arrived in town, and his car is now in the P.D. & L.H.R. yard. He says that the company owe him \$10,000, and that they have allowed the notes made in his favor to go to protest. Mr. Collier holds an agreement, entitling him to seize for non-payment.

STRATFORD HERALD

RAILWAY TROUBLE.—A very curious proceeding took place at the Port Dover and Lake Huron Railway station on Saturday afternoon, in which was shown a shabby piece of practice on the part of William Collier, of Port Dover. As soon as we could learn of the affair the Credit Valley Railway was owing Mr. Collier \$500 on a car which they had purchased from him as soon as the road was completed between this town and Ingersoll, and he, thinking that no further sum was forthcoming, resorted to the following plan to obtain payment: Upon the arrival of the C. V. R. train, due here at about four o'clock, and which conveys passengers to the P. D. & L. H. R. station (as no station as yet has been built by the C. V. R. Company), Mr. Collier, who was awaiting with an engine of his own, backed it upon the rear end of the train, and attached it to the passenger car. While he was doing this, another man in his employ was disattaching the car from the C. V. R. train. As soon as this was done, Mr. Collier moved away with the car upon the siding, and was taking water when the conductor ran up and jumped upon the car. Here a wrangling took place between him and Mr. Collier as to the possession of the car, and would have resulted in all likelihood in a serious affray if they had not been separated. Collier, again having possession of the car went his way without further molestation. When the car reached Stratford the P. D. & L. H. R. agent refused to deliver it from the Company's siding without orders from the head office. Mr. Collier, in the evening, with about twenty men, ran the car off the siding and took up the rails, but the agent afterwards backed the car off the rails into a snow bank and there it remains.

WOODSTOCK TIMES
MARCH 7 1879

A CAR CASE.—We want to engage Mr. William Collier, of Troy, New York, to collect our old accounts. It appears that the Credit Valley Railway Company bought two passenger coaches from him, and failing to pay for one of these, Mr. Collier visited Woodstock on Saturday and found an old engine of his lying in the P. D. & L. H. station yard. This he had fired up, and when the Credit Valley Railway train arrived from Ingersoll, he backed up to the rear of it, and, uncoupling the car, made off with it before being observed by any of the railway officials. On arriving at Tavistock his engine gave out, and by main force the car and engine were put on the siding. Mr. Collier had for a time forty men guarding it, fearing an attack from the Credit Valley Railway men. He then proceeded to Stratford, and placed it upon the Grand Trunk Railway. The officials of that railway, not taking a liking to Mr. Collier and his car, threw it off the track, and he is unable to replace it. Mr. Collier should be appointed a tax collector somewhere, but as a successful car conductor he is only a partial success.

3/7/1879 Woodstock

WOODSTOCK.

MARCH 7, 1879

IMPORTANT RAILWAY CASES DECIDED.—
Judgment was delivered in Toronto on Saturday in the case of the P. D. & L. H. Railway Company vs. G. W. Railway Company, and G. W. Railway Company vs. P. D. & L. H. Railway Company. These actions were commenced about two years ago in relation to the collision which occurred on the crossing at Woodstock in August, 1876. Suit was first instituted by the Port Dover Railway Company, and a counter action was brought by the Great Western Railway Company. The evidence was taken at the last Oxford Fall Assizes, and both cases were adjourned to be argued in term in Toronto. Last month they came up for argument, when Mr. Bird of Woodstock, who has conducted the case throughout with marked ability, appeared for the Port Dover Company, and Christopher Robinson, Q. C., of Toronto, and Mr. Samuel Barker for the Great Western Railway. Judgment was reserved till Saturday when it was delivered against the plaintiffs in both suits.—

Woodstock. MARCH 14, 1879



LOCAL NEWS.

BILLIARDS.—We learn from the *Times* that there are twenty-seven billiard tables in full blast in Winnipeg, where the population is 10,000. Simcoe, with its population of 3,000 has only four tables. Quite a difference.

OFF THE TRACK.—On Thursday last while turning a locomotive on the turntable of the P. D. & L. R. at Port Dover, the tender partly left the track, in consequence of which the train that usually reaches Simcoe at about three o'clock was delayed several hours.

NORFOLK
Reformer

May 29
1879

Railway Notes.

Joseph Bland shipped 280 head of fine sheep to East Boston on Tuesday last via P. D. & L. H. and Grand Trunk Railways in order to catch the steamer for Europe on Friday.... An excursion train of eight coaches from Ingersoll, via C. V. R., and another of seven coaches from the south passed through Woodstock on Monday last bound for Goderich, where the day was pleasantly spent. A large party of excursionists from Pt. Huron and Sarnia by steamer *Ontario* were also enjoying a holiday at Goderich the same day.... On Tuesday last Embro "excused" to Pt. Ryerse, via C. V. and P. D. & L. H. Railways, it being their first civic holiday.... The P. D. & L. H. R. are daily bringing in train loads of material for the C. V. R., track laying and ballasting on that line being pushed to the utmost. We understand the rails have reached Ayr.... Two large bulletin boards have been erected by the P. D. & L. H. Ry. Co., one opposite the Post-office, and another on their premises on Dundas street, near the elevator, for the purpose of keeping advertisements of excursions, &c., on that line posted conspicuously and prevent wanton destruction of bills. By consulting these boards the latest advertisements of excursions to take place will be found.... We understand that the P. D. & L. Ry. Co. have arranged for parties attending the excursion to the Falls on the 28th to issue coupon tickets of admission to each or all points of interest at the Falls, these tickets to have attached coupons for hacks, Museum, New Suspension Bridge, Prospect Park, American Side, Goat Island, &c.; all at very low rates, which intending visitors can avail themselves of by purchasing tickets from the Company and save extortionate rates after their arrival at the Falls. The steamer *Ruthesay* will also carry passengers from Niagara to Toronto and return for 35 cents.... The steamer *Annie Craig*, of Pt. Dover, is to be rebuilt this winter. Thirty feet will be added in the centre of the boat, and a new large engine capable of making the boat a fast sailer will be put in, when it is intended by the owner, Capt. Foster, of Pt. Barwell, to run her once a week to Erie, Pa., in connection with the P. D. & L. H. and H. & N. W. Rys., besides the regular trips up the Bay, as at present.

.... The P. D. & L. H. R. are daily bringing in train loads of material for the C. V. R., track laying and ballasting on that line being pushed to the utmost. We understand the rails have reached Ayr.... Two large bulletin boards have been erected by the P. D. & L. H. Ry. Co., one opposite the Post-office, and another on their premises on Dundas street, near the elevator, for the purpose of keeping advertisements of excursions, &c., on that line posted conspicuously and prevent wanton destruction of bills. By consulting these boards the latest advertisements of excursions to take place will be found.... We understand that the P. D. & L. Ry. Co. have arranged for parties attending the excursion to the Falls on the 28th to issue coupon tickets of admission to each or all points of interest at the Falls, these tickets to have attached coupons for hacks, Museum, New Suspension Bridge, Prospect Park, American Side, Goat Island, &c.; all at very low rates, which intending visitors can avail themselves of by purchasing tickets from the Company and save extortionate rates after their arrival at the Falls. The steamer *Ruthesay* will also carry passengers from Niagara to Toronto and return for 35 cents.... The steamer *Annie Craig*, of Pt. Dover, is to be rebuilt this winter. Thirty feet will be added in the centre of the boat, and a new large engine capable of making the boat a fast sailer will be put in, when it is intended by the owner, Capt. Foster, of Pt. Barwell, to run her once a week to Erie, Pa., in connection with the P. D. & L. H. and H. & N. W. Rys., besides the regular trips up the Bay, as at present.... A cheap excursion to the opening of the Exhibition at Toronto on the occasion of the visit of the Gov.-General and Lady is talked of, via P. D. & L. H. and Grand Trunk Railways, also from Ayr and Drumbo to Port Dover.... The Niagara Hose Company, No. 1, of Warren, Pa., excurt to-day, (Friday), via Dunkirk and steamer *Arundell*, to Pt. Dover. It was expected they would visit Woodstock, the time of the boat having been arranged. It was deferred.... The farmers and their wives, and their sisters, and their cousins, and their aunts, will have an excellent opportunity of doing the Ontario Industrial and Experimental Fair at Guelph on Wednesday next. Mr. Johnson, the Manager, knows how to receive visitors. See advertisement in another column.... Mr. D. Richards has sent, via P. D. & L. H. R., a large consignment of brooms to Manitoba, having already shipped large lots of soap manufactured in Woodstock, which speaks well for the enterprise of the firm.

Woodstock

August 22 1879

Railway Matters.

(From the Listowell Banner.)

It is generally believed that the Stratford & Huron Railway Directors have met with considerable difficulty in furthering the extension of their line of railway to Warton by the opposition of the Georgian Bay & Wellington Railway Company, which company was encouraged to proceed with their project by assurances from the Great Western Railway Company, that, when the proper time came, they would assist them to buy the iron and enable the company to complete the road. But from the following particulars which we gather from the *Owen Sound Times*, we should think that the Great Western Railway Company must have changed their minds, no doubt influenced by the fact that with all the efforts put forth they cannot defeat the Stratford & Huron Railway. The proposals were as follows:—That the first section of the road should be completed first to Durham; and that the Great Western Railway Co. should provide the iron, spikes and fastenings for a stated sum, the company paying therefor whatever cash they might have on hand, and giving security for the unpaid part not to exceed a stated sum, and that the road as soon as completed to Durham, should be stocked and operated by the G. W. Railway Co. With respect to the second section, the proposal seems to have been, that within two years after the completion of the first section, the second section should be completed to the Georgian Bay, the Great Western Railway Company furnishing the iron, etc., as before, but the Great Western Railway Company wanted the Directors of the Georgian Bay & Wellington Ry. Co. to give their joint and several obligations for a heavy sum, likely to remain as an outstanding liability for iron, etc., for the first section. Another provision was that, if the second section should not be built according to the agreement, the first section was to be handed over to the Great Western Ry. Co. free of debt, for which the Directors of the Georgian Bay & Wellington Railway Company were to give their personal obligations. This seems to be a stumbling block to the Georgian Bay & Wellington Railway Company; and no wonder, for the terms proposed by the Great Western Company are very onerous, but we understand the company are still going on, with the hope that the Great Western Company may relax these terms; but in this they will probably be mistaken. We notice it is proposed to ask the City of Hamilton for a bonus of \$20,000 to the company, but there is a likelihood of the By-law being defeated. In a late issue of the *Times* we find the following, and we think a very correct view of the railway situation, given from a Hamilton point of view:

If the proposed line from Hamilton to Mount Forest, Durham and Owen Sound, should be built, will not other cities named have equal advantages of shipment? Certainly they will. As to Hamilton holding the trade of this and the valuable district served by the Wellington Grey & Bruce

have equal advantages of shipment? Certainly they will. As to Hamilton holding the trade of this and the valuable district served by the Wellington Grey & Bruce Railways system for all time to come, it is simply impossible. We will have to share it with all other centres of the wholesale trade, as they are all reached by the Great Western Railway. Besides the Port Dover and Stratford & Huron Railways will no doubt be built within an average distance of from twelve to fifteen miles west of the proposed Georgian Bay & Wellington Railway, and about equal distance east of the Wellington, Grey & Bruce Railway, and serve more important centres of trade, viz.: Palmerston, Aytton, Harriston, Neustadt, Hanover, Elmwood, Chesley, Tara, Invermay, Allenford, Hebworth and Warton. This railway connects with the Great Western Railway at Woodstock, and will connect with the Wellington, Grey & Bruce Railway at Harriston, giving equal facilities to Hamilton merchants as the Georgian Bay & Wellington Railway could, and does not ask any bonus from the city. The Stratford & Huron Railway have secured in all \$405,000 in municipal bonuses from Listowel to Warton, and, it is said, expect to secure the sum of \$15,000 more, or equal to \$6,000 per mile and will open up a valuable tract of country only partially served by other railways, and will no doubt secure the best harbor either summer or winter on the Georgian Bay, as the water is fully twenty to thirty feet deep within sixty feet of the shore at Colpoys Bay, to which point the rails of the Stratford & Huron Railway can be laid with but little expense, compared with the Owen Sound Harbor, and easier grades.

The Stratford and Huron railway Company, on the other hand, seems to be meeting with very good success and have now nearly completed their bonuses; and we are informed that as soon as the sectional By-laws, now before the ratepayers in Wallace, Brant, and Carleton Place, are carried, they intend letting their contracts up to Hanover or Elmwood, and may let the grading of the road as far as Tara; but not all the work beyond Hanover or Elmwood, as the townships of Sullivan and Derby have not yet submitted their By-law to the Stratford & Huron Railway Company, waiting the result of the suit to quash the Sullivan By-law to the Georgian Bay & Wellington Railway Company. The line is now nearly all located and the company are securing offers for the right of way, which, we understand has been offered on very reasonable terms.

WOODSTOCK.
September 5, 1879

THE WOODSTOCK SENTINEL

PORT DOVER RAILWAY.

Special General Meeting of Shareholders and Bondholders.

As announced, a special general meeting of the shareholders and bondholders of the Port Dover & Lake Huron Railway was held in the Town Hall here on Monday at 10 a. m.

Sheriff Deeds, of Simcoe, was elected Chairman and R. W. Sawtell Secretary.

The President, Col. Tisdale, explained that at the last general meeting it was the feeling of the bondholders there should be a half-yearly meeting. He referred to the receipts of the past half-year remarking that the blockade of the past winter had seriously increased their expenses. He read a statement of the receipts and expenditure which showed that the receipts for the half-year, ending 30th June, 1879, were \$39,137.68 and the expense of operating \$34,253.78. The earnings for the same period of 1878 were \$36,098.45, showing an increase of \$2,139.23.

He remarked that the special object of the present meeting was to talk over the present and future of the road. Referring to the past difficulty of the road he held that the road was still a good property and worth backing up. The earnings at present were not sufficient to pay interest on the bonds, or to pay the obligations which stood against them. This was not what they all had expected, but it was what was the case. He explained the claim of North Norwich, whose bonds were first preference bonds, and which had obtained a decree in Chancery to have the road sold to secure two payments on these bonds. If the road should be sold under this decree it would belong wholly to those who purchased it. He thought the course taken by the township was an extremely harsh one towards all who owned the bonds of the road. Still, if the township was determined to press its claim it must be provided for to prevent the road from being sold. They could not hope to pay the claim out of the earnings of the road during the year, as the extra-ordinary expenditure would be about \$3,000—which could not be avoided. If they held their own during that time they could not do more, that is, if they operated the road and paid the necessary extra-ordinary expenditure out of the earnings they would do very well. As to the claim of North Norwich, the amount required to meet it would be about \$3,000. As to the way in which the road had been run, he believed there was no other railway in Canada or the United States which had been run so efficiently at so little cost. He thought this statement due to the officials who had worked faithfully and energetically for the success of the line. He showed that the interests of the Stratford and Huron Railway and this

sale of the road he was perfectly willing he should do so. The creditors whom he represented would come in after the bondholders and would get nothing. All the bondholders would be willing to have the road taken off their hands if they were paid for their bonds by the creditors who were anxious to get their claims. Unless a large majority of the bondholders were in favor of this arrangement he would not work upon this committee. In answer to some questions he explained that as the bondholders were the real owners of the road, in assessing themselves to meet the claim of North Norwich they were simply paying off a mortgage on their own property.

Mr. Grey opposed the adoption of the report. He thought if it was adopted the road would be sold, as some of the bondholders might not pay their assessment.

Col. Tisdale regretted that he had to come before the bondholders for more money, but he believed that the property he was now taking part in the management of would increase greatly in value. The road was the only one really owned in Canada and he would not like to see it sold and the interests of anyone sacrificed. He thought it a most disastrous thing if the road changed hands before it had really been given the opportunity of proving that it could be made a paying one.

Reeve Sutherland, as representing Woodstock, thought that the report might be amended. He thought that the committee failed to make the arrangement suggested, that another meeting should be called to make arrangements for the sale of the road. He pointed out that Woodstock had \$20,000 of the bonds, which—with interest would amount to about \$48,000. He thought the first part of the report should be passed; and the last part amended so that the bondholders failing to meet the claim, another opportunity should be given to municipalities and others owning bonds to say how their interests should be protected. He was surprised that no financial arrangements could have been made to meet so small a sum as the claim of North Norwich.

After some explanations from Col. Tisdale, he pressed to have the report so changed that reasonable notice should be given, in the event of a sale taking place, to the municipalities and persons holding bonds, so that they would have time to consider how their interests should be protected.

The Chairman remarked that it was high time the bondholders realised that they really owned the road, and thought that the only way in which they would protect their interests was to make the assessment proposed.

The report was changed, as proposed, so that proper notice should be given to those who were interested. It was carried without opposition.

bondholders should join together and prevent this from occurring.

Mr. Monteith suggested that a small committee of bondholders should be appointed to report in half an hour.

Mr. Totten, solicitor for North Norwich, objected to some strictures that had been made upon North Norwich. He thought that the idea proposed of asking each bondholder to pay his share of the claim could not be carried out. He could not see how anyone who advanced money in this way would have any lien for the repayment of the amount. Even if the claim of North Norwich were satisfied in this way any other bondholder whose interest was not paid could come forward and prove his claim under this decree and force the sale of the road.

Mr. Ball mentioned that as he had judgments registered to the amount of \$7,000 or \$8,000 against the road he could order its sale at any time.

Gilbert Moore stated that as a Director he had no influence whatever in the affairs of the road, as the Bond Committee had complete control of these.

Col. Tisdale explained that Board meetings cost about \$40 each, and that as all matters of detail were now in the hands of the Bond Committee there was no necessity for meetings of the Board.

Mr. Sutherland suggested that an arrangement be made by which the claim of North Norwich be transferred to some capitalist who would hold it for some time.

E. M. Schooley, Esq., thought that nothing more disastrous to the bondholders and the country through which it passed could occur than the sale of the road. As it has been pointed out that other claims against the road might be pressed so as to force a sale of the road, it would appear that some arrangement should be made to provide for such, which he hoped would be done.

After some further discussion by a number of legal gentlemen as to the rights of various classes of bondholders, a committee was appointed to meet with the Bond Committee and report after dinner.

At three o'clock the committee, consisting of A. Monteith, Robt. Whitelaw, T. H. Parker, John Rice and Gilbert Moore, brought in the following report:—

We recommend that T. H. Parker and Gilbert Moore, with the Bond Committee, form a special committee to deal with the claim and suit of North Norwich, and that the bondholders be requested to consent to and pay an assessment at the rate of \$7 per \$100 to pay the claim, and failing a settlement said committee be authorized to purchase the railway, if sold, and hold the same in trust for such bondholders who pay the necessary assessment to make such purchase.

T. H. PARKER, Chairman.

Mr. Ball stated that if this report was adopted he would force a sale of the road.

Col. Tisdale said he would not be intimidated by anyone. He stated, and moved

WOODSTOCK

SEPTEMBER 5 1879

PAID OVER.—In the suit of North Norwich against the Port Dover and Lake Huron Railway Company the Bond Committee have during the past week paid over to Warren Totten, Solicitor for the Township, the sum of \$1,839.47, being the amount of rebate payable by the Railway Company under their bond of \$10,000 to the Township for the years 1877 and '78, and being the sum assessed against and collected from the bondholders.

WOODSTOCK.
NOVEMBER 14, 1879

PORT DOVER & LAKE HURON RAILWAY.

ANNUAL MEETING.

The annual meeting of the Port Dover & Lake Huron Railway was held in the Town Hall, Woodstock, on Tuesday.

Mayor Sutherland, of Woodstock, was appointed Chairman, and Mr. Sawtell Secretary.

Secretary Sawtell read the notice calling the meeting and the following

ANNUAL REPORT.

To the Stockholders and Bondholders:

GENTLEMEN,—Your Committee and Directors beg to report as follows: The total gross earnings for the past year from all sources amount to \$96,231.56, being an increase of \$14,910.07 over the gross earnings for the year 1878. The total cost of operating has been \$73,370.02, leaving a balance of \$22,861.54 from gross receipts over the expenses of operating.

It must be borne in mind that the fiscal year, terminating as it does on the 31st of December, included the snow blockade of last winter, which caused a loss of several thousand dollars. The expenses of operating also include the cost of snow shovelling, which was very great, and the cost of partially re-building the engine Fulton. The amount of expenditure for these purposes are shown in the accounts separately.

It has been found necessary to expend on renewals, construction and rolling stock the sum of \$13,667.21.

It having been strongly urged upon your Committee that the allowing of half the freight earned by the Company on overdue coupons in the hands of patrons of the line would increase the freight receipts, your Committee instructed such an arrangement to be carried out. The result has been satisfactory, and this explains the appearance in the accounts of an item for payment of bond interest.

The full details, particulars, items and figures in relation to the foregoing will be found in the abstract of accounts submitted herewith, as also a statement of the amount of Floating Debt of the Company.

The Auditors have fully gone over the books and accounts, and will submit their report to the meeting. The Superintendent, Treasurer and General Freight and Passenger Agents will also submit their usual reports.

Arrangements have been made to have the steamboat service between Port Dover and Port Rowan continued and the steamer engaged in that business enlarged, so as to better accommodate the excursion parties visiting those ports.

The negotiations looking to the establishment of a general coal trade at Port Dover were interrupted last winter by the uncertainty of what would be done by the Government in reference to duty on coal. These negotiations have been resumed with a fair prospect of something definite being accomplished by spring.

The Stratford & Huron Railway Company having to procure Legislation this session certain necessary amendments and improvements have been added, without expense to this Company, to the Charter and the scheme of amalgamation, looking chiefly to the question of enabling the holders of the bonds of the Company to place them on completion of the whole system to the Georgian Bay. The proposed legislation will be explained to you. You will, of course, understand that this, like all former legislation, is founded entirely upon the condition that the proprietors of the respective companies first agree to what is proposed. Neither company can coerce the other.

We are pleased to be able to report that a large part of the work of construction of the Stratford & Huron Railway north of Listowel has been done, and the balance is being pushed forward rapidly. We are reliably informed that upon the Company getting the Government aid they have applied for to the present session of the Legislature, all arrangements are made to complete the line to the Georgian Bay by next

BUILDINGS.

A building for storage of oil and other engine supplies at Port Dover; a small storehouse at Woodstock, and ten hand-car and tool houses along the line for section men, comprise the buildings constructed during the year.

MACHINERY.

There has been added to our machine shop: one planer, one small lathe, a sand blast, a furnace for spring work, and a wheel press, besides other less important tools. We are now able to press on and off car wheels, and do nearly all our locomotive repairs.

ROLLING STOCK.

Our equipment of rolling stock remains the same as in 1878, and is in good condition; but we have not a sufficient supply of cars even for our local business, while we depend entirely on foreign roads for cars for through shipments. A considerable amount of business was lost last season by our not being able to provide cars. The three Brooks' locomotives have been thoroughly overhauled and repaired and new flues put in, and are now in first-class order. Engine Fulton has had a new fire-box and flues, and done good service during the summer, but had to go into the shop late in December, on account of a broken cylinder, which is now being replaced by a new one.

FENCES.

3,000 rods of barbed wire fence have been put up along the west side of the track in places where the line was blocked with snow last winter. Part of the lumber released has been used to build 1,232 rods of portable fence, which has been placed out in the fields opposite the cuttings. This fence can be piled up in the spring and used again when needed. With the above arrangement of fencing and the help of a snow plough that has been built on to one of the heavy engines, I do not apprehend any more serious trouble from snow blockades.

GENERAL REMARKS.

I am pleased to say that we have had no serious accidents on the road during the year, and since last spring our engines, being in better repair than formerly owing to our shop facilities, trains have been nearly always on time, rarely late, except when waiting for connection at junction stations. I wish to acknowledge the energetic and faithful performance of duty which has generally characterised all employees of the Railway. Yours respectfully,

A. B. ATWATER, Superintendent.

Mr. Tisdale moved the adoption of the report. In doing so he made a lengthy explanation of the affairs of the Company and the position in which it stood. The question of the legislation now asked for from the Ontario Legislature was explained. The changes embraced in the new legislation were chiefly that bondholders should have the same voting power as stockholders; and that when the road is completed the Company should have power to issue bonds on the whole line from Port Dover to Wiarton. It is provided in a previous Act that the P. D. & L. H. and Stratford & Huron Railways can amalgamate only with the consent of two-thirds of the bondholders and stockholders of both companies.

A good deal of desultory discussion took place.

Resolutions were then passed approving of the legislation now before the Legislature, and expressing confidence in the present Management of the road.

The election of Directors was proceeded with, and the Board of last year was re-elected.

E. Lakeman and J. Scarff were appointed Auditors.

A resolution was passed authorizing the Directors of the Road to prepare a state-

WOODSTOCK

February 20, 1880

GENTLEMEN, The following report is respectfully submitted for the year ending 31st December, 1879:—

EARNINGS AND EXPENSES.

Receipts.	
From Passenger traffic.....	\$16,266.11
" Freight.....	15,828.13
" Mails.....	3,145.91
" Express.....	467.97
" Storage.....	215.90
" Rent.....	115.11
" Mileage.....	122.70
	<u>\$96,231.56</u>

Payments.	
Operating expenses.....	\$72,225.58
Taxes.....	1,111.11
Bond interest.....	6,925.60
	<u>\$80,262.29</u>

\$15,969.27

The earnings for 1879 exceed those of the previous year by \$11,910.07, or 48 33-100 per cent. The operating expenses are increased 1 56-100 per cent compared with 1878, the earnings of the railway for the first quarter of the year falling short of what they would have been by reason of the snow blockade.

CONSTRUCTION AND EQUIPMENT.

In carrying forward a well-considered plan of former management in developing the capacity of the railway, and mainly to fulfill contractions and obligations authorized and previously entered upon by them, it became necessary during the year to expend the sum of \$13,567.21, constituting an indebtedness in no wise chargeable to earnings account.

The large crop to be moved in 1879 caused a great scarcity of cars. On account of your limited rolling stock we have to depend largely, almost entirely, on foreign roads, and our earnings were considerably reduced for want of cars.

The Credit Valley Railway was opened for traffic from Ingersoll to Toronto on the 19th of January last. We have a connection for the interchange of freight traffic without breaking bulk, and hope to do considerable business to and from that company in connection with the Canada Southern.

The steamer Annie Craig has been enlarged and is much better adapted to do excursion traffic, and will commence with the season of 1880 by making a trip a week to Erie until the traffic with Ontario and Pennsylvania, via Erie, shall have developed to warrant more frequent service.

The early completion of the Stratford & Huron to Warton and the developments of a coal trade from the U. S., via Port Dover, is looked forward to increase our earnings materially.

It is with a degree of pleasure I have to report that your Committee have not been called upon during the past year to finance for any current expenses, a fact unknown heretofore in the history of this Company. Yours respectfully,
C. N. SCOTT, Treasurer, &c.

AUDITORS' REPORT.

To the President and Directors of the Port Dover & Lake Huron Railway:

GENTLEMEN.—We beg to report that we have made a monthly examination of your Treasurer's books of account of the earnings and expenditure for the year ending 31st December, 1879, and found them correct and with satisfactory vouchers for the entries made therein. We have also compared the annual statements with the ledger accounts, and have found them correct. We are, gentlemen, yours respectfully,

JAMES SCARFF, }
EDWARD LAKEMAN, } Auditors.

SUPERINTENDENT'S REPORT.

To the President and Directors of the Port Dover & Lake Huron Railway:

GENTLEMEN.—I respectfully submit the following report for the year ending December 31st, 1879:—

TRACK.

The renewals to the track in 1879 have been 6,821 cubic yards of ballast, 12,100 ties, 3,720 pounds of track-spikes and 600 lbs. of bolts. There will be required in 1880 about 15,000 ties, which have already been contracted for, to be delivered in the spring.

Tavistock siding has been extended 312 feet. It now holds 15 cars. Strathallan siding has also been lengthened and a switch put in at the north end.

On account of the danger to trains from trees falling on the track, it was thought best to cut all the trees along the line that could reach the track by falling, and this was done at an expense of \$134.82.

BRIDGES.

all bridges are in good condition, only a few

Woodstock

February 20
1880

Otterville.

The Port Dover & Lake Huron Ry. station here was burned to the ground on Sunday morning. Cause of fire unknown.

[We have received from Mr. J. W. Fish, of Otterville, a letter in reply to Rev. F. A. Brady's which appeared last week. Mr. Fish states that he is prepared to prove he was perfectly correct in all that was stated in the Otterville correspondence of two weeks ago to which Mr. Brady replied. As this is a question of no general interest, and seemingly of a character more personal than anything else, we decline to continue the dispute any longer.—Ed.]

Woodstock.

MARCH 5, 1880

WOODSTOCK NEWS.

The P. D. & L. H. & S. H. Railway
to be Leased to the G. T. R.

Terms of Agreement and the Dividend
Expected.

Woodstock, Ont., May 25.—Woodstock holds a public meeting to consider the water works question in the Town Hall to-night. The sentiment of the town seems to favor a project that would be feasible, but the town stands in great danger by the procrastination and tardiness of those who in the past have had the doing of matters.

A large meeting of shareholders and bondholders of the P. D. & L. H. & S. H. Railway was held in the Town Hall to-day. Sheriff Deeds, of Simcoe, was appointed chairman. Col. Tisdale, of Simcoe, was the first speaker. He spoke several hours in explaining the position of the road and its finances. It was resolved and carried by a large majority to lease the road to the Grand Trunk. The agreement with the Grand Trunk Railway provides that they shall operate both the P. D. & L. H. and S. H. Railway for 21 years, at a rental of 25 per cent. of the gross earnings up to \$700 a mile, and 13½ per cent. of the gross earnings beyond that amount, and the G. T. R. is to provide all working expense, and maintain right of way and necessary renewals. The arrangement embraces the proposed extension from Listowel to the Georgian Bay, which is also to be bonded over when completed. It is estimated that the proposed rental will, with the present receipts, yield a dividend of about 4 per cent. on the amount invested by bondholders, the ordinary stock being, as has been long assumed, practically worthless.

A motion for delay was made in interest of Stratford, which was voted down, and a resolution confirming the agreement carried by a large majority of bonds and stock represented.

LONDON FREE PRESS

MAY 26, 1880

WEDNESDAY, MAY 26, 1880.

THE P. D. & L. H. RAILWAY.

Lease of the Road to the G.T.R. Company.

Woodstock, May 25.—A large meeting of the shareholders and bondholders of the Port Dover & Lake Huron and Stratford & Huron Railways was held in the Town Hall to-day. Sheriff Deedes, of Simcoe, was Chairman. Col. Tisdale, of Simcoe, was the first speaker. He spoke several hours, explaining the position of the road and its finances.

It was resolved and carried by a large majority to lease the road to the Grand Trunk. The agreement with the G.T.R. provides that they shall operate both the Port Dover & Lake Huron and the Stratford & Huron for 21 years, at a rental of 25 per cent. of the gross earning up to \$700 per mile, and 12½ per cent. of the gross earnings beyond that amount. The G.T.R. is to provide all working expense, and maintain the right of way and necessary renewals. The arrangement embraces the proposed extension from Listowel to the Georgian Bay, which is also to be bonded over when completed. It is estimated that the proposed rental will, with the present receipts, yield a dividend of about 4 per cent. on the amount invested by the bondholders, ordinary stock being, as has been long assumed, practically worthless.

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MAY 26,
1880



Sentinel-Review.

FRIDAY MORNING, MAY 28TH.

PORT DOVER RAILWAY.

After a plucky but ineffectual struggle to maintain an independent existence the Port Dover and Lake Huron Railway Company has passed under the control of the Grand Trunk. The change has been one of necessity, not of choice. Under these circumstances, it is hardly necessary to discuss the action of the management and of the proprietary in consenting to the change. It seemed inevitable, however much it may be regretted by its many friends and original promoters. Like all the other local railway projects which have been developed during recent years in Ontario, the Port Dover road has been obliged to contend against many adverse circumstances and to battle with numerous opposing and powerful interests. In addition to all these, its promoters and proprietors have for the most part been inexperienced in Railway matters and, in spite of the most honest intentions and energetic effort, mistakes of policy were occasionally unavoidable.

But, while regretting the reasons which have compelled the change, we are not disposed to believe that the public interests will suffer thereby. On the contrary there is good reason to believe that the district of country along the line of route, with perhaps the single exception of the town of Stratford, will be more efficiently served under the new management than it has been heretofore. The Grand Trunk is just now in an exceptionally prosperous condition and the same admirable management that has brought about this result will no doubt be applied to the Port Dover line, and with equally satisfactory results. With ample resources at command (and this was really the weak point with the late management) the Grand Trunk can soon make the road as good as their main line and a most important feeder to it. The district of country through which the Dover road and its northern extension runs is one of the richest and best for purposes of Railway traffic in Ontario and through it the Grand Trunk can drain a large proportion of Western Ontario which heretofore has been chiefly

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So far as Woodstock is concerned, the change is not likely to be important at most, but a half dozen men will be removed from the workshops here and the manager of the road will henceforth have his headquarters in Stratford. We are pleased to observe that the late superintendent, Mr. ARWATER, has been appointed to the position of manager by the Grand Trunk Company. This will give great satisfaction to business men and the general public all along the line, with whom Mr. ARWATER is a favorite as an efficient and most courteous official. No better selection could have been made.

WOODSTOCK

MAY 28, 1880

The Port Dover, Stratford and Lake Huron Railways.

Pursuant to notice given by advertisement in the official Gazette and by circular, a meeting of the stockholders and bondholders of the above named railways was held in the Town Hall, Woodstock, on Tuesday of the present week. At nine o'clock a.m., the hour appointed for the meeting, there were present a large number of shareholders from the several municipalities along the line, from Port Dover to Listowel.

On motion Sheriff Deedes, of Simcoe, was called to the chair, and R. W. Sawtell, Esq., was appointed secretary.

The chairman, having acknowledged the honor done him, in appointing him to preside over the meeting, stated that this was the most important meeting in the history of these railways, and hoped the matters about to be brought before them would have their best attention, and that the discussions would be characterised by the largest liberality and fair play throughout. The object for which they were called together was, he stated, to take into consideration a proposed lease of the Port Dover and Lake Huron Railway and the Stratford and Huron Railway to the Grand Trunk Railway Company of Canada for a term of twenty-one years, the particulars and details of which lease the President would fully place before them.

The Secretary read the formal notice convening the meeting, upon which Colonel Tisdale, of Simcoe, President of the Companies ascended the platform, and in a very exhaustive address, lasting for nearly three hours, during which he entered into the most minute details of the proposed scheme, as well as reviewed the history of the roads from their inauguration, tracing the difficulties through which they (the management) have had to struggle from the initiation of the enterprise up to the present time; their efforts to work and maintain the roads as an independent line, for the purpose of securing to those interested competitive rates, and on account of which they were now forced to decide, and enter into the

Port and Lake Huron Railways.

On Thursday evening Mr. A. B. Atwater, Superintendent, tendered his resignation, which was accepted by the Board. On Wednesday morning the property was transferred to the Grand Trunk Company who have appointed Mr. Atwater Superintendent and Acting Manager. It is their purpose, we are informed, to work the road under a separate management. We wish them every success, and beg to congratulate the people of Simcoe and the other municipalities interested in having such a Company as the Grand Trunk at their doors.

NORFOLK
Reformer

MAY 28, 1880

proposed, or some other such scheme, in order to save the Companies from utter ruin.

The agreement proposed to be entered into between the Companies and the Grand Trunk is a lengthy document, and, as far as we can judge from hearing it read and commented upon in passing among us, very carefully drawn up, and affords sufficient protection to the interests of the shareholders of the Companies. We cannot but desire to them, as good, if not better, terms could be secured from any other Company with so interest it should at all be to have anything to do with the road. And we would add, that the President, Colonel Paine, is entitled to the highest commendation of the shareholders of the Companies, for the ability, energy and the display of his management. It was when he placed it before you, can be admired in no better what we say upon this point. The vote by which the scheme was carried. For, apart from a little opposition in which we cannot really make up our mind to consider as serious, the vote may be put down as being carried almost unanimously.

The purport of the agreement is about as follows:—The South road is to be put into a certain state of repair, at a cost fixed at \$300,000; the Stratford and Huron branch to be completed to Palmerston this summer and eventually to Colpoys Bay, the Grand Trunk will take control of the whole road immediately, equip it, renew it, and enlarge it as may be found necessary, and run it efficiently, allowing the Companies 25 per cent of the gross earnings until they reach the sum of \$750 per mile per annum, after which the percentage is to be reduced to 12½ per cent of the gross earnings. The available assets of the Companies are valued at about \$50,700. The gross earnings of the road last year were about \$64,000, the 25 per cent of which is \$16,000. The preference debt of the Companies is \$36,700. So the expectation is that with said assets and one year's percentage on gross earnings, even though they do not exceed the past year, the necessary improvements or repairs can be made, and the preference debt paid up, after which the bondholders may expect a return on their investments of at least 4 per cent per annum.

We have neither the time nor space at our disposal to enter more fully into the details of the agreement. Suffice it to say that it is in our opinion, as before intimated, sufficiently elaborate and binding upon all parties thereto, and, if carried out in the letter and spirit in which we believe it is entered into, will doubtless result in great benefit to all interested.

NORFOLK
Reformer

MAY 28, 1880

Grand Trunk Company, and none should be more ready to trust in that Company for straight, fair dealing at their hands. Yet, if the spirit manifested by those who attended the meeting at Woodstock is to be taken as a sample of that by which the inhabitants of Stratford are actuated, it must be deemed, to say the least, rather suspicious. Mr. Hickson sent a telegram, that was read to the meeting the purport of which was an assurance that they should have favorable consideration at the hands of his Company. But such assurance failed to satisfy them. They seem determined not to be satisfied with anything in reason; they insisted upon the meeting purchasing the whole of the only scheme at all likely or possible by which the road is to be relieved from its present embarrassed condition, merely that they might have time to work in the interest of Stratford alone, and to the injury of every other municipality to the south of them. But we are pleased to report that notwithstanding their little bluff in the shape of notices threatening injunctions in Chancery in addition to their hot shot and shell fire of eloquence, they utterly failed to make any impression upon the ranks of the bond and stock holders who took a broader and less selfish view of the situation.

At the close of about seven hours of most interesting and eloquent debate the motion for the ratification of the lease of the road to the Grand Trunk was put, and on the ballot being counted and certified to by the scrutineers, it was found that there were 1573 votes for and only 1619 against. Majority for the motion 3554. This announcement was received with genuine satisfaction by nearly all present.

A motion authorizing the immediate transfer of the road to the Grand Trunk was then put and carried without opposition. A cordial vote of thanks was passed to the chairman, and the meeting was brought to a close, when all parties took their departure for their respective homes, the great majority feeling that a brighter day was about to dawn upon the affairs of the Port Dover, Stratford and Lake Huron Railways.

On Tuesday evening Mr. A. B. Atwater, Superintendent, tendered his resignation, which was accepted by the Board. On Wednesday morning the property was transferred to the Grand Trunk Company, who have appointed Mr. Atwater Superintendent and Acting Manager. It is their purpose, we are informed, to work the road under a separate management. We wish them every success, and beg to congratulate the people of Simcoe and the other municipalities interested upon having such a Company as the Grand Trunk at their doors.

NORFOLK

REFORMER

MAY 28, 1880

The Port Dover, Stratford and Lake Huron Railways.

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On motion Sheriff Deedes, of Simcoe, was called to the chair, and R. W. Sawtell, Esq., was appointed secretary.

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The Secretary read the formal notice convening the meeting, upon which Colonel Tidale, of Simcoe, President of the Companies, ascended the platform, and in a very exhaustive address, lasting for nearly three hours, during which he entered into the most minute details of the proposed scheme, as well as reviewed the history of the roads from their inauguration, tracing the difficulties through which they (the management) have had to struggle from the initiation of the enterprise up to the present time; their efforts to work and maintain the roads as an independent line, for the purpose of securing to those interested competitive rates, and on account of which they were now forced to do so, and enter into the

MAY 1880

NORFOLK
Reformer

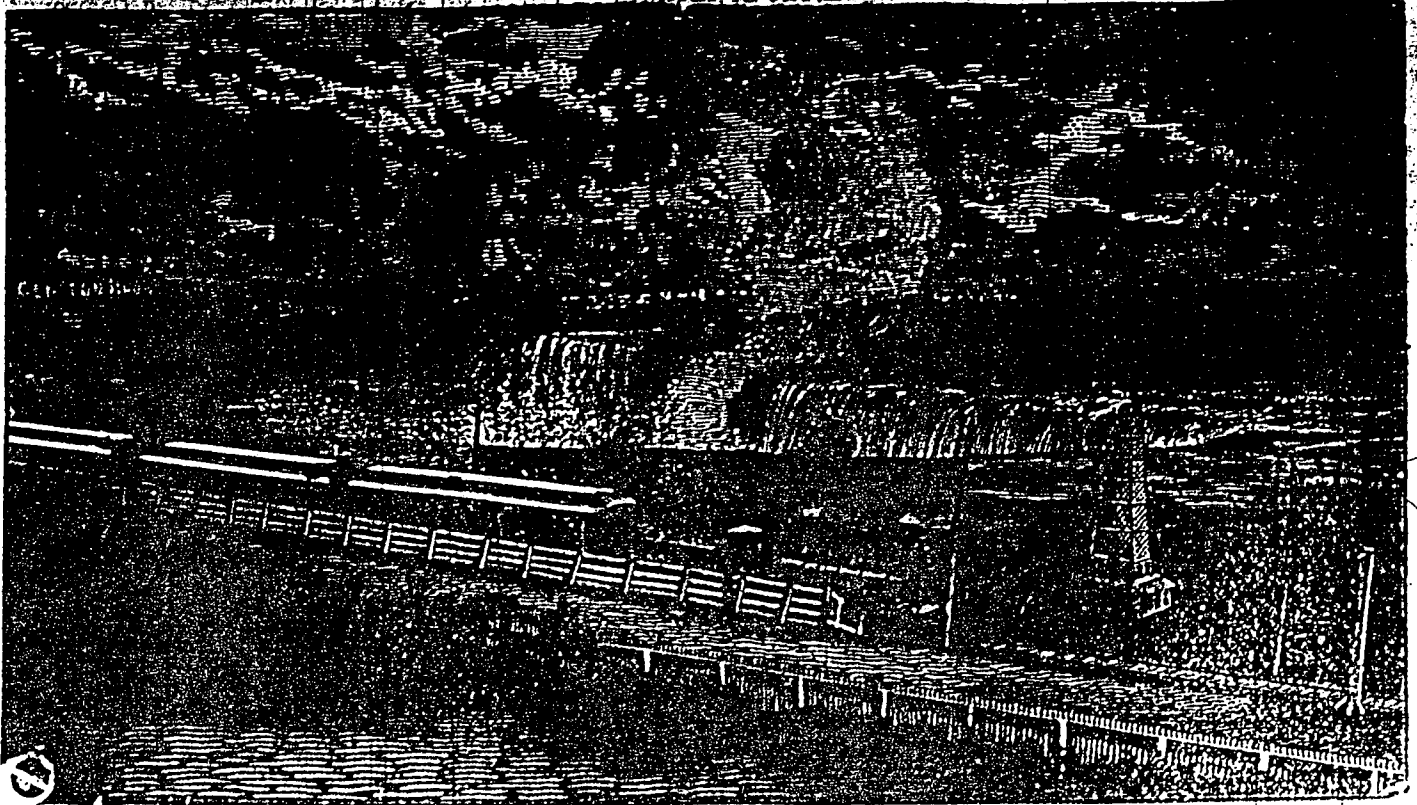
October 8, 1880

The train
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station.
a number
wives

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neral to Port Dover on
opped about half an hour in
rquis came out on the plat-
ent the scrutiny of a hun-
yes gathered around the
the stoppage of the train
leading citizens with there
rs were introduced to him.

THE WOODSTOCK SENTINEL-REVIEW

NEW ROUTE TO THE FALLS



AFTER-HARVEST EXCURSION!

The Port Dover & Lake Huron Ry. will run a Grand Excursion to

FRIDAY
AUGUST 20TH.

NIAGARA FALLS!

FRIDAY
AUGUST 20TH.

Via Tavistock Junction and Grand Trunk Railway to **INTERNATIONAL BRIDGE**! passing through the City of Brantford, Caledonia and Dunnville, thence via Erie and Niagara branch of Canada Southern Railway.

Landing Passengers Directly at the Falls. No Change of Cars.

Train will leave Norwich at 6 a.m., Burgessville 6.10, Currie's 6.25, Woodstock 6.40, —(Ingersoll 6.10, Beachville 6.25 via Credit Valley Railway)—Strathallan 7, Tavistock 7.40, arriving at the Falls at 12.30 p.m. sharp. Returning, train will leave at 6.30 p.m., giving **SIX HOURS** at the Falls. Tickets for all places of interest on both sides of the river can be procured on the train at greatly reduced rates.

FARE FOR THE ROUND TRIP, \$1.50.

August 13 1880

Newmarket, July 1. — To-day being the anniversary of our Dominion Day, was celebrated here by the arrival of the first construction train of the G. T. C. B. & L. Erie Railway locomotive No. 804. The workmen were welcomed by a large concourse of people. A splendid band enlivened the proceedings. A course of welcome, including a review of the railway campaigns during a number of years in this township was made by Mr. V. Lang. The speaker was frequently applauded. The workmen were treated to refreshments.

TORONTO GLOBE
July 2, 1881

WRECK OF NORTHBOUND TRAIN

Left Track This Side of Hickson and Added Another to Long List of Accidents.

DESPITE THE COMPLETENESS OF WRECK, NO ONE WAS KILLED

Brakesman Somewhat Severely Injured---The Cause of the Disaster Not Ascertained---Stories of the Eyewitnesses.

(BY SENTINEL-REVIEW STAFF REPORTERS ON THE SPOT.)

"Six cars derailed, all more or less demolished, three hundred yards of ploughed up roadbed, with twisted rails and broken ties, a brakeman seriously cut and injured, one passenger cut and bruised and a dozen others badly shaken up."

Such is the result of a disaster on the Pt. Dover and Georgetown Bay division of the Grand Trunk Railway six miles north of Woodstock at 6:15 o'clock last evening.

The north-bound mixed freight and passenger train which left Woodstock at 5:40 o'clock was derailed

be heavy, owing to the losses incurred to their rolling stock, road bed, etc., yet the officials feel that the accident was one of the most fortunate ever experienced as regards loss of life or injuries to the passengers.

The Injured.

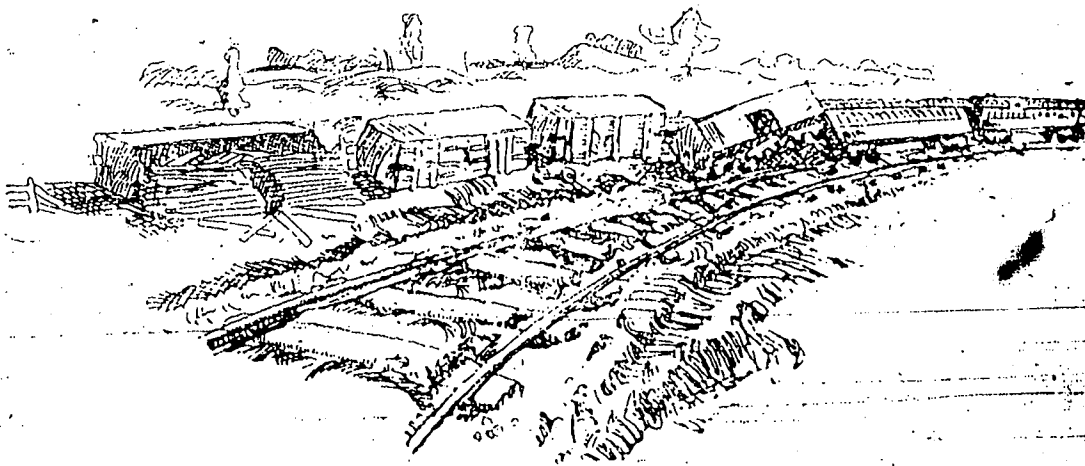
Alex. Mather, the brakeman on the wrecked train, sustained severe injuries. A scalp wound two and a half inches long required eight stitches. His hip was crushed and his wrist also lacerated and sprained.

The slightly injured passenger was Miss Jennie Thompson of Hickson, who was returning home from a visit to Woodstock. None of her wounds are of a serious nature, consisting as

debris which blocked the way, he engaged a farmer to drive him home, arriving here at eight o'clock. There being no telegraph office at Hickson, one mile north of the point where the accident took place, the distance to Tavistock, eight miles, had to be made on the handcar. Arriving there the unwelcome message, "Wreck, send auxiliary," was ticked into the trainmaster's office at Stratford. It was eight o'clock when the office was informed of the disaster and the wrecking crew, equipped with all the appliances of the auxiliary, set out for the scene about 8:30 o'clock.

What The Reporter Saw.

When the Sentinel-Review representative arrived on the spot at



The Wreck Near Hickson.

and derailed, and that none of the passengers on the train were killed or fatally injured seems little short of miraculous in view of the enormity of the wreck. Every car, composing the train, including the tender, three freight cars, one baggage car, a smoker and a first-class coach, was derailed, the freight cars and the baggage being hurled over and down an embankment twelve feet high, while the smoker was thrown nearly on its side and the coach carried off the ties and heaved over on one edge. The engine alone remained on the rails and drew the derailed tender onward a distance of one hundred

they do of bruises and scratches. The injuries of both were skillfully dressed by Dr. Campbell of Hickson.

All the passengers were shaken violently in their seats by the force with which the cars ceased their motion and more or less bruised, but everyone was able to proceed to their destination when the relief train arrived on the scene from Stratford.

Ex-Mayer Means a Passenger.

The news of the wreck was conveyed to Woodstock by ex-Mayor Mearns who was a passenger on the ill-fated train.

9:30 the wreckage was to be witnessed at its very best advantage. The reflection from the numerous fires caused by the burning of the loose debris together with the scores of lanterns carried by the spectators from the surrounding district who had congregated all tended to add to the vividness of the weird scene.

Upon leaving the rails the several cars had swerved to the right. The front freight car which is believed to have been the first to leave the rails lay bottom side up in the field beyond the fence, having been hurled a distance of fifty feet. The lumber which it contained was strewn over the ground, the top of the car being

MARCH 31
1903

WRECK OF THE NORTHBOUND TRAIN

Continued from page 1.

documented. The trucks were also loaded with merchandise and were found after the accident lying on their sides against the railway fence, also minus their trucks. The baggage car rested at right angles to the rails, one end being forced to the fence and the other lying about six feet to the side of the line. It too was nearly inverted. As the rear end of the train was reached less damage was found to have been inflicted. The smoker lay at a sharp angle and that the passengers were not hurled out of the windows was wondered at. The passenger coach was also tilted to one side, but its trucks remained intact. Beneath the baggage car, driven into the earth, were no less than five pairs of trucks which had been ground off the freight cars.

The Auxiliary at Work.

The work of adjusting the tracks of the tender, which after being detached from the cars had been drawn a hundred yards by the engine over the ties, engaged the attention of the wrecking crew and the auxiliary when it arrived at 10 o'clock in charge of Trainmaster Lynch. This was a difficult job as the front trucks were thrown off the left side and the rear off the right side of the rails. At the end of two hours the men triumphed, however, and the engine was able to proceed to the Hickson switch.

Meanwhile the wrecking crew, assisted by many farmers who cheerfully lent their assistance, were employed straightening the twisted rails, and relaying the torn up track leading to the point where the car were derailed. The yard engine from Woodstock arrived about midnight and soon the passenger coach was righted.

Drawing on the smoker and reconstructing the roadbed furnished employment for workmen until a late hour this morning when the line was nearly cleared of the debris.

The Cause Unknown.

Thus far it has been impossible to ascertain the cause of the wreck, but it does not appear unlikely that it was due to a defective truck on the front freight car. The roadbed was in perfect condition when section foreman Forbes passed over it a few minutes before the accident. The engineer perceived nothing wrong until he experienced the force of the derailling. It is generally believed by the crew that the front freight car was the first to jump the track and as a consequence of this derailling, the rear cars left the rails also. The cars rode a distance of one hundred yards on the ties before breaking away from the engine.

Experience of Passengers.

The few seconds which elapsed while this distance was being covered seemed like long minutes to the excited passengers, who momentarily expected the coaches to be dashed to pieces. With all the commotion, however, they held bravely onto their seats and thus prevented many fearful falls.

D. McEachern, of Toronto, a traveler for the Union Stock yards, was in the rear coach when he felt the first bump over the ties. He stuck to his seat, holding on with both hands and expecting every second to see something fly through the end of the car. "Then suddenly the car stopped with a jerk," he said, "and my head was dashed forward against the front end of the car, as I occupied the front seat. The force of the blow stunned me but outside of the severe shaking up I am now all right."

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potatoes struck me full on the head, but I'm still alive and uninjured, though it's a great wonder I wasn't killed. When I regained my feet I found a portion of my car on fire. It had caught from the stove, but I managed to extinguish it."

Other Woodstock Visitors Aboard.

Among the passengers who escaped injury was Mrs. (Rev.) J.B. Howard of Milverton, who spent the past week visiting her mother, Mrs. J. Hamlyn of the East End. She was returning home, accompanied by her niece, Miss Edna Deverell. Both were fortunate enough to be able to board the relief train for Stratford.

Fred Wilson of the lumber firm of Wilson Bros., this city, was also in the rear coach and escaped unhurt. Questioned in reference to the cause of the disaster, Conductor Lyons replied that it was impossible for him to attach the cause to anything in particular. As not a vestige of track remained after the derailling had been completed it was impossible to say whether or not the rails spread and as the trucks were also smashed no one could tell at present whether or not the accident was due to a defective wheel.

Engineer Roberts held a similar view. His engine passed the point where the derailling occurred and everything appeared to be in proper condition. The train at the time was careering onward at a rate of about forty-five miles an hour, the usual speed for the level stretch of roadbed following the sharp curve, six miles north of the city. Immediately upon learning that the cars behind the engine were off, Engineer Roberts, set to work to bring the train to a standstill, but the momentum gained on the down grade was not over come for several seconds.

At an early hour this morning Trainmaster Lynch declared that he was still at a loss to know the exact cause of the accident. From what he had seen of the trucks and derailed cars he could not arrive at an explanation satisfactory to himself.

Saw the Accident.

The one person to see the accident from without was the twelve-year old son of Andrew McLean, who resides on a farm bordering on the rail way line. The boy's point of view was from the top of a straw stack overlooking the tracks. Like other country boys he likes to pause and watch the cars go by day after day, and last evening was following the custom of other days. While the several cars occupied but an instant in leaving the rails and hurling themselves into the ditch yet the boy feels satisfied that the first to jump the track was the front freight. Simultaneous with this action the train seemed to reduce speed and the cars began to plough through the roadbed.

Watching the Auxiliary Workers.

To the residents of Hickson land vicinity the first opportunity of viewing a railway wreck was afforded last evening and they took advantage of it. Fathers and mothers, sons and daughters of the homes within miles of the scene of the disaster watched with unceasing interest the workings of the auxiliary crew. In this connection it may be mentioned that the latter are as systematic a gang of workmen as ever handled the pick and shovel. The farmers of the district who follow closely the reports of the recent railway catastrophes observed as he saw the auxiliary at work. "Well, I suppose these men have had sufficient practice at this work lately to make them perfectly acquainted with the work."

"It was a fortunate thing," remarked another observer, "that the cars were not derailed a quarter of

Woodstock
MARCH 31, 1903

terrible destruction worked in the cars ahead. It really was as complete a wreck as I have ever seen.

Baggage Car on Fire.

Brakesman Alex Metter had just entered the rear car from the rear platform when the trucks were thrown off and he sustained the fall which resulted in the injuries referred to above.

Baggage man Teddy Moriarity related a most interesting story. "I was sitting in the front end of my car," he remarked, "reading the paper, when I felt the shock of the struggle ahead. The train swung to and from and it just seemed as if every car was bent on throwing the other one off. Then the baggage car went up on end and behold the baggage which was stored in the rear end all pitched forward in a heap, completely covering me. A bag of potatoes struck me full on the head, but I'm still alive and uninjured, though it's a great wonder I wasn't killed. When I regained my feet I found a portion of my car on fire. It had caught from the stove, but I managed to extinguish it."

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Freight Train Wrecked at Burgessville

The contents of five cars of wheat, two of coal, and one of cement lie scattered around the G. T. R. tracks at Burgessville as a result of the wreck of a freight train there at 1.45 on Monday afternoon. The train had about fifteen cars on and near the station, going at a good speed, it struck broken or spread rails, and some cars dashed into the building belonging to A. Molins, while others collided with another building belonging to R. A. Siple. Both buildings were seriously damaged. No one was injured.

The ill-fated train was in charge of Conductor Frank Baker. Immediately after the wreck the auxiliary crews from London and Stratford were summoned and they set to work to clear the line, which took from the time of the accident up to Tuesday night to clear the track sufficient to allow trains to get through. Until the line was cleared, all trains on the Dover line were sent around by Brantford, reaching Norwich several hours behind schedule time.

During clearing operations large crowds from the country were interested spectators.

NORWICH
April 4, 1912

Canadian National, Burgessville-Woodstock Line

The C.N.R.'s application to the Board of Railway Commissioners for authority to abandon operation of the portion of its Otterville Subdivision, from Burgessville to Woodstock, Ont., 9.2 miles, was heard at Woodstock, May 10, 1935, by the Assistant Chief Commissioner, S. J. McLean, the Deputy Chief Commissioner, F. N. Garceau, and T. C. Norris. It was announced at Ottawa, Dec. 12, 1935, that the Assistant Chief Commissioner and Commissioner Norris had given judgment in favor of granting the application, that the Deputy Chief Commissioner had given a dissenting judgment, and that an order granting the application had been issued.

Canadian Railway
and
Marine World 1935

NO OPPOSITION TO C. N. R. PLAN

Judgment Held Over in
Move to Abandon Otter-
ville Branch Line

Special to the Sentinel-Review
SIMCOE, May 8.—An order for
the abandonment of nine miles of
the Hagersville subdivision of the
C.N.R. between Jarvis and Port
Dover was granted by the board of
railway commissioners sitting here
today.

Judgment was reserved in a sec-
ond case involving the abandon-
ment of a portion of the Otterville
subdivision, a distance of 14.2
miles from Otterville to Simcoe
Junction.

No opposition was offered in
either case to the railway's appli-
cation, but in the second case the
Tip Top Cannery and William Ken-
nedy, seed merchant, both of Ot-
terville, had not been notified of
the hearing. They will be com-
municated with and judgment
rendered following.

WOODSTOCK

MAY 8, 1935

P 7

Railway Board Defers Decision On Abandonment

Brief Presented to Commissioners Here Today by Board of Trade

Members of the local board of trade, city council, township councillors, rural residents and business men, met with the Board of Railway Commissioners for Canada, in the council chambers of the city hall this morning, to discuss the proposed abandonment of the C. N. R. branch line between Hickson and Tavistock, and Woodstock and Burgessville.

After hearing the arguments of Oxford county residents, and of the C. N. R. which was represented by I. C. Rand, the commissioners announced that their decision would be reserved. The members of the commission are, Dr. S. J. McLean, assistant-chief commissioner, who presided today, F. N. Garceau, K.C., deputy-chief commissioner, Hon. T. C. Norris, commissioner.

James A. Vance, chairman of the Woodstock board of trade, read a prepared brief from that organization, which pointed out that the board of trade felt that better service should be provided on the branch lines, even if it meant cutting down the service on the main lines. It was pointed out that there was considerable duplication of service between the C. N. R. and C. P. R. and this was plainly shown in the timetables of train movements on the main lines.

The brief read as follows:

DETAILS OF BRIEF

"The Board of Trade of the City of Woodstock desires to file with your body their views and their objections concerning the abandonment of the above lines.

"For many years this community was served by the railway line from Stratford to Port Dover. This being a branch line its influence was perhaps only local but it was of vast importance to the County of Oxford and the City of Woodstock. The towns and villages, including Hawtrey, Otterville, Norwich, Springford, Tillsonburg, Burgessville, Curries, Hickson and Tavistock were all connected with Woodstock by this line and for many years there was profitable interchange of business between these places. Woodstock, the county town, is the educational

(Continued on page 4)

RAILWAY BOARD DEFERS DECISION ON ABANDONMENT

(Continued from page 1)

and business centre. For many years students came daily by train to secure their education.

"A few years ago the service on this line was drastically curtailed and finally completely withdrawn. During this period the highway north to Hickson and Tavistock has been improved but the highway to the south connecting this city with Norwich, Otterville and the other places has been little improved, if any. The railway line connecting Tillsonburg and Brantford which provides service to Norwich, Otterville, Springford and Burgessville on that line, has continued to operate. Today, so far as this community is concerned, trade between Woodstock and these places, particularly Burgessville, Norwich and Otterville, has fallen off almost to the vanishing point. Business has increased as between these last mentioned places and Brantford, Delhi and Simcoe.

REVENUE LOWERED

"It is admitted that the construction of improved highways has resulted in decreased revenue to the railways and it is also admitted that highways in this area have had their effect upon these particular lines but we have lost the railway service and as previously mentioned the highway to the south has not been improved and business has suffered very seriously as a result.

"We have no doubt that these lines cannot be operated without loss at the present time and under the present conditions. However, in our opinion the loss in operating such a line is very small compared to the cost of extravagant and wasteful competitive service provided on other lines in this district. This service requires the most expensive equipment. It is operated on fast schedules which necessitates costly road beds. We would like to direct your attention to schedules of through passenger trains operating through Woodstock on the main lines of the C. N. R. and the C. P. R. These trains with minor exceptions serve the same district. Local trains provide for the difference. Westbound—

Toronto to Detroit: C. N. R. 2.47 a.m.; C. P. R., 2.38 a.m.
Montreal and Toronto to Detroit and Chicago: C. N. R., 11.04 a.m.; C. P. R., 11.06 a.m.; C. N. R., 8.08 p.m.; C. P. R., 7.52 p.m.

that the railways had given good reductions for the movement of grain to compete with truck competition, and that his firm had been taking advantage of the reduced freight rates to try and send their product by rail.

He felt that if more lines were abandoned and mileage changes made, it would put many points beyond the realm of possibility for real shipments. He suggested that if it was possible, he would like to see the old mileage rates remain in effect.

Speaking for the C.N.R., I. C. Rand said that there was great difficulty in establishing any constructive mileage out of an instance of that sort. It was really a traffic matter, and he could not commit the railway one way or the other. "We must guard ourselves," he said, "against creating a situation that will have reverberations elsewhere."

After the reading of Mr. Vance's brief, he also commented that up to the present, Woodstock had not been affected to the extent of one cent by the non-operation of these lines, as far as rates were concerned.

ENDORSE STAND

Mayor W. M. MacArthur, stating that he was speaking for the council, said that while they more or less endorsed the stand of the board of trade, there was also no doubt that there was some justification for abandonment. In that event, he asked if the road would have to be immediately dismantled, or could it be held over for some length of time. He also stated that in the event of a dismantlement, the council feeling was that the right-of-way might be utilized as a highway route.

Replying to the latter suggestion, Chairman Dr. S. J. McLean stated "That's a question for the railroad board. We can't act as Santa Claus."

Mr. Rand answered the first question, and commented that to leave a road without maintenance meant that it would dismantle itself, and that it was the cost of maintenance that made it necessary to dismantle the road.

Reeve John R. Brenneman spoke briefly for the township of East Zorra, dwelling particularly on the proposed abandonment of the Hickson-Tavistock line. He pointed out that there was a decided lack of railway connection to the north, and only irregular service to the south.

POOR CONNECTIONS

S. J. Loveys, Hickson merchant, went into the matter somewhat more extensively, pointing out that even when the lines were operated that train connections were so poor that the passengers had to motor to Woodstock to make other trains. He said that the township was helping to pay the federal railway deficit, and the thought of the real

Old Iron Horse remembered

By DOUG HARRISON

I was acquainted with the engineer and fireman on the Canadian National Railway (CNR) train engine 214. I can well remember being given a ride in the cab on occasion while they were shunting train cars at the Co-op, Borden's or Smith Cornell's. And I remember the big-fingered mitts the engine crew wore, all dirty with coal and oil.

Mr. Sherk ran the stockyard south of the station; cattle and pigs were received twice a week and weighed on a platform scale. I would skip school the odd day and thought I was Mr. Sherk's barefooted helper, separating fighting pigs by hitting them on the nose with a stick and running through the cinders and manure.

Billy Stroud was a butcher and he would buy a young calf once in awhile from Mr. Sherk and kill it right at the yard. I hated them both on those occasions.

There were times, winter and summer, when I watched Co-op

employees move the coal cars, pulled by a team of horses hooked to the train car by a chain. The coal car was given a start with a train car jack and then the horses were made to take over and snake the car along the siding. The trick was to get the chain unhooked so the horses were not run over by the moving train car. In winter this could be extremely dangerous.

A bunch of us young west-end boys used to commandeer the pump jigger if Ed Purdy had left the chain and padlock off and we would pump the jigger down to the junction pond to swim in summer in the lovely blue water. In winter once in a while we would pump the jigger down to play shinny on the frozen pond. It was busy in the winter at night and on weekends. Young fellows even walked up from Otterville in the bitter cold. I remember "Jiggs" Taft only had running shoes on, even in the winter.

We were a happy, healthy and friendly lot--all poor together. Charlie Bailey used to join in the fun or skate around the edge of the pond with his speed skates, bent low, the

tassle on his toque blowing in the cold breeze, his glasses steamed over, and with that eternal smile on his face, gliding mile after mile, hands clasped behind his back. We loved Charlie and we love him yet.

Al Stone, the station agent, could read the messages coming in on the telegraph, while at the same time wait on the odd customer, do some paper work, smoke that beautiful black pipe and still have the time and the kindness to say, "Hello, Dougie," when I walked in the station door. I sure did like Mr. Stone.

There were also my good friends of the section crew: Ed Purdy, the foreman, Albert Parker, Art Hagerman, Henry Mills and a black man, whose name I have forgotten.

Art Hagerman used to work from seven till five, jump on his bike after work, ride up to the old fairgrounds and play a game of hard ball; without having stopped for supper. He would bring his running shoes with him. The black man on the section gang kept his wallet in the bib pocket of his overalls. The pocket was kept secure with a large safety pin, for fear of robbery, which never happened to my knowledge. He used to give us kids a penny or two once in a while out of that purse, so we would buy candy at Herb Dager's store in the west end.

Ed Purdy used to have an orange or sandwich for me sometimes at five o'clock. I worked with him with his bees on Center St. and bugged potatoes, generally getting in his way.

The section gang men were darkly tanned from the sun and the wind, working and riding on the jigger which was powered by a gas engine. One Sunday we took the pump jigger all the way to the Otterville canning factory. Coming back, it was uphill all the way. We pushed the jigger and pumped the jigger. Man were

Ed Purdy would have skinned alive if he had known.

I recall how Ed Purdy's jigger was loaded with the tools of his trade, maintain the railway track and tie short-handled spades, sledge hammers, crowbars, (one type used for pulling spikes) hammers, oil car spikes, jacks, etc.

The train cars were handy on the east side of Borden's milk plant. I would jump from the top of the car onto the verandah roof and climb through an open window. Then we would help ourselves to a few cans of sweetened condensed milk.

The 214 was a smaller train engine with a bright red sign on the side of the cab. The train crew were constantly flipping their watches checking the time. The gold chain shone brightly from going in and out of the vest pockets so much. The men were all so kind and usually happy to say hello and rub all the kinks out of their heads. We hung around the station quite a bit.

Mr. Stone wore black sleeve protectors from elbow to wrist. I checked his watch and tugged on his pipe, but didn't rub our heads. In the station, one the north wall hung large pictures of Cunard liners; was lucky enough to acquire one of those beautiful pictures.

A few other memories: The Gro family lived at the junction near the train watering tank.

The snow-plow in front of the engine was a sight to see; as the snow blew the engine was quite often invisible.

"Skimp" Smith learned telegraphy at the old Norwich Station, helped by Al Stone.

The big padlocks on the switch were marked with the CNR.

You can tear up the ribs and rail of the old CNR in Norwich, but I me continue to walk the roadbed "The Old Iron Horse" with n

Steam locomotive replaced by diesel power

December 28, 1956

Saturday of last week marked the last trip to Port Dover over the Canadian National Railway lines of the old steam locomotive to haul the regular train into the local depot and on Monday the new diesel power car took over.

"Old timers" around town can think back to the days of the old wood-burners, and now another mode of railroad power makes way for the new and more modern diesel unit.

We're going to miss the old "puffer" engine with its clouds of smoke, but even more alarming is the fact that railroad men tell us that within the next year there will be no regular C.N.R. train service in or out of Port Dover; the present express service being handled by truck, patterned after the present time Lake Erie and Northern Railway (C.P.R.) service, and the Simcoe yard engine running an occasional trip down with the odd car of freight or carload of cans for the Canning Factory, or carload consignments for Misner's, Kolbe's and Ivey's.

Time was when Port Dover had four or five trains a day and many railroad families residing here, but the use of branch lines has been dwindled and railways are constantly making changes to keep up with changing conditions.

Not too many years ago the railroad was practically the only system of transportation before trucks took over a large percentage of local and long distance freight service.

And time was when just about the whole populace of the village gathered at the Grand Trunk Railway depot to meet the "incoming trains" and see who was coming to town; particularly in the good old summer days when city folks came to spend all summer at the lake and not just a few days; then head off to the next resort community.

Oct. 28-1957

C.N.R. Passenger Train Makes Last Trip on Saturday

The passenger service on the Canadian National Railway between Hamilton, Simcoe, Port Dover, Port Rowan and St. Williams, has been discontinued. The final run took place on Saturday afternoon with the train pulling into the station at Simcoe at 1.15 p.m. to unload freight and express.

The passenger section of the train carried approximately 30 persons most of whom were making the run with the train for the last time. The freight and express services will continue with added services being instituted with the addition of two trailer-transporters being put into service between Hamilton and Simcoe.

Persons using the express services are asked to note the time schedule following.

Truck No. 1 will leave Hamilton at 8 a.m. arriving in Caledonia at 8.45 leaving again at 9 o'clock and arriving in Hagersville at 9.20. It will arrive in Jarvis at 9.45 after leaving Hagersville at 9.35. From there it will continue to Simcoe arriving at 10.25, leaving again at 11.30 for Port Dover where it is slated for arrival at 1.30 leaving again at 4.10.

At 4.30 it will arrive in Jarvis leaving at five o'clock for Hagersville, arriving at 5.10 and departing at 5.30 for Hamilton.

Truck No. 2 will leave Hamilton at 9.15 daily arriving in Caledonia at 10 o'clock. It will depart from Caledonia at 10.30 arriving in Hagersville at 10.50 and leave for Jarvis at 10.55 arriving at 11.05. Truck No. 2 will leave Jarvis at 11.10 and go directly to Port Dover arriving at 11.30 and departing at 11.40 for Simcoe.

It will arrive in Simcoe at noon each day and leave at one p.m. for St. Williams arriving at 1.25 and leaving again at 1.35 for Port Rowan arriving at approximately 1.45.

On the return trip, truck No. 2 will leave Port Rowan at 2.30 and arrive in St. Williams at 2.40 leaving again for Simcoe at 3.25. At 4.40 it will depart for Port Dover arriving there at five o'clock and leave for Caledonia, by-passing Jarvis and Hagersville, at 5.45 p.m. Truck No. 2 will stop at Caledonia at 6.30 departing for Hamilton at 6.55 and arriving in Hamilton at 7.40 p.m.



Officers and crew posed proudly beside Kent Northern Railway's #2. The Kent Northern Railway operated between Kent Junction on the Intercolonial Railway's main line to Richibucto, N. B. In a 1908 report on the Short Lines of New Brunswick, the K.N.R. alone was singled out for praise. During the 1920's however, it steadily lost money, and was taken over by the National System on August 7th, 1929.

K. N. R.

Further to our request for information on the old 4-4-0 locomotive pictured on Page 270 of the November issue, two New Brunswickers have submitted data that indicates the engine was the first #1 on the KENT NORTHERN RAILWAY (now the Richibucto Subdivision of the C.N.R.)

Mr. Conrad C. Steeves of Hillsboro, and Mr. C. Warren Anderson of Sussex, have provided the following details:

Built by Rogers (date unknown)	66" drivers
	15½x26" cylinders
---- Grand Trunk Railway	#505
1873 Port Dover & Lake Huron Ry.	"F.M. Wilson"
1880 Kent Northern Railway	#1.
1882 Scrapped.	

Mr. Anderson adds: "Notice the name 'J.C. Brown' on the tender. The story is told that John C. Brown C.E. (owner or part owner of the road, with a brother) found the original picture under the engineer's seat box on receipt of the engine to the Kent Northern. He thought it would be nice to have a photograph of his first locomotive on his office wall, so he had his name in gold script put on the side of the engine and rephotographed the original. Hence the two names on the locomotive in the picture."

Port Dover and Lake Huron

No 1 "Woodstock" Brooks 232 4/1875 (A)
No 2 "Cook" Brooks 233 8/1875 (B)
No 3 "Fulton" Brooks 272 5/1876 (C)

(A) Globe May 4 1875
London Free Press May 4 1875
Photograph

(B) Globe
Oct 7 1875
Photograph

(C) PD & LH Annual Report
Feb 20 1880 Woodstock Sentinel-Review
Company rebuilding engine Fulton
report states 3 Brooks engines
have been thoroughly overhauled and
have new flues
Name Fulton mentioned twice.

None of the annual reports mention
more than three engines in the period
May 1875 to MARCH 1880.

504 engine Neustadt 7/2/1881

5/26/1876 North Norwich
BN & PB

5/26 5/18 Wreck GWR of
Sifton's Cut

CSR wreck Cornell Sats.

6/30 Excursion to PT

7/14 Sabbath work on PDLH

PDLH moonlight excursion

9/1/1876 PD train wreck Thursday
crossing of Aiken

9/22 CSR train wrecked

9/29 CSR arrest

10/6 GWR wreck Gobles

10/13 GWR wreck

10/13 GWR inquest

11/3 CVR annual meeting

11/10/1876 BB&G near wreck

11/17 PDLH meeting

11/17 PDLH boards

11/17 Victoria Ry opens

11/17 SER law suit

12/1 CSR wreck Baylen

CSR wreck
BN & PB

12/22 GWR wreck Dorchester. Weds

1875-1876
12/1875 PDLH grading to Taunton

12/12. South Norwich
attempt to derail BNPB train

12/12 PDLH 2 cars derailed

12/24/75 BNPB engine wrecked

1/12/77 PDLH annual meeting

1/1876. 1876

1/14/1876 Meeting PDLH
troubles at Sumner

2 locomotives - no turntables

1st P.D. to Sumner Dominion Day
Woodstock Oct 6.

2/4 BNPB boxcars burst

2/11 CVR

3/10 Ballast train stuck in mud

3/17 CVR

3/17 CSR good time

3/24 ~~R~~ PDLH meeting money problems

4/14 CVR

4/21 PDLH tickets etc Offerville

4/28 CSR Welland Canal week

5/6 CVR

So, should anyone be able to shed any light on either of these equipment questions, I am certain it would be appreciated.

La Salette, Ontario

Several years ago, Ross Gray forwarded me a photo he had taken from a early post card of the railway junction and associated buildings at La Salette, Ontario. I knew I had copies of a couple of track layouts, and other material, for this railway junction, but as you know it often takes me considerable time to get things married together.

The first railway through what we now know as La Salette was the Canada Southern Railway. The Canada Southern had started construction on their line east of St. Thomas in the fall of 1870. By July 31, 1872, the Canada Southern had their first locomotive operating on limited trackage through St. Thomas. Construction of a number of large

bridges, mostly east of St. Thomas, slowed the completion of the line. While there are reports that trains were operating in Waterford during the latter part of 1872, indications are that June 23, 1873, was the date for the start of through Canada Southern service between St. Thomas and Fort Erie. Canada Southern's original line was single-track.

Around the same time, the Port Dover to Stratford line that eventually became part of the Canadian National system was constructed by the Port Dover and Lake Huron Railway. The 40.25 miles of track between Port Dover and Woodstock that crossed the Canada Southern at La Salette was opened on October 7, 1875, three months before the line was completed into Stratford. In 1881, the Port Dover and Lake Huron and two other companies were amalgamated into the

Grand Trunk, Georgian Bay and Lake Erie Railway. Effective April 1, 1893, the Grand Trunk, Georgian Bay and Lake Erie was one of the fifteen companies that were amalgamated into the Grand Trunk Railway Company of Canada.

Village history

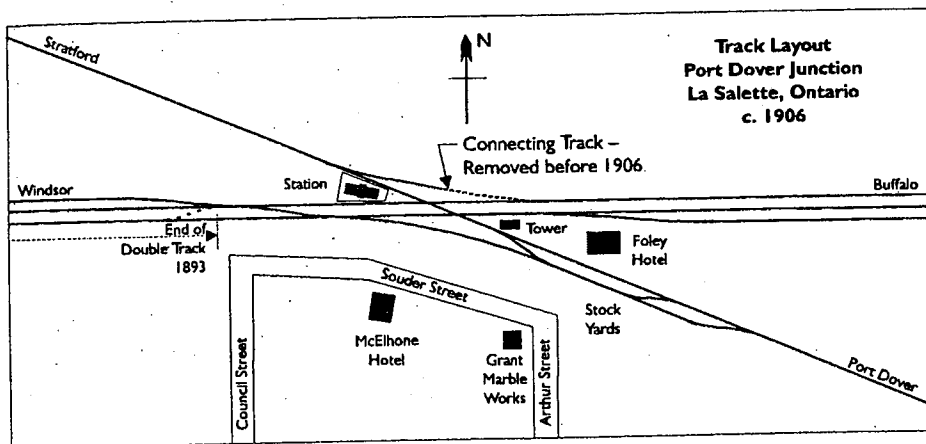
The name La Salette comes from the alpine village of La Salette in France. The original village in France became well known within the Roman Catholic church following a apparition on September 19, 1846. The railways first called their crossing Port Dover Junction. The local church parish was called Our Lady of La Salette for the above mentioned apparition. In 1877, the church petitioned Ottawa for the establishment of a post office at the railway junction. The government granted this petition, and the La Salette post office was established in 1877. In 1879, the first Roman Catholic church was built in the village. A small history of La Salette published in 1949 by the church stated that the village "... always boasted one general store, one blacksmith shop, one school, and one church, but unfortunately two hotels." The Foley Hotel, just east of the railway tower and burned about 1908 was known as "... the happy meeting grounds for the boys."

This 1949 booklet also stated that "It was a real thrill for a visitor to be in the (railway) tower when one of the fast-moving New York Central passenger trains passed, from its vibration due to the concussion of the air between the train and tower."

Tower and interlocking

What the original crossing looked like or exactly how it operated would be a matter of a guess. However, my records show that a 33-lever Canadian Switch Company-built interlocking was put in service on July 22, 1893. The plan for the Port Dover Junction interlocker shows a single track Grand Trunk line crossing a single track (later the north track) Canada Southern line, with a interconnecting track in the northeast and southwest quadrants. This plan shows a second track on the Canada Southern starting about 100 metres west of the diamond and the extension of a second track eastward as proposed. This second track would be south of the first Canada Southern track. The breakdown of the levers was 12 for the Grand Trunk, 16 for the Canada Southern, and five spares.

The 1906 plan that I used for the sketch shows that by then all 33 of the levers were in service, 18 by the Michigan Central (successor to the Canada Southern) and 15 by the Grand Trunk Railway. Another interesting feature on the 1906 plan was the approach circuits. The distance between the approach signals and the home signals on the double-track Michigan Central was slightly over a half mile. On the Grand Trunk, the distance



▲ Plan of La Salette, Ontario, by Art Clowes.

- ▼ An eastbound New York Central train passes the La Salette joint station and approaches the GTR track and the interlocking tower in the early part of the 1900s. The two-storey building to the left of the tower would be the McElhone Hotel. The photo is from a postcard in Ross Gray's collection.



EXCURSION.

The friends of Temperance in this county who had the management of the excursion on the 1st inst., from Port Dover to Sarnia made it a great success. Seven cars left Port Dover and Simcoe so well filled that standing room was all that some of the excursionists could get. At Hawtrey, where the Port Dover & Lake Huron Railway joins the Canada Southern, four cars from Waterford equally full were added to the train. At St. Thomas it got another addition so that there could not have been fewer than eleven or twelve hundred persons on board the train when Courtright was reached. At this point the excursionists left the cars and took steamers up the beautiful St. Clair River to Sarnia and Port Huron, where they spent a couple of of hours in seeing all that was either wonderful or beautiful in or around these places. Home was now the great attraction and a start was made, and the party reached Simcoe and Port Dover between three and four o'clock in the morning, some rather sleepy, a few looking weary, but all apparently pleased with their neighbors and themselves, and delighted with their trip.

The Springford station of the 1880's had a somewhat different appearance from modern stations. Due to the need for a supply of wood for the wood burning engines of the day, Springford resident William Bell told of a pile of wood two cords wide, and six feet high running the distance from the Springford station to the eighth concession line. According to Mr. Bell, "When spring came, a gang of colored men came from Chatham and cut the wood into two foot lengths and piled it along the tracks like straw stacks." A cord of wood would take a train thirty-five miles.

This station served the community as a depot for the transportation of grain, milk, Jenvey brick and lumber. Passenger service was discontinued in 1954. Today, the station is gone but the railway line still exists as a spur line to handle grain for the St. Clair Grain elevators.

Port Dover-Lake Huron Railway

In 1872, the Port Dover and Lake Huron Railway was chartered to build a railroad from Port Dover through Woodstock to Tavistock to join the Grand Trunk line. The people of South Norwich received this railway better than they had the others. South Norwich Council By-law 156, in August 1873, granted a bonus of \$10,000 to the Lake Huron Railway as the result of a petition of fifty people in January of that year. No doubt this was due to the untiring efforts of Gilbert Moore of Norwich, the company President, and J.E. Bullock of Otterville, a Director. Gilbert Moore's diary attests to the amount of time and effort spent toward the success of this line.

Moore's first major task was the sale of stock. In 1875, his diary states that he "went to Otterville, sold some rail bonds, then to Cornell, to St. Thomas, to London, to Woodstock, to Hamilton all in the same day doing business in each town, a busy day."

His diary describes the same efforts day after day in 1875, arranging debentures with townships, grants with the government, buying fish plates, rails, flat cars,

134	CAP. 53. PORT DOVER AND LAKE HURON RAILWAY. 35 VIC.
Incorporation.	1. William Grey, Thomas J. Clarke, Thomas Scott, James Bullock, James Barker, A. L. Wilcox, Samuel G. Burgess, John Craig, James Lockhart, James McCulloch, Walter Marshall, Samuel S. Fuller, Gilbert Moore, D. S. Butterfield, and Seneca Pitcher, together with such persons and corporations as shall under the provisions of this Act become shareholders in the said company hereby incorporated, are hereby constituted and declared to be a body corporate and politic, by the name of "The Port Dover and Lake Huron Railway Company."
Name.	
Line of Railway authorized.	2. The said company hereby incorporated shall have full power under this Act to construct a double or single railway from any point on the shore of Lake Erie between Port Dover and Port Rowan, or at or near the town of Port Dover, to the town of Woodstock, with power to extend the same to the town of Stratford; and it shall be lawful for the said company to acquire for the purposes of their undertaking the lands and road-bed of the Woodstock and Lake Erie Railway and Harbour Company in the same manner, and on the like terms, and with like powers as far as applicable, as the company may acquire the lands of individuals.
Power to acquire lands of Woodstock and Lake Erie Railway and Harbour Co.	
Copy of Act of Incorporation taken from the Journals of the Legislative Assembly.	

Thus, the municipalities could not collect from the directors, for the directors were abundantly able to pay. So, the government destroyed our securities and thus made itself liable for the whole amount."

Mr. Talbot went on to explain that the second bill concerning the affair allowed the stockholders to withdraw their stock; the third act formed the new company giving the right of way and all work done with the municipalities' money to the new company. This left nothing for the municipalities but "the privilege of paying the enormous debt contracted. We saw something must be done or we would be ruined." After answering questions from the audience, Mr. Talbot "took his seat amidst a perfect storm of cheers and the Otterville Band played a lively air."

However, the joy was short lived. By April of the following year, the decision of the Court of Error and Appeal reversed the original decision, with the explanation that, since work had stopped on the building of the railroad long before the legislation was passed, the legislation could not have killed what was dead. The *Tillsonburg Observer* suggested that "if all the municipalities concerned were to band together, they might bring the whole matter again before the legislature and relieve the burden upon them. It is hardly possible that the government could, for a moment, think of crushing these municipalities and paralyzing the industry of them all."

It is no doubt that such a scandal left the people of this area very skeptical of railroads for some time. Many politicians of the day felt that the people should not be crushed by this debt, incurred by such a fraudulent scheme. Local history simply recorded that the railway was not completed because the contractor, Mr. Zimmerman, was killed. A study of his operations would make him look like the culprit responsible for the mess, but indeed Francis Hincks must have been equally involved. After all, Hincks was not only member of parliament for the area, but also the President of the railroad and Co-Premier of a government that passed the fraudulent facilitating legislation. Francis Hincks left the country in 1854, at an "appropriate" time, for England. He became Governor of Barbados and was knighted in 1869, after which he came back to Canada. He ran for parliament again and was successful, but South Norwich did not forget him. In 1872 while making a political speech here, he was still trying to exonerate himself from the railway scandal and said that he did not think that North and South Norwich would ever have to pay the debt because it was so huge and because it gave them no benefit.' The court's final decision remained, holding them responsible for the debt. It is not known whether the \$97,280.00 (1.20,000) was ever paid in full or not.

south through the county to include Norwich and Otterville. It looked as though this would become a reality with the appearance of the Woodstock and Lake Erie and Harbour Company. However, instead of a financial success, this turned out to be the great railway fraud.

The Great Swindle

In 1847, the Woodstock, Lake Erie Railway and Harbour Company was chartered with a capital of \$1,216,000 (L250,000). The road was to run from Woodstock to a port on Lake Erie. The company was empowered to build steamboats, harbours and wharves. A special clause in the charter prohibited travel on this road on Sunday!

Five years later, Co-Premier Hincks, member of Parliament for Oxford and President of the railway company, indicated to the public that all of the stock had been subscribed for. The directors who were deemed to be responsible people, were willing to transfer some of this stock to interested individuals or municipalities. Not only did Hincks encourage the municipalities to become involved, but also his parliament had enacted the Municipal Loan Fund in 1852. In short, it seems that this fund was established solely for the purpose of encouraging municipalities to borrow money for railway investment. Norwich and Otterville had been eagerly looking forward to a railway system for at least a decade, therefore, by-laws were passed and debentures issued with money provided by the Municipal Loan Fund. The total amount raised by the municipalities in 1852-1853 was \$705,280. (L145,000) of which Norwich Township contributed \$243,200. (L50,000).¹

The townships were told that a "firm" contract had been signed with contractor Samuel Zimmerman; the amount of the contract was \$1,824,000. (L375,000). The latter was a "reputable" and influential entrepreneur. The terms of the contract seemed attractive...no municipal money was to be spent until all money for the completion of the work was at hand. This was insurance for the townships. Zimmerman was to supply two-thirds of the necessary cash (the municipalities had a credit with the contractor); the townships were to supply the rest. Payment to the contractor, who was to be paid when his work was finished, took the form of one-third in cash, one-third in bonds and one-third in ordinary stock. In essence, this arrangement of payment made Zimmerman a controlling stockholder.

Once the municipalities had transferred their money to the company the directors changed the terms of the "alleged" contract without the knowledge of the municipalities. The municipalities no longer had a credit basis; the money was used because it was, in reality, the only funds that were available.

Zimmerman subcontracted. Road beds were prepared, bridges were built and ties were laid. The Woodstock and Lake Erie ran out of money, by the autumn of 1854 after paying Zimmerman \$348,000.00 (\$125,000.00 of which went to subcontractors). Work ceased. Other money seems to have been consumed by other directors for services rendered. Another \$80,000.00 was wasted in 1855 when the company made renewed promises to the investors. Work ceased again.

Isaac Buchanan, another powerful director, took control after a devious powerplay in 1856. Through the use of \$100,000.00 in bribes, he secured the removal of three opposing directors and substituted his own "friends".

The future of the bankrupt company was being considered, at this time, in Paris, Upper Canada. Buchanan assured the townships that the railroad would be completed if the company was permitted to refinance through issuance of new bonds. In the meantime, he amalgamated the Woodstock and Lake Erie with the Amherstburg and Great Southern to form the Great South Western Railway. The legislation which permitted this amalgamation also appeared to annul all contracts entered into by the former railways. Specifically, the Great South Western was released from honouring any Woodstock and Lake Erie contracts until the latter had completed its mainline and was financially stable. Most municipalities preferred the formation of a new company, under these new conditions, rather than a legal course

of action for two main reasons: a) they might eventually get the railway; b) the company would undertake to repay the province any money with interest, that the municipalities had borrowed from the Municipal Loan Fund.

Due to an economic depression in 1854, the company managed only one payment to the province. The government now held the municipalities responsible for the debt. Some refused to pay; the Sheriff of Oxford County was ordered to seize the tax revenues of the Townships of Norwich, one of the defaulters. Norwich Township was now divided into North Norwich and South Norwich; the portion of this debt that the latter assumed was \$97,280.00 (L20,000).

After Zimmerman was killed in the Desjardins Canal disaster in 1857, a parliamentary committee investigated the affairs of the Woodstock and Lake Erie railroad. The findings were devastating for the municipalities.² No railroad, no money, and a huge debt! The company had been a complete fraud. In fact, the "reputable" directors had put no more than \$233.00 (L50) each into the arrangement; ^{2a} Zimmerman, the subcontractors, and the directors, had been recipients of the municipalities' money.

South Norwich decided, in 1862, to sue the Receiver General and the Municipal Loan Fund for the recovery of the tax money seized, on the grounds that if the amalgamation of the two railroads could annul their contract to build, it could also relieve the municipalities of their responsibility to pay. The courts, however, decided that the township must pay, so in 1863, Reeve Richard Talbot went to Quebec to fight the decision.

In Otterville, in August 1864, there was a grand celebration when South Norwich received word that the Court of Chancery had decided in the township's favour. According to the *Tillsonburg Observer*, four hundred people attended a dinner served in the Agricultural Hall by Mr. Henry Parker of the Otterville Hotel. It was noted that one third of the group were ladies, "the presence of the ladies being unusual but very pleasing."

After dinner, the group proceeded to a grove at the rear of the Agricultural Hall where 1,500 were present to listen to addresses. Hiram Shattuck, the Reeve, was chairman and read a telegraphic response from the Hon. George Brown informing the local committee that "business connected with the proposed constitutional changes would detain him in Quebec and prevent him from fulfilling his promise to be present."

One speaker, Mr. Bodwell from Mount Elgin, suggested that it had been bad judgment on the part of council to purchase the stock to begin with. The government should not be blamed because it had introduced unwise legislation in regards to railroads. Railroads were new and untried ventures. He was worried that other municipalities would follow South Norwich's "scheme". However, Mr. Noxon from Ingersoll disagreed and gave Mr. Richard Talbot, the Reeve of South Norwich at the time of the court proceedings, credit for "putting his shoulder to the wheel to roll back the debt."

Mr. Talbot, who had recently moved to Michigan, was present for the occasion and explained the "fraud situation."⁴ The original scheme put forth by the company included one third of the cost of the railway to be funded by the stock holders, one third by the issue and sale of bonds, and the other third by loans from the municipalities. The municipalities' loan was not to be used until \$1,459,200 (L300,000) had been expended on the railroad and the municipalities were to have first lien on the railway for security. Naturally, they believed they would have the two-thirds of the completed railway as security.

"No sooner had the directors received the money than they proceeded to expend it in direct violation of the agreement. When all was gone, the work stopped for the company had no private funds, as no portion of the private stock subscribed had been paid in, and the bonds were unsaleable. When the directors saw the mess and that they couldn't get the road afloat, they went to the government and got a bill to make their illegal acts legal, relieving and protecting them from all process of law.

Rail Traffic

On August 11, 1967 the Bright and Tavistock stations were officially closed on the local Buffalo to Goderich CN line. In the case of the former, the opening of the station may have predated Confederation, as did that of ours, for the line was completed in 1857 when Tavistock still bore the name Inkerman. Bright Station was on an original line which dates back to 1851, owned by the Brantford and Buffalo Joint Stock Company. It later became known as the Buffalo, Brantford and Goderich Line, and when this company folded, it became the Buffalo and Huron Company. Eventually in 1870 the smaller companies became part of the Grand Trunk, which in 1922 became part of the Canadian National Railway system.

Freight trains will still stop in town, but express and telegram service must all be taken care of through the Stratford Office, on the basis of economy.

O quae mutatio rerum! How times have changed! Certainly not for the better in our case. In 1896 the train schedule was as follows:

Trains leave Tavistock at:

B & G.R.

Going East		Going West	
9:02 a.m.	Express	11:33 a.m.	Express
8:25 a.m.	Mixed	4:52 p.m.	Mixed
4:52 p.m.	Express	9:00 p.m.	Express

Pt. Dover and Warton Line

Going South		Going North	
10:19 a.m.	Mixed	9:46 a.m.	Passenger
4:35 p.m.	Passenger	6:30 p.m.	Mixed

This second line had been constructed in 1876 and served until 1932 when service was discontinued from Hickson to Stratford. Sometimes termed the "peanut line", its rails were of light gauge, suitable only for lighter or yard engines. The tracks were torn up in 1935 and the station sold.

The mixed trains were colloquially termed "hog" specials, and quite appropriately, for both Stations of Tavistock shipped carloads and carloads of pigs, cattle, sheep, and lambs to the Toronto and American markets, and cheese and apples as well. John Vance sent a carload of lambs to Buffalo during one week in 1896; R. Moore a carload of sheep to the Old Country, George Matheson a carload of cattle to Boston; the Tavistock Milling Company sent two carloads of flour to Boston, and received a carload of wheat from Goderich. The station, the freight sheds and the cattle chutes were busy places.

The Pt. Dover Line joined the main line at the Junction, about a mile west of the main station. Here Mr. Louis Loth acted as check control for the many trains for 43 years. His son Fred served for many years as agent at the Dover station, where we entrained for the Stratford Collegiate and the Stratford Business College. There used to be the sweetest Tolman Sweets in Mogk's orchard, just across the tracks.

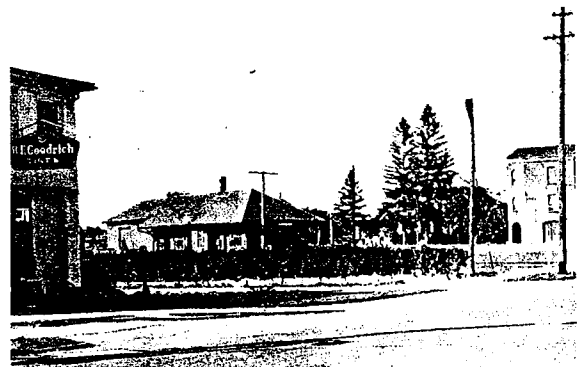


TAVISTOCK JUNCTION

Main Line with Port Dover tracks entering from the right.

Early in the year Mrs. Margaret Philip of Markham was searching for a trace of her grandfather a Mr. Matthew Gibson, who, she claimed, had been the first station-agent here. We have no record of him, but Sutherland's Gazetteer, in 1867, lists Mr. A.M. Kerby as holding that office. The Tavistock Gazette reports a Mr. L. Kuntz in 1902 and a George Reid in 1909.

No railway could run without a section gang, a crew to keep the line in shape. Many a time we watched them pump their way over the rails on their "jigger", which they stored in a small shed off the end of Mogk Street. August Walter, Conrad Grein, Arthur Ford, George Berlet, and before them Thomas Dryden and William Ruckelshausen, the first section-man to receive a well-earned pension in these parts. For many years Mr. Alex Matheson was in charge of the freight sheds, after traffic proved too heavy for the station-master.



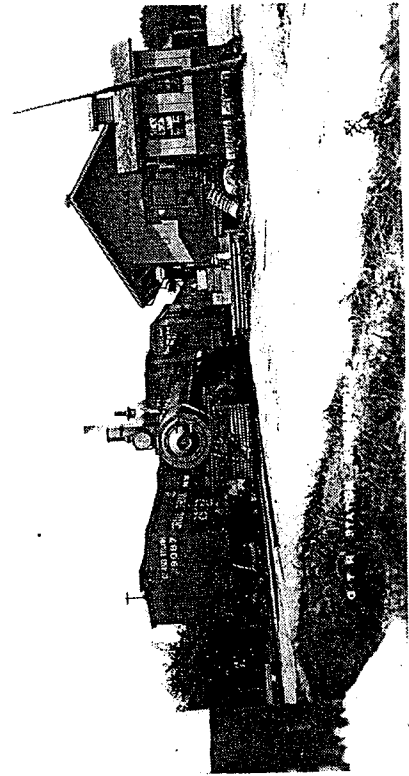
C.N.R. Station and Opera Hall, Tavistock 1940

Township of Norwich
971-346 Town Delhi P.L

when the area in the 1870 and wampy so cor- t of the school. rough the mud to go through this road situ- the Friends' idents did not aker street. It lker farm pur- re and decided J. The contrac- was located in stands. It was t by box stove. Original foun- a, Thomas and en to moving a date the grow- lone. Later at- ildren moved ending so the Ken and Mar- s. Funds from id among the service Centre society. Minis- orless, Charles who lived in Brick" and at ater Albert T. Hill. was organized i was the first omunity for social and cul-

tural activities. This included anniversary celebra- tions held in the school yard until 1939 when it dis- banded and became a Red Cross unit.

North from the Meeting House a three mile long "given" road for the convenience of the farmers led to a cheese factory. Half a mile north on the east side of the road over the creek was the factory owned and operated by Truman Scidmore and his son, Albert; pro- bably between 1900 and 1920. It was expected there would also be a given road through the next mile to the south but it never materialized. Probably in the late 1920's Arthur Losee built a garage with gas pumps south of the corners which he operated for some time. More recently Ferris Tractor Parts became known far and wide. The store and the school and the church and the garage all became private homes with only memories of their early functions.



G.T.R. STATION, BURGESSVILLE

Burgessville

The first known settler at Burgessville was Elias Snider, on the south half of lot 15, Con. 1; although he evidently owned land in Lot 13 (part of which was sold in 1887 for the erection of the Methodist church, later the United Church). This crossroads was known as "Snyder's Corners" until the obtaining of a post office, when it was named Burgessville in honour of Edward Burgess, who had a blacksmith shop and carriage bus- iness. He also was postmaster for 30 years and station agent for 18 years. In the last century it was a busy centre with a general store from 1845 operated by Nel- son Batterson, from about 1850 the Mollins sawmill with a grist mill later added, the O'Neill House Hotel, two tile factories run by Dennises, a cobbler, carding mill, coopershop and two churches. The Baptist Church was the first church and the Baptist cemetery was started about 1835. There was a gunsmith who was rumoured to have minted his own coins. Elias Snider sold shares in an oil drilling venture which materialized into a flowing sulphur well which flowed until recent years on the James Deer farm. Harvey Far- ington built a cheese factory. The Stratford to Port Dover Railway brought further development in a rail- way station, stock yards which began about 1900 by Ed Dennis, the Fruit Growers Co-op in 1906 and the wheat pool elevators built about 1925. About 1900, Dr. Service of Burgessville developed a free labour telephone sys- tem, all on one line with no operator. Corbin hay rakes were manufactured one mile north of Burgessville, by water power on Big Creek, by damming enough water at night to get a bit of water for daytime. At one time, Burgessville was known for its fine Lodges, among them the Odd Fellows and Royal Temples. For about a cen- tury, until the mid-twenties, the most common family name was Dennis. The school became known as the "Dennis School" and simply closed its doors the day of

HISTORY

The Otterville Subdivision has as its origin the Port Dover & Lake Huron Railway (PD&LHR), which opened as follows:

- Norwich on August 26, 1875;
- Woodstock on October 7, 1875; and
- Stratford on February 3, 1876.

It is unclear, however, when regular traffic started as the Government inspection was not completed until November 2, 1875. A December 11, 1875 newspaper article announcing completion of ballasting from Port Dover to Woodstock stated that in a short time regular traffic will commence. During the February 3, 1876 opening ceremony in Stratford it was unclear if the road was opened for regular service. The PD&LHR was operating two trains, each way, daily between Port Dover and Stratford and a steamer between Port Dover and Erie, Pennsylvania by June 1876.

After March 4, 1881 merger of the PD&LHR, Stratford & Huron Railway and Georgian Bay & Wellington Railway into the Georgian Bay & Lake Erie Railway—a wholly owned subsidiary of the Grand Trunk Railway—the PD&LHR track paralleling the GTR between Tavistock Junction and Stratford was abandoned.

In the Grand Trunk Railway era, Port Dover to Tavistock Junction was part of the 21st District.

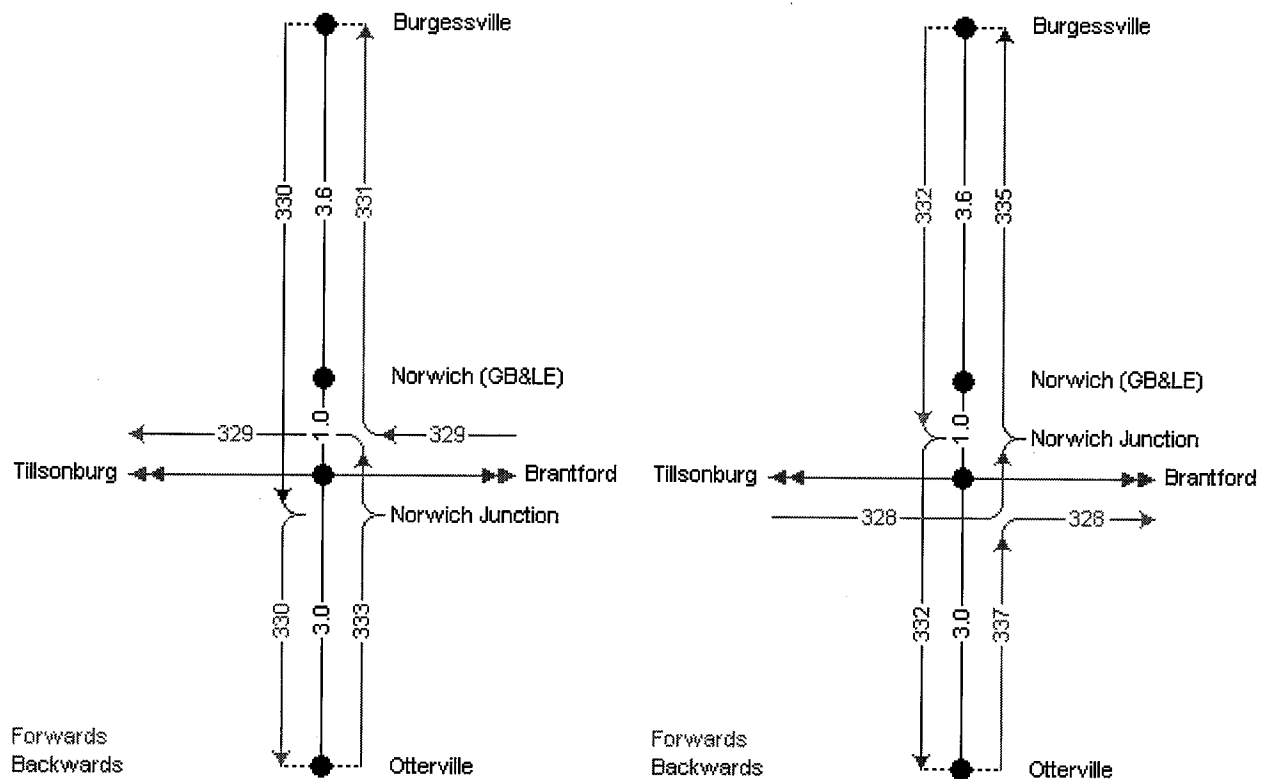
In the early Canadian National Railways era, the Otterville Subdivision extended from Port Dover to Tavistock Junction, encompassing the ca. 1954 Hickson and Simcoe subdivisions. The original Otterville subdivision was abandoned as follows:

- Simcoe Junction to Otterville: August 10, 1935
- Hickson to Tavistock Junction: September 18, 1935; and.
- Burgessville to Woodstock: December 4, 1935.

After the abandonment, there was bus service between Tillsonburg (until ca. 1943), Otterville (until ca. 1943), Norwich (GB&LE), Burgessville and Woodstock.

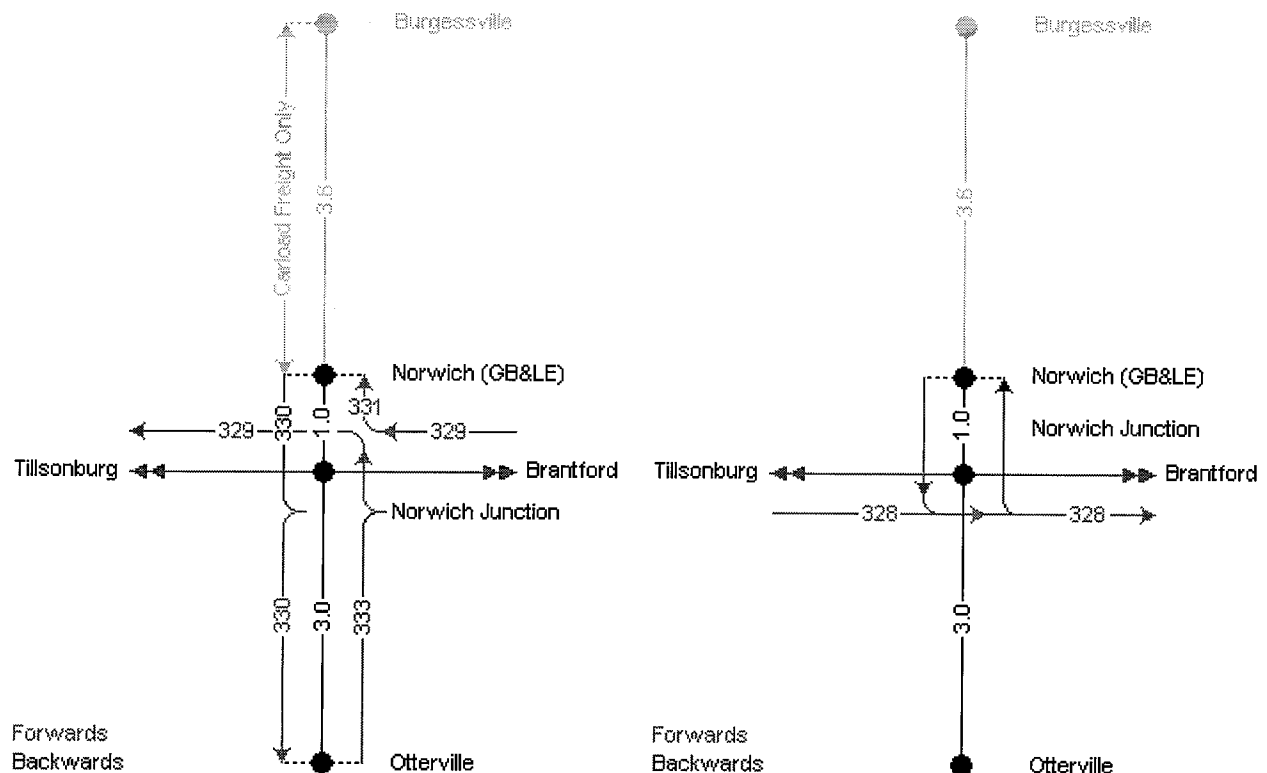
As early as 1930, the Brantford/Tillsonburg mixed train (330/331 later 328/329) provided twice daily (except Sundays and holidays) service between Otterville, Norwich Junction, Norwich (GB&LE) and Burgessville, when service dropped to once daily (the "noon" train 329).

Train 329, operating as train 331, would run forwards to Norwich and Burgessville then as train 330 would run backwards to Norwich Junction, back onto the Burford Subdivision clear of the junction switches, normal the Norwich switch and reverse the Otterville switch, then run forwards to Otterville. From Otterville, train 333 would run backwards to Norwich Junction, back onto the Burford Subdivision, normal the Otterville junction switch then proceed to Tillsonburg.



Mixed train service on the Otterville Subdivision ca. 1934.

Mixed service to Burgessville continued through the summer of 1941, then for carload freight only. Mixed service disappeared completely when the Brantford/Tillsonburg mixed train 328/329 was discontinued in April 1954.



Mixed train service on the Otterville Subdivision ca. 1944.

The last remnant of the Otterville Subdivision, the "Norwich Spur" survived until November 25, 1987, when the CNR abandoned most of the Burford Subdivision.

FOOTNOTES

DIRECTION

Northward.....Otterville to Burgessville.

Southward.....Burgessville to Otterville.

No regular trains on this Subdivision. Service as required.

Special Instruction No. 19 applicable.

Rules 41 and 44 applicable.

Yard limits extend from end of track Otterville to end of track Burgessville.

SPEED RESTRICTIONS

All trains.....15 Miles per hour

PERMANENT SLOW ORDERS

Mileage 4.08—Norwich, Main Street (first North of Station).....10 Miles per hour

ENGINE AND CAR RESTRICTIONS

Heaviest auxiliary crane permitted.....100 ton.

CHRONOLOGY

Date	Event
1848-04-15	W&LER is incorporated with authority to build a railway between Woodstock and the harbours of Port Dover and Port Burwell[<u>Stevens-1960</u> , p. 462].
1859-02	W&LER merges with the A&STR to form the GSWR[<u>Stevens-1960</u> , p. 463].
1859-08	GSWR becomes the N&DRR[<u>Stevens-1960</u> , p. 463].
1872-03-02	PD&LHR takes over the assets of the N&DRR[<u>Stevens-1960</u> , p. 464].
1874-06-29	Grading near Otterville is nearly complete and fencing work has commenced[<u>The Daily Globe</u> (Toronto), <u>Monday, June 29, 1874</u> , p. 2].
1875-03-08	About seventy car loads of iron is delivered to Simcoe with balance to be shipped via Port Dover upon opening of navigation[<u>The Daily Globe</u> (Toronto), <u>Monday, March 8, 1875</u> , p. 1]
1875-03-17	It is reported that the PD&LHR is expected to open in six weeks[<u>The Daily Globe</u> (Toronto), <u>Wednesday, March 17, 1875</u> , p. 2].
1875-08-18	Track laying reaches Otterville[<u>The Daily Globe</u> (Toronto), <u>Thursday,</u>

- August 19, 1875 , p. 1].
- 1875-08-24 PD&LR operates excursion train from Norwich to Port Dover, round-trip fare 75¢[The Woodstock Weekly Review, Friday, August 20, 1875, p. 5; Friday, September 3, 1875, p. 4]
- 1875-08-26 PD&LR opens to Norwich[The Daily Globe (Toronto), Thursday, August 28, 1875, p. 8]
- 1875-09-07 Track laying within a few miles of Woodstock[The Daily Globe (Toronto), Wednesday, September 8, 1875, p. 1].
- 1875-10-06 PD&LHR opens to Woodstock[The Daily Globe (Toronto), Thursday, October 7, 1875, p. 1; Hopper-1962, p. 324].
- 1875-11-02 Government Engineer Mr. Molesworth makes inspection of PD&LHR[The Daily Globe (Toronto), Wednesday, November 3, 1875, p. 3].
- 1875-12-11 Ballasting complete from Port Dover to Woodstock[The Daily Globe (Toronto), Saturday, December 11, 1875, p. 2].
- 1876-02-03 PD&LHR opens to Stratford[The Daily Globe (Toronto), Friday, February 4, 1876, p. 2].
- 1876-06-07 The Port Dover and Lake Huron Railway is running two trains daily, each way, between Stratford and Port Dover. They have put on a steamer to connect with their train, and run between Port Dover and Erie, Pa.

- [The Daily Globe (Toronto), Wednesday, June 7, 1876, p. 1]
- 1876-10-28 Notice of application to the Legislature at the next session, are published:...by the Port Dover and Lake Huron Railway Company, for an Act to amend their Acts of Incorporation, to permit them to issue first mortgage bonds, to confirm resolutions and by-laws relating to bonds of the Company, to confirm the purchase of the Port Dover Harbour, and for other purposes.

- [The Daily Globe (Toronto), Saturday, October 28, 1876, p. 1]
- 1876-11-20 The shareholders of the Port Dover and Lake Huron Railway have authorized the directors to call up all the bonds formerly issued by the Company, and replace them by a new issue of £95,000 sterling, which will bear six per cent interest. Most of the old bonds were held by capitalists in the immediate vicinity of the road, but there was a portion that the Company could not readily dispose of, and this course has been taken to place the whole issue upon the English market. There is a prospect that this can be successfully done.

- [The Daily Globe (Toronto), Monday, November 20, 1876, p. 4]
- 1877-02-01 RAILWAY COMMITTEE.

The Committee met at 11 a.m. yesterday morning, and passed the Port Dover and Lake Huron R.R. Bill. The following Bills were reported:—Stratford and Huron R.R., Cobourg, Peterboro', and Marmora R.R., and Metropolitan Street R.R.

- [The Daily Globe (Toronto), Thursday, February 1, 1877 , p. 3]
- 1877-02-01 PRIVATE BILLS.

The following Bills passed through Committee:—

...

Mr. Clarke (Norfolk)—Respecting the Port Dover and Lake Huron Railway Company.

...

[The Daily Globe (Toronto), Saturday, February 3, 1877, p. 3]

- 1881-03-04 GB&WR, PD&LHR and S&HR merge to become the GB&LER, a wholly-owned subsidiary of the GTR[Stevens-1960, p. 467].
- 1881-03c Tavistock Junction to Stratford abandoned, GB&LER operates on BB&GR[Bowers-1983, p. 162].
- 1911-06-04 21st District, Port Dover and Tavistock[GTRS.MD.43].
- 1920-06-27/1922-10-01 21st District, Tavistock Subdivision, Port Dover to Tavistock Junction[GTRS.OL.LSD.2/11].
- 1923-01-31 GTR becomes part of CNR[Bowers-1983, p. 162, Cooper-2001, p. 394].
- 1923-06-24/1935-06-23 Otterville Subdivision, Port Dover to Tavistock Junction [CNR.CR.SWOD.LSD.2/CNR.CR.SOD.LSD.57].
- 1930-01-05 Burford Subdivision mixed trains 330 and 331 operate between Norwich Junction and Norwich on the Otterville Subdivision by Train Order[CNR.CR.SOD.LSD.33].
- 1930-04-27 Burford Subdivision mixed trains 330 and 331 operate between Norwich Junction and Norwich on the Otterville Subdivision using Electric Staff Block System[CNR.CR.SOD.LSD.34].
- 1931-06-28 No First Class trains on Otterville Subdivision between Simcoe Junction and Tavistock Junction. Second Class freight trains 344 and 345 carry passengers. Burford Subdivision mixed trains 328 and 329 operates between Norwich Junction and Norwich [CNR.CR.SOD.LSD.39].
- 1932-02-18 S.W. Fairweather requests study of traffic between Woodstock and Norwich[NAC R630 Vol. 10120 File 6340-29]
- 1932-05-01 Mixed train 345/346/347 operates between Otterville and Hickson. Burford Subdivision mixed trains 328 and 329 operates between Norwich Junction and Norwich (GB&LE). No service between Simcoe Junction and Otterville[CNR.B.60, Tables Nos. 195 & 204].
- 1932-09-25 No service between Burgessville and Woodstock. Otterville, Norwich (GB&LE) and Burgessville served by Brantford/Tillsonburg mixed trains M329 and M328 [CNR.CR.SOD.LSD.44].
- 1934-08-02 In the revised list of C.N.R. Branch Lines proposed for abandonment, the line between Fort Erie and Brantford has been changed to Fort Erie-Canfield Jct. and the line Otterville-Woodstock has been changed to to Burgessville-Woodstock.[NAC R630 Vol. 10120 File 6340-29]
- 1935-01-12 C.N.R. reports 1934 taxes of \$938 for Burgessville to Woodstock:

- Provincial: \$765
 - Municipal: \$173
- [NAC RG30 Vol. 10120 File 6340-29]

1935-01-18 CNR applies to abandon Otterville Subdivision between Burgessville and Woodstock[NAC RG46 Vol. 393 File 39310.12].

1935-03-12/1935-03-13 In connection with the abandonment application, D.G. Kilburn (Division Engineer, BRC), J.L. Bourgault (Inspector of Operations, BRC) and CNR officials inspect Otterville Subdivision between Burgessville and Woodstock and meet with representatives from Norwich, Burgessville and Woodstock[NAC RG46 Vol. 393 File 39310.12].

1935-03-12

WILL CONFER ON RAILWAY LINE

The members of the railways committee of the city council, with representatives of the Woodstock board of trade, will confer tomorrow with D.G. Kilburn, divisional engineer, and J.L. Beourgeault [sic], inspector of operations, representing the Dominion railway board, on the proposal to abandon the 9.2 mile stretch of the Canadian National Railway between Woodstock and Burgessville.

Mr. Kilburn and Mr. Bourgeault [sic] were to discuss the matter at a meeting in Burgessville today with representatives of Norwich village and of North Norwich and East Oxford townships.

The place and the time of tomorrow's meeting have not been decided upon as yet, but a meeting of the railways committee has been called for this evening by Ald. Harper, the chairman, at which arrangements will be made, and at which a concrete proposal will be agreed upon.

At the time the announcement of the proposed abandonment of the line was made, the attention of Hon. D.M. Sutherland was drawn to the matter, but his reply was that the question was one for the railway board to settle.

[The Daily Sentinel Review (Woodstock) March 12, 1935]

1935-03-13

Meeting arranged.

The railways committee of the city council, at a special meeting last evening, arranged a conference between members of the council, members of the board of trade, and representatives of the Dominion railway board, for the purpose of discussing the proposal to abandon the Woodstock-Burgessville branch of the Canadian National Railway. At the conference, which is to be held in the city hall at 2 p.m., the council will advance arguments in favor of the retention of the line, according to Ald. Harper, chairman of the railway committee. The railway board will be represented by D.G. Kilburn, divisional engineer, and J.L. Bourgeault, inspector of operations.

[The Daily Sentinel Review (Woodstock) March 13, 1935]

1935-03-14

Seek to Prevent Abandonment of Railway Branch

Council Meets Railway Official—Resolution Requests Further Consideration.

While admitting that the Canadian National Railway authorities were justified from an ordinary business standpoint in deciding to abandon the 9.2 miles of track between Woodstock and Burgessville, the members of the city council who, with representatives from the board of trade and others interested, conferred at the city hall yesterday afternoon with C.N.R. officials and representatives of the Board of Railway Commissioners for Canada, passed a resolution on motion of Ald. McLeod asking both the railway authorities and the railway board to give the matter further consideration, pointing out that the time might come when the line would again pay its way.

In addition to Mayor MacArthur and the members of the council, there were present to represent the public Reeve W.F. Lampman of East Oxford, and C.E. Sutherland, J.D. Pool, E.B. Terryberry and N.A.B. Smith, representing the board of trade. Roy Bigham, representing Ralston Purina Ltd., was also at the meeting.

The Canadian National Railways were represented by F.P. Nelson, divisional freight agent, and Chester Hill, travelling freight agent, both of Hamilton; W.J. Pigott, superintendent of the London division; and J. Ferguson, divisional engineer, also of London. D.G. Kilburn, divisional engineer, and J.L. Bourgeault, inspector of operations, represented the Dominion railway board.

Mayor MacArthur, who was elected to the chair, opened the meeting by requesting Mr. Pigott to explain the situation as it stood.

LINES UNPROFITABLE

Mr. Pigott related that many of the smaller branch lines had recently been found to be unprofitable, as a result of which considerable study had been given to the situation with a view to giving the best service consistent with economy. Among these light-traffic

(Continued [sic] on page 4)

**SEEK TO PREVENT ABANDONMENT OF RAILWAY
BRANCH**

(Continued from page 1)

lines was the Otterville sub-division, in the case of which an

endeavor had been made to economize by eliminating part of the line, and at the same time provide the residents of the municipalities affected with the best service possible.

In this case, he went on, an application had been made for permission to abandon the line between Hickson and Tavistock Junction, on which there were no stops, and that between Woodstock and Burgessville, on which there was only one minor stop.

"Our attitude is simply one of economy," Mr. Pigott declared. "Wherever we have found that no revenue was being produced, we have endeavored to effect economies by not putting in a service where it was not needed."

"Do you suppose that the line might pay if it were turned over to someone who would run a bus on flanged wheels?" queried Ald. Nesbitt.

"That would depend on the conditions on which the line was taken to over [sic]," Mr. Pigott replied. "If the man had to pay taxes and the maintenance, I doubt it. If the traffic was only what we have observed in the past three days [sic, perhaps Mr. Pigott meant past three years since there was no traffic between Woodstock and Burgessville since September 25, 1932], there would be no profit."

SERVED FOR YEARS

"We naturally, as a city, hate to see the line scrapped," said Mr. Sutherland. "It has served the district for years, and there is no doubt that if the road still goes to Brantford it will take some business away from here. I would hate to see the line scrapped, for the day may come when we may need it."

Reeve Lampman, in expressing agreement with this sentiment, enquired as to what disposition would be made of the land and equipment in the event of abandonment. Mr. Pigott replied that in similar cases sales and leases had been made.

Ald. Harper, chairman of the railways committee, asked if it would not be possible to re-route the train which runs at present from St. Thomas to Brantford via Tillsonburg so as to run through Woodstock. Ald. Lewis supported Ald. Harper in this, remarking that many residents of the district affected did not own automobiles, and that in winter the roads were not in good condition.

Mr. Pigott replied that under present conditions, this train service was maintained by on crew. If the train were run via Woodstock, it would not touch Burford, which was one of the chief revenue-producing stops, and to accommodate the residents of Burford and nearby points, it would be necessary to maintain a second train crew.

Mr. Bigham asked if the abandonment of the line would mean

increased freight rates on a mileage basis, to which Mr. Pigott answered that he had no doubt that the authorities would consider the matter. In the event of the shippers being dissatisfied, he added, there was always the recourse of appeal to the railway board.

GASOLINE CARS

Ald. Lynch referred [sic] again to the question of operating gasoline cars on the line, but was informed by Mr. Pigott that from the experience of the Canadian National, it had been found that the passengers traffic was not worth considering, and that a freight service was impracticable.

Ald. Nesbitt stated that he did not believe that the use of gasoline of Diesel cars would pay over a small distance, but suggested that the system might be considered in the event of a decision to abandon other parts of the line. Mr. Terryberry, in this connection, remarked that there were a number of instances in the United States in which this type of traffic was being tried on abandoned lines, and declared that he believed the proposal worthy of serious consideration.

After some further discussion, Ald. McLeod moved that the matter be left in the hands of the railway board and of the C.N.R. officials for further consideration, with the understanding that the meeting did not wish the line to be abandoned. The alderman suggested that the line should be left as it was for five years, by which time increased prosperity might have made the line a paying proposition again.

Mr. Sutherland seconded the motion, which was carried unanimously.

The mayor, in adjourning the meeting, expressed thanks on behalf of the city council and others present to the railway and railway board officials for their courteous hearing.

[The Daily Sentinel Review (Woodstock) March 14, 1935, pp. 1 & 4]

- 1935-05-10 Board of Railway Commissioners for Canada holds meeting in Woodstock regarding CNR application to abandon Otterville Subdivision between Burgessville and Woodstock[NAC RG46 Vol. 393 File 39310.12].
- 1935-08-10 CNR abandons Simcoe Junction to Otterville (refer to Simcoe Subdivision for subsequent history of Port Dover to Simcoe Junction)[]
- 1935-09-18 CNR abandons Hickson to Tavistock Junction[]
- 1935-11-23 The Board of Railway Commissioners for Canada

Application of the Canadian National Railways for an Order granting leave to abandon the operation of its Otterville Subdivision in the Province of Ontario, between Burgessville (M. 31.0) and Woodstock (M. 40.2)—a distance of 9.2 miles.

File 39310.12

JUDGMENT

MCLEAN, ASSISTANT CHIEF COMMISSIONER:

An application was made by the Canadian National Railways under section 165A of the Railway Act, section 2, subsection 3, of the Canadian National-Canadian Pacific Act, 1933, and all other appropriate statutory provisions, for an order granting it leave to abandon the operation of the following line of railway, namely:—

A portion of the Otterville subdivision in the province of Ontario, between Burgessville (M. 31.0) and Woodstock (M. 40.2)—a distance of 9.2 miles.

The line in question was opened for operation in 1875. It was built under the charter of the Port Dover and Lake Huron Railway Company under the following statutory authority Ontario, Act 35 Victoria, Chapter 53 of 1872. In 1881, the Port Dover and Lake Huron Railway Company, by an amalgamation, formed the Grand Trunk, Georgian Bay and Lake Erie Railway Company of Canada. The Grand Trunk Railway of Canada amalgamated with the Canadian National Railway Company in 1923. The portion of track involved was laid with rail which was mostly 60-pound steel, and is noted to be in poor condition. The ties are 90 per cent untreated, and are stated to be in poor condition. No train service has been operated over the line in question since September, 1932 nor has there been any maintenance. It is now used for storage purposes. The district is served by an improved county highway which parallels the railway line and connects with main highway at Woodstock. The only stopping place on the line is Currie's, which is five miles from the nearest railway station. From October 1, 1930 to September 30, 1931, the total earnings at this point amounted to \$276.

Exception was taken at the hearing by the Board of Trade of Woodstock to the proposed abandonment. The city of Woodstock expressed, through its mayor, the opinion that there was some justification for the abandonment of some of the railways on the ground of economy, and that this might be applicable in the present case. The Purina Mills (Ralston Purina Company, Limited) of Woodstock, took exception to any change in the present system of mileage rates claiming it would be detrimental to them. It is stated by this company that—"As the freight rates on live stock and poultry feed are based on mileage rates—any increase in published mileage would increase the freight rate...and while the abandonment of the line referred to may save the railway the upkeep—we trust your Board will see fit to continue the present mileage scale of rates, as these rates have been in effect for many years, and industry has relied on these mileages when locating their plants in this territory."

In its application, the railway in describing the territory involved states—"this line passes through a prosperous, well settled farming territory; there are no industries. There is a good improved county highway...Snow conditions are rather bad at times, but as a rule roads are kept opened all through winter. Although there are no regularly operated bus lines serving this territory, there are a large number of independent truckers operating every day of the year and taking the traffic wherever it is offered."

The representative of the Purina Mills Company states in evidence that until recently their shipments to nearby points had been handled in truckload lots by the dealers. Reference as made to the railway having published rates on a lower basis to meet truck competition. These low truck competitive rates were established April 15, 1935, and have been tariffed to continue in effect until April 14, 1936, unless sooner cancelled or extended. They are still in operation.

Mr. Marsh testified that the freight rates in question, coupled with the transit allowances on grain, of which their feed is largely composed, had enabled the company to ship feed to a good many local points by freight at a considerable reduction under what they were able to do by truckload. He stated that comparatively little grain had been moved to nearby points.

There is no passenger traffic moving; the line is closed for traffic. The latest figures of earnings at Currie's show a negligible volume of traffic. On the evidence, truck competition plays a very considerable part in the territory in question. All things considered, I think the application of the railway is justified.

November 23, 1935.

S.J. MCLEAN

I concur,
T.C. NORRIS

1935-12-02

[NAC RG30 Vol. 10120 File 6340-29]

GARCEAU, F. N., DEPUTY CHIEF COMMISSIONER
(Dissenting):

This application for abandonment is similar as to circumstances to the application (file 39310.11) of the Canadian National Railways for leave to abandon the operation of a portion of its Iberville subdivision, between Noyan Junction and Iberville, a distance of 21.9 miles.

In both cases, service has been discontinued for years and the field left to motor vehicles.

With due deference to any conflicting opinion, I believe the

following considerations embodied in my minority judgment in the above-mentioned case ought to prevail.

The transportation problem in Canada was studied by a Royal Commission in 1931-32; the necessity of the railways being maintained and of a control of highway carriers was insisted upon. Paragraph 43 of the report, at p. 102, reads thus:—

"Relief to the railways from the inroads being made by trucks into freight earnings will come by restriction and regulation of truck traffic as distinct from taxation, and by some form of co-ordination with rail traffic."

Paragraph 46, p. 103, says:—

"...there is a growing realization that conditions of operation must be equalized as far as, possible between the railway and the truck. The truck cannot replace the railway and it must not be allowed to completely strangle its competitor and leave the country without an essential transport service."

I would also refer to paragraph 49, p. 103.; paragraphs 55, 56 and 57, p. 104; paragraph 63, p. 105.

As railways are essential, it is urgent that the transport by trucks, busses or water be controlled in exactly the same manner and by the same authority as, the transport by rail, so that, instead of competing ruinously with each other, the various means of transportation would complement one another and furnish the public with transportation facilities at the lowest possible prices.

The plight of the railways is uncontrolled competition by other public carriers, motor vehicles, etc.

Mr. Rand, C.N.R. Counsel, blames cessation of railway service on truck competition (Evidence Noyan Junction-Iberville Case, vol. 621, part 2, p. 650).

I would also refer to the dictum of Mr. B. T. Chappell, General Superintendent of the Canadian National Railways at Vancouver (see Ottawa Citizen, September 3, 1935):—

"There are those who think the railways are backward in failing to go into the truck business, but the railway company, no matter how efficiently it operated trucks, would lose money competing against operators ignorant of costs and rates. In the meantime, the trucks are using the highways practically free of charge as compared with the railways' enormous investments in right-of-way, all of which is taxed.

"The people of Canada intent upon getting transportation at the cheapest cost, do not realize the effect of unfair truck competition upon the railway industry, which is not only a basic necessity, but with which they are deeply concerned because of their investments in both the publicly-owned and the privately-owned systems."

Mr. T. E. McDonnell, of Toronto, President and general Manager, Canadian Pacific Express, said at Quebec before the Kiwanis Club, on the 17th of October, 1935:—

"Railways were produced on their own rights-of-way and are maintained and operated for the sole purpose of commercial transportation. Highways were not built for commercial transportation, but having been built for another purpose, their use is permitted under varying conditions in different provinces.

"Their use for commercial transportation is of the nature of a by-product and it is suggested that to the extent this by-product threatens the commercial life of the country, it must be controlled not in the interest of the railways, but in the interest of Canada."

Mr. McDonnell stressed the fact that when control and co-ordination are accomplished, it will be done not to help the railways but to protect the people of Canada who must use the railways.

"...Canada is entitled to have a complete transportation system made up of all proven methods, so co-ordinated that each method will function in that sphere in which it is most efficient and economical."

Mr. McDonnell defined "transportation" as the commercial movement of people and their goods from where they are to where they want to be.

The control of transportation agencies is also urged by the automotive industry. On the 12th September last, Mr. J. B. Baillargeon, of Montreal, President of the Automotive Transportation Association of Quebec, insisted on the necessity of regulation of highway carriers.

Mr. W. L. Best, Vice-Resident and National Representative of the Brotherhood of Locomotive Firemen and Enginemen, in his memorandum of January 20, 1935, developed that same proposition.

The above quotations and the evidence given by various witnesses heard by the Board at sittings held at St. Johns, Farnham, Montreal, Victoriaville, Nicolet, Mansonville and elsewhere, show that public opinion acknowledges the necessity of a unique control over

transportation agencies by rail or highway.

"The truck cannot replace the railway," says the report of the Royal Commission above quoted. Experience has proven the truth of this dictum.

"Excepting for local carriage in terminal areas, railroad service is not only faster but cheaper than highway transport," asserts the report of experts after two years of study of all forms of transportation (see *Labor*, Washington, D.C., July 18, 1933).

Even if trucks could be satisfactorily substituted to the railway, it would be against public weal to consent to an abandonment of a line in the actual circumstances, until such motor carriers have become real public carriers, under as efficient a control as that to which the railways are subject.

The Board, the authority constituted by Parliament to safeguard to the public a system of transportation, ought not by a decision to expose a section of the country to be deprived entirely of transportation facilities, at the option of the carriers, or to be charged prohibitive prices.

The Interstate Commerce Commission, in the United States, relying on the services provided by motor vehicles to serve the community, two years ago allowed the abandonment of a fifty-mile branch line between Sioux City and Wynot, in Nebraska. The tracks disappeared, railway employees were separated from their jobs; and now, the Grain and Feed Review summarizes the economic results, as follows:—

"First of all, the grain rate by rail to Sioux City and the East was 3 cents per hundred from the farthest point on the line. Now the rate is 10 cents a bushel to Sioux City. Coal was laid down in the farthest town for 20 cents a ton, while at present truckers are offering to deliver coal to close-in points at \$2 a ton.

"Farm values have depreciated from 50 to 75 per cent..."(See *Labor*, Washington, D.C., November 12, 1935).

It is true that this line was not operated during the last few years, but the motor vehicle operators knew that the line was not abandoned. If to-morrow this line were dismantled, the inhabitants of this region might face the experience of the Nebraska people.

It is all very well to say that motor transportation is a substitute to the railways but we must not forget that this substitute can cease to exist on the morrow.

Relief to the railways' difficulties lies not with the Board but with the Parliament of Canada. The co-ordination and control of all carriers so as to constitute a national transportation system, all agencies completing one another, would be a work for the general advantage of Canada.

I would dismiss the application as being premature.

December 2, 1935.

F. NAP. GARCEAU.

[NAC RG30 Vol. 10120 File 6340-29]

1935-12-04

CNR authorized to abandon Otterville Subdivision...between Burgessville, Mile 31.0, and Woodstock, Mile 40.2, a distance of 9.2 miles, refer to Hickson Subdivision for subsequent history of Woodstock to Hickson⁵.

ORDER NO. 52519

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

WEDNESDAY, THE 4TH DAY
OF
DECEMBER, A.D. 1935

Hon. Hugh Guthrie,
K.C., Chief Commissioner.

S.J. McLean,
Asst. Chief Commissioner.

Hon. T.C. Norris,
Commissioner.

IN THE MATTER of the application of the Canadian National Railways, hereinafter called the "Applicants," under Section 165A of the Railway Act, for approval of the abandonment of operation of that portion of the Otterville Subdivision, in the Province of Ontario, between Burgessville, Mile 31.0, and Woodstock, Mile 40.2, a distance of 9.2 miles:

File No. 39110.12

UPON hearing the application at the sittings of the Board held at Woodstock, Ontario, May 10th, 1935, in the presence of Counsel for the Applicants and representatives of the Woodstock Board of Trade, the City of Woodstock, and the Purina Mills, and what was alleged--

IT IS ORDERED that the abandonment of operation of that portion of the Applicants' Otterville Subdivision, in the Province of Ontario, between Burgessville, Mile 31.0, and Woodstock, Mile 40.2, a distance of 9.2 miles, be, and it is hereby, approved.

(S'G'D.) H. Guthrie,
Chief Commissioner,
Board of Railway Commissioners for Canada.

[NAC RG46 Vol. 393 File 39310.12]

- 1936-04-26/1938-04-24 Hickson Branch, Woodstock to Hickson; Otterville Branch, Norwich Jct. to Otterville; and Burgessville Branch, Norwich Jct. to Burgessville[CNR.CR.SOD.LSD.59/65].
- 1938-09-25/1963-06-23 Otterville Subdivision, Otterville to Burgessville [CNR.CR.SOD.LSD.66/CNR.GLR.LA.29].
- 1941-06-22 Otterville, Norwich (GB&LE) and Burgessville served by Brantford/Tillsonburg mixed train M329/M328[CNR.B.107, Table No. 195].
- 1941-11-30/1953-11-29 Otterville (once daily by M329) and Norwich (GB&LE, twice daily by M329/M328) served by Brantford/Tillsonburg mixed train M329/M328[CNR.B.110/160, Table No. 195].
- 1954-04-25 Train M328/M329 discontinued[CNR.B.161].
- 1964-10-25 Otterville Subdivision, Norwich Junction to Norwich[CNR.GLR.LA.32, p. 22].
- 1965-10-31/1987-11-29 Burford Subdivision/Norwich Spur [CNR.GLR.LA.34/CNR.GLR.NOSOD.57].
- 1987-11-25 CNR authorized to abandon Norwich Spur[RTC Order No. R-41264]
- 1988-05-01 Removed from time table[CNR.GLR.NOSOD.58].

DRAWINGS

Date Reference Railway Subject Description

END NOTES

1. Mileages for ca. 1935 from last available CNR showing Otterville Subdivision from Port Dover to Tavistock Junction[CNR.CR.SOD.LSD.57].
2. Mileage for Burgessville is incorrectly given as 31.87 from 1934-04-29 through 1935-06-23[CNR.CR.SOD.LSD.51/57].
3. Mileages do not account for 673.8 feet between the points-of-switch to the Otterville and Burgessville branches.
4. Hopper and Stevens both give January 1, 1876 as the opening to Stratford[Hopper-1962, p. 324; Stevens-1960, p. 464].
5. Hopper gives the date of abandonment as December 4, 1936[Hopper-1962, p. 324]. A letter from Charles Austin of Burgessville to the Railway Commissioner dated 1936-04-11 would seem to imply that the rails were not lifted until sometime during 1936[NAC RG46 Vol. 393 File 39310.12]. When the line was dismantled, only the bridges, rails, fishplates, spikes and tie plates were removed. Ties, 90% of which were untreated[NAC RG46 Vol. 393 File 39310.12] so probably of no value to the railway, ballast and fencing were removed by the farmers. An 1945-09-04 aerial photograph[NAPL A9208-022] shows the right-of-way essentially undisturbed nearly a decade after the abandonment.

Updated: 2006-11-16

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INVESTIGATION
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Schizothorax

Black Rock

and HCCF

1992

(10) The house... roof... Dist.

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Simon-Lee.

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| 5.40 | Man & woman | fr. bldg., tmb. fdn., single | 1895 |
| | | fr. 1 storey, 15x40x12 | 1875 |
| | Freight shed. | tmb. fdn., 2' plk., 180 sq. ft. | 1875 |
| | Passenger Platform. | fr. bldg., tmb., fdn., single | 1903 1st class. |
| | | fr. 1 storey, 7x8x4x13 | 1874 3rd class. |
| 17.14 | Burford & freight house | on posts, 2' plk., 510 sq. ft. | 1874 |
| | | tmb. fdn., tmb. fdn., single | 1891 2nd class. |
| | Platform between tracks | fr. bldg., tmb., fdn., single | 1893 |
| | Platform between tracks | fr. 1 st. tmb., fdn. 8x7 1/2 | " |
| | Closest. | fr. bldg. storey, 12x18x7 1/2 | 1802 |
| | Hand cart house. | fr. bldg., 45x37, 1 pen., 2
chutes. | " |
| | Stock pens. | fr. bldg., tmb. fdn., single | 1880 2nd class. |
| | | fr. bldg., 25x60x14. | 1886 " |
| | Harley Station & freight shed. | fr. 1 storey, 1200 sq. ft. | 1886 |
| | | on posts, 3' plk., 540 sq. ft. | " |
| | Platform between tracks | 2' plk., fdn., single | 1886 2nd class. |
| | Platform between tracks | fr. bldg., tmb., fdn., single | " |
| | | fr. 1 storey, 6x10x8. | " |

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|--------------------|---------------------------------|-----------------|
| closet. | Pr. bldg. tub. 108x58. | 1860 |
| | roof 1 story, 108x shingle | |
| Oil house. | Pr. bldg. tub. 12x24x9. | 1860 |
| | roof 1 story, 12x shingle | |
| Coal house. | Pr. bldg. tub. 13x12 | 1860 |
| | Pr. bldg. storey, 33x11 | 1885 2nd class. |
| | roof, 33x11 | 1885 2nd class. |
| Freight shed. | Pr. bldg. storey, 26x24 set fl. | 1885 3rd class. |
| | roof, 6x13x8. | |
| | Tub. 6x13x8. | 1860 3rd class. |
| Platform. | Tub. 6x13x8. | 1860 3rd class. |
| Landring ramp. | C. I. R., tub. 6x13x8. | 1860 3rd class. |
| Stairway. | Pr. bldg. storey 9x28x7. | 1860 |
| Car repair shop. | Tub. tub. 10x18x7. | 1860 |
| | Pr. bldg. tub. 10x18x7. | 1860 |
| Oil house. | roof 1 story, 12x10x7 | 1860 |
| | Pr. bldg. tub. 12x10x7 | 1860 2nd class. |
| Hand car house. | Pr. bldg. tub. 12x10x7 | 1860 2nd class. |
| | roof 1 story, 60x165x18 | 1880 2nd class. |
| Engine shed. | Pr. bldg. storey, 60x165x18 | 1880 2nd class. |
| | roof 1 story, 50' C. I. R., 10 | 1888 |
| | Pr. bldg. storey, 60x165x18 | 1880 3rd class. |
| | Pr. bldg. storey, 60x165x18 | 1880 3rd class. |
| Turntable in shed. | Pr. bldg. storey, 60x165x18 | 1880 3rd class. |
| | Pr. bldg. storey, 60x165x18 | 1880 3rd class. |
| Coal bin. | Pr. bldg. storey, 60x165x18 | 1880 3rd class. |
| Stock pens. | Pr. bldg. storey, 60x165x18 | 1880 3rd class. |
| Stock. | Pr. bldg. storey, 60x165x18 | 1880 3rd class. |