THE WHITBY PORT PERRY AND LINDSAY **RAILWAY** DIARY

C. H. RIFF

is yet incomplete. ness, their delays, contractors amongst vith outsiders—the or opening of the gone bye, the men hitby and Port Perry to cause a laugh, with the bungling his is the position of

ay to-day. And in public suffers. The enerously gave \$50,oad, and its citizens e piper, who has never dancing. The town-1 Whitby gave their

reap no benefit. 3 been waiting and impleton of the road, this place, which we beneficial to us. But ac ve may have had

for annual rent, some twenty per cent the undertaking, is rais to be paid on a "fancy cost." ig. We were told not new blood" had been concern; but, it must ; this blood has not in-

or better life into the , all faith in this railway lost. The cause of all elay and trouble is of

the Directory of the ndard affirms that Mr. , of Whitby, is the sore; theard that gentleman's y. However, the "Stan-

dr. Draper in such a way nimself, he must either or stand convicted of

and confidence placed people of Whitby, and

potemporary says :er Draper is the Presi-

posed principal owner of 1 Llie anna Mr

103-01-01-01-01 it is held by the Bank or Trustees, and stands a better chance of being sold and used on another road than onbur railway

Then say they -There is the Engine Yes, certainly, an old cast off engine, bought at Porth nd, for an old song, repainted, and named the "Songog"-P. W. & P. P. R. R. Co. But on a small line above on the tender, we find these mysterious words--"The property of C. Draper, J Bigelow, T. Paxton, E. Major, J. Holden, A. Ross, and J. Dryden." Consequently the old worn out wheezing Locomotive is not after all, the property of the Company is bankrupt and cannot buy an Engine, or that the Company like dishonest traders, are putting their property out of their hands

to defraud their creditors. Once more

our attention is directed to the platform

cars; but these cars are only rented

Then we are told to look at the Station Buillings. Yes the northern ones under lock and key, in the posesssion of the mechanics, who are holding on for their honest pay; and the Whitby one just peeping above ground, when all is stopped for want of funds. Once again say they, look at the road beds and grading. Yes-all under a good stiff mortgage of \$160,000. What is really left! Nothing but taxes for the Municipalities. and—yes—the ties—that is the small foot end to change the guage-nothing else for your correspondent."

Now, all this is simply disgraceful. -So much trickery, deception, selfishness and humbugging, we firmly believe, was never before witnessed in any enterprise in Canada. The time for completing the road, with the present men 1 11- 00 +100

track and other mishaps would occur. but as yet they had met with nothing of the sort. He felt sure the Narrow Guage Railway would do all the business required up through this part of the country for the next twenty-six years. Thanking them- for drinking his health in such a warm manner, he concluded amidst loud cheers.

Mr. Joseph Gontl, one of the direct ors of the road was next called on. H said he felt honoured in being called or he was glad to see so many present wh took an interest in the narrow guag system. He welcomed them on the part of the people of Uxbridge. have hitherto been shut out from cor munication with other towns for wa of telegraph or Railway communication Now they were within two minut of communication with Toronto a they could reach there in less than the hours. He felt sure the from the Canada Rolling Stock Co., and it was in use the more convinced wor they be of its success. It had taken long time to construct and bring same to its present state; they had I difficulties to contend with but had over them. They would make mo by opening this road. They we make money b : opening this road. I was a new feature in the railway syst He must say that Mr. Laidlaw was father of this railway system in Can He assured them that since that s they had built this railway the prop in the town of Uxbridge was w fivetimesthe value before Uxbridge votedher \$50,000 in the fallof'68. C towns had woted their bonus in '69 Toronto had helped them munifice and if those who had thrown obst in the way had instead used their ence in the interests of this railwa would have run to Cannington thi He felt sure that this road was a benefit to them. Several parties opposed the road had made a prof 90,000 feet of lumber this year would pay all the railway taxes would have to pay. This very h

## LOCOMOTIVE SEIZED.

The following telegram to a city paper is rather sug estive. This road it would seem is bent upon being unfortunate. Not long since the only locomotive they had on the line was seized by the Sheriff for debt. No gooner do the Company purchase another than it is also seized for trying to pass it throughthe custom house for less than its value Would it not be well for the present incap shles to resign, and let fresh hands run the one horse Machine The telegram is as follows: WHITBY. A. Incomptive, purchased for the Port Whitby and Port Perry Ranway Company from the Portland Locometive Company, has been seized at this port, for being patered under value. The engine was purchased at \$11,500, and it was entered at \$4,590. Mr. Warren, the collector of customs, comotives had been en en the same Co-1: 159, 500 each, and made the seizure, and reparted the casa to Ottawa Political influence it is tated, will be brought to bear on he later on to have the seizure released.

Uxbridge Journal MAY 9 1872

#### The Whitby and Port Perry Rullway.

The dilatoriness of the management that short line of road has, for some time closely inter sted in the undertaking unfortunate Contractor. miles in length, has been since 1868 in of its completion. 000 in bounses, with every famility for not yet half constructed ; not a rail has tim? been laid, and noten man is at present inauguration of the undertaking, noth-

hong, and three years building, and still not half done yet; at this moment not a of the Whitby railway in constructing silent as the grave. Three sets of Contractors disposed of, and the Board of past, been gradually raising a feeling of Directors tooking round for whom they indignation amongst the people more may devour in the shape of a fourth Sterrat & Ker-The road, which is only some twenty steven, Contracte's No. one-choked oil and sent about their business. Mr. course of construction and now, three Dumble choked and starved out of his years later, there are no nearer prospects position. And now, No. three, Mr. With nearly \$100, English, passing through the santa ordeal of opposition, misrepresentation, and dethe early construction, of the line, it is liberate wrong. Who is to be next vic-

While all this by play is going on, for been laid, and note man is at present. White all this by play is going on, for the model of the advantage and profit of some one for the benefits they had already receive impatient; no wonder the press is speak; broken; and Directors pladges to feited loudly, demanding what is the cause of as cooliny as if all was a good joke. I see that the termination of the Road would be the termination of the Road would be the delay. For boarance in the matter And the largayers of Whithy Town has consent being a virtue. Ever since the the joke of paying three years heavy rail way tax without a mail. Ask West ing but unperdonable and unexcusable. Whitey the same question, with part the delays have occurred, and, as a cotene of the By law changing gauge repeated proing but unpersonable and unexcusable. What by the same question, with party delays have occurred, and, as a coton-party pair, if a strange fallity has a coton-party pair in the country of the fall that should be a considered in the coton-party pair in the coton-party pair is not 1.—With the strange fall that fall the considered in the fall that the fall

"Just think A road twenty miles long, and three years building, and still and had flowe yet; at this moment not a mon working on the whole line—all dich as the grave. There are so Contract of the flower of the fl the working of that system. He proing Railway Co., first for their having provided a train for their use this morn ing ; fee orally for the help and expla. nations which they were willing to give on the present occasion. He alluded the difficulties of promoting the narrow gonge system. It was like the course of tran love, 'it mover does run amouth,' arried to, but, he supersed as far north is on the nurses range railway that there as possible. He would sak them to fill that overy intelligent man could not up their glasses and doing success to fail to see the advantage of the nurses.

and the most harmone allowed the control of the con

The Hon. D. Ressur, of Markham, brighty responded to the load which had been digork in his leaders. He said that the Toronto and Nipiesing Rail way would be not the people of Mark-ham almost as much as it would the in-habitants of the districts furthure north "Buch Lai done a Lean in Madel." They had given a bomes in Markham of \$30,000°; they did not begrades the money, knowing it had been well spont. They often had beligned and could not reach the towns by them in vehicles, and they were deprived of many other advantages which they now had by the advantages which they now use my the railway. Taking these things into con-staleration in thought that the people stong the proposed muts of the Grodit Valley Railway would greatly benefit themselves by supporting them gentle men who was working in their inter-rata. There is not the waste of steam

many facilities which it star now process.

Mr A. Koer, Mayor of Galt, having been dilled on, said he begged to see press inacts of himself and of the imbullion of the control of the import which had been denfieved upon him and them. Dat it was with him to give a bouns for the Credit Valley Railway he would give it before he lyst the table, but as the did not, he could only use his best information to the table of the could not be given it before he lyst the table, but as industrial of the could only use his best information to the said.

Mr. Jaffray of Balt, add that a great Mer Jaffray of Gal', add that a great-lead of prejudice had axisted against the abreas gauge system. He had a short time against the put in a comparing on the Welligton they and Breas, Bail-ary, and as matter of course had then been in favour of the broad gauge but he must now confess that he felt great to must now confess that he felt great visibilitied over the narrow gauge Bail way. He bellevel, that the narrow gauge was the railway for Choud, at boot greeness to their being tide to in the a least tire and you was contailed the broad gauge gauge and

al, Water an train was b

In the vill Ang. 25th, 1 in. merch

In the vil

Elicabeth A. 1), Jennings and 24 days JPY 7:

Vxliridgo, dug. 28, 18;

V brigale

#### WHITBY.

There are five ice boats owned at the bay.

The towspeople are beginning to find the advantage of having a Market, by getting butter and eggs from 20 to 3c cheaper than they formally could, and farmers receive the cash.

The traffic receipts of the Whitby. Port Perry and Lindsay Railway for the week ending February 14th, 1880, were:—Passengers, \$401,32; freight, \$1,225,19; mails and sundries, \$58:20; total, \$1,685.21. For the corresponding period of last year, \$975.29. Increase, \$708.92.

The town Council will hereafter pay \$3 to the team that is first hitched and takes the fire engine to any fire with n the corporation and brings it back to the engine house after the fire is over.

The new Post Office is being handsomely fitted up, and when finished will be very complete, the plan of boxes; drawers, &c., being a great improvement on former arrangements.

While the morning train for the North on the Whitby. Port Perry and Lindsay railway was being made up at the Grand Trunk junction on Thursday last, the mail and baggage cars caught fire, and were completely destroyed. The fire originated in the smoking department, which formed part of the mail carriage. A high wind prevailed, and the cars being exposed out the track all efforts were rendered fatile in extinguishing the flames, which suddenly burst out and enveloped the carriages. The mail car was insured, and belonged to the Whitby, Port Perry and Lindsay Railway Company. The baggage car belonged to the Midland Railway Company. The mail matter was not on board at the time, and was despatched in another car.

The leading fashionable event in town last week was the marriage of Capt. Wm, Sherwood, of the steamer Norman, to Miss Jennie Shaw, eldest daughter of Rev. John Shaw, president of the Toronto Methodist Conference. The interesting ceromony took place in the Methodist Tabernacle, in the presence of a large congregation, at 4 p. m. on the 18th inst., and was performed by the bride's father, assisted by Rev. T. W. Jeffery, of Cobourg. Mr. J. M. Shaw, Mr. George Carveth and Master Robbie Shaw soring as groomsmen, and Misses Annie Sherwood, Clara Snaw and Lulu Shaw as bridesmaids. After the ceremony a reception was held at the parsonage from 4:30 to 6 o'clock, and was attended by a large number. A large number of valuable presents were bestowed. After supper the usual toasts, with response, were given, and at 9:45 the happy pair took the evening express for Toronto and other points westward.

February 26 1880 Ux bridge

## Bone William Constal Con PROCEUR BERTHOOF

AN EXCURSION PARTY

Last week, a large party, numbering between thirty and forty, assembled at the Union Station, Toronto, on their way to make a trip on the Port Whitby and Port Parry Railway, to which they had been invited by Mr. James Austin, the President of the company. The road has been in running order and carrrying freight since the beginning of 1872, but the enterprise was languishing when in May last the road was purchased by the present Company as a private Commercial stroke. With the double purpose of displaying the prospects of the road and its connections through an almost unknown country, and of giving their numer ous friends a pleasant holiday trip, the Directors determined upon a sart, which was effected after the inevitable delay of an hour and a half at the Union Station, the party going in a chartered car. On arriving at Whitby the party assumed the proportions nearly that were continued throughout the journey. The plan of the route was proceeded upon the P. W. and P. P. Railway to Port Perry, there to embark on a steamer, traverse Lake Scagog and river, and thence socross Sturgeon Lake to Bcocaygeon, which was to be the terminus of the excursion. This, it was contemplated would require two days' travel, and with this in view, the company; had prepared at different stations on the route for the entertainment of the entire party, whose numbers were increased amazingly during every halt for refreshment.

The road from Whitby to Port Port Perry-20 miles-is finished, all but the ballasting of small portions! It has been very easy of construction, as there is only one embankment of considerable extent, and one short cutting. The country on the line of road presented a very fine, thrifty appearance. Our small holiday train passed on rapidly, by Brooklin and Myrtle stations, and

How however, we conched ground when a competent navigator imme diately pushed the boat off with s pike pole. The travelling was slow, but we reached Lindsay at last, where we see the first locks, where no delay occurred in transhipping the com panyto the "Vanderbilt," a very trim little steamer, with neatly fitted saloon and promena le deck, covered with an awning. The river travel continues twelve miles further to Sturgeon Lake, where our journey is to end. Beyond Lindsay the river banks assume a changed | appearance. The channel in this reach of the river is both deeper and wider than that above Lindsay, but it presents difficulties to navigation. On we sail, down the Sturgeon Lake to Fenelon Falls, where are the saw mills of Smith & Co., Green and Ellis, Hillyard & Mowry, D. G. Smith, and McArthur Bros., making probably 12,000,000, feet each, and with a capacity for 100,000,000 feet. There is almost unlimited water power here. We made but a short stay, and putting out into the lake, which is a charming sheet of water with dear limestone shores, we arrived about dark at our journey's Bobcaygeon is an Indian word signifying "swift rapids," as before the lock was built here the river had a considerable descent within a short distance. Here dinner had been provided in the Forest House, kept by Mr. Simpson. And here, after dinner, was the event of the day the speech-making. After the cloth had been removed, Mr. Austin, who occupied the chair, gave the usual loyal toasts which were responded to with enthusiasm. It was late when we got back to Lindsay, where the Company had to thank Mr. Michie for being provided with beds in several very excellent hotels. By noon next day we had reached Port Perry, our home path, and here we parted with Mr. J. Bigelow and Mr. Trounce. The trip had even one of unmixed pleasure, and all were loud in praise of the admirable and liberal arrangments.

Uxbridge Journal August 21 1873

Mara Council.

## OPERATION-ABANDONMENT.

# C. N. R. v. PORT PERRY, ONT., et al. (File No. 39310.3.)

Board of Railway Commissioners. February 3, 1936.

Carriers IV D—Railways—Operation — Abandonment — Effect of abandonment on business and community interests predominant factor involved—Bus and truck service.

The C.N.R. applied for leave to abandon the operation of that portion of the Port Perry Subdivision between Whitby Town (M. 2.8) and Cresswell (M. 32.8), a total distance of 30.0 miles.

With the exception of Port Perry, the line proposed to be abandoned passes through farming communities of minor importance, along which there are no industries of consequence being developed. A good concrete highway parallels the railway and most of the territory affected, served by bus and truck facilities. Port Perry is the business and commercial centre of a large farming community. The line had not been maintained in a good and safe condition for operation, with the result that train movements—the service had been reduced from a daily to a bi-weekly mixed service—were restricted to a speed of 10 m.p.h. The line had been operated at a loss.

Held, upon the evidence, that public interest would be served by rehabilitating and operating the line between Port Perry and Whitby. Abandonment of that portion of the line between Cresswell and Port Perry, to take effect 30 days after the date of the Order, approved. The direction and Order to be without prejudice to the company's making a further application if so advised after the expiration of 2 years, provided future operation shows a con-

tinued loss in revenue.

Heard at Port Perry, Ont., May 29, 1935.

I. C. Rand, K.C., with A. D. McDonald and J. F. Pringle, Gen'l. Supt. of Transportation, for the C.N.R.

J. D. Lucas, for the municipalities interested.

Commissioner Stone:—Built under the charter of the Port Whitby and Port Perry R. Co. which later became the Whitby and Port Perry Extension R. Co., this line was opened for operation in 1877 and in the same year became known as "The Whitby, Port Perry and Lindsay Railway Company." It provided connection between Lake Ontario and Lake Scugog at Port Perry and from there "to the navigable water in the town of Lindsay and thence to Fenelon Falls." In 1882 in consolidation with other lines it became "The Midland Railway Company." In 1884 the Midland R. Co. was leased to the

G.T.R., and in 1893 amalgamated with the G.T.R. finally becoming part of the C.N.R. in 1923.

No ballast has been placed on the roadbed since 1915; it is very light and generally worn out. Ties are untreated and old. There are seven steel bridges in fair condition and six timber bridges in poor condition. Culverts are in poor condition. The rails are poor and in places badly bent. 16 miles were laid with 56-pounds rail in 1886, and 8 miles with 65-pound rail in the same year. The balance of 6 miles is laid with 80-pound rail. Train movements are restricted to 10 m.p.h., more particularly between Port Perry and Cresswell.

Application was made by the C.N.R. under s. 165A, s. 2(3), of the Canadian National-Canadian Pacific Act, 1932-33 (Can.), c. 33, and all other appropriate statutory provisions, for an order granting it leave to abandon the operation of its line between Whitby Town and Cresswell, a total distance of 30 miles.

On receipt of this application arrangements were made for investigation by the Board's officers. On March 20, 1935, a general inspection of the line was made by officers of the Engineering and Operating Departments of the Board and representatives were heard from Port Perry, Reach township, village of Brooklin, Scugog township, merchants and shippers. The case was heard by the Board at Port Perry on Wednesday, May 29, 1935.

Prior to March 9, 1931, the service consisted of a daily except Sunday passenger train, and a daily except Sunday mixed train connecting at Whitby Junction with main line trains east and west. Service was reduced on March 9, 1930, to a daily except Sunday mixed service; and on September 27, 1931, the service was further reduced to a tri-weekly mixed train service. In addition there was a tri-weekly mixed train service furnished between Whitby Junction and Brinlook crossing by the train operating over the Orono Subdivision. This service was further reduced to a bi-weekly mixed train service; also a bi-weekly service between Whitby Junction and Brinlook crossing.

In describing the territory involved the applicant states:—
"The line passes through a prosperous mixed farming country.
The villages served are farming communities and are of minor importance with the exception of Port Perry, which is the busi-

ness and commercial centre of a large farming community. There are no industries of consequence being developed along this line. A good concrete highway (No. 7) parallels the line and is kept open all year. There is bus and truck competition serving most of this territory."

In support of the application the following summarized state-

ments were submitted:-

		Balance of	8
Revenues accruing to:	Branch	System	Total,
Oct., 1930-Sept., 1931	\$12,989 00	\$36,481 00	\$49,470 00
1933	4,005 00	21,472 00	25,477 00
1934			34,644 00
Expenses incurred on:			
Oct., 1930-Sept., 1931	\$62,636 00	\$17,418 00	\$80,054 00
1933	32,267 00	10,375 00	42,642 00
1934			42,980 00
System loss from operation:			200 501 00
Oct., 1930-Sept., 1931			\$30,584 00
1933			17,164 00
1934	1		8,336 00
Car movements on line:	Inward	Outward	Total
Oct., 1930-Sept., 1931	328	152	480
	241	68	. 309
1933	287	112	399
1934	20.		

Referring to the various items included in receipts shown for 1930-31, counsel for the applicant explained that distribution of earnings as between the branch line and the balance of the system was divided on a mileage basis, and that the cash collections are insignificant as a check of representative months would not warrant adding more than \$50 to the amount already shown.

Maintenance of way and structure expenses during the same period was compiled on a yearly average covering the period 1928 to 1933 inclusive, and included \$2,040 for divisional superintendence, which may not become material or represent an actual saving. The balance of expense included operating and station costs carrying traffic over the other lines of the system, and an annual outlay of \$2,550 for provincial taxes.

Cost for placing the line in condition under which reasonable operation might be carried on was estimated by the railway company at \$10,000.

Counsel for the applicant further stated that Cresswell was approximately three-quarters of a mile south of Manilla Junction,

but the community would still be served by the railway. Sonva was of minor importance, but there was a substantial shipment of turnips from Seagrave. The country on the westerly side between Seagrave and Port Perry is a bit rocky and swampy. and it was suggested shipments from the vicinity of Seagrave could be taken care of from Blackwater Junction. Port Perry is the important point on the line, as during the period from October, 1930, to September, 1931, 193 carloads were shipped in and 32 carloads out, consisting principally of coal, lumber, slabs, grain and flour. In the same year the freight earnings were \$17,929, and total traffic \$24,390. In 1934 freight earnings \$18,926, total traffic \$21,027. The inward carload movements were considerably in excess of the outward movements at both Port Perry and Brooklin. Port Perry is on Highway No. 12 connecting with Highway No. 7 and the C.P.R. crossed this line at Myrtle, approximately 7 miles from Port Perry and the railway had recently inaugurated the pick-up and delivery service operating from Oshawa, which will serve all these points as far north as Port Perry; that this service would shortly be in effect and take care of outbound and inbound L.C.L. freight and what might formerly go by express.

Under examination by counsel a number of representative witnesses of various business interests located in Port Perry and adjacent farming activities opposed the application and gave evidence emphasizing the necessity for continued operation of the line as it meant the very life of the community and the business interests served.

It was stated that Port Perry had a resident population of 1,200 persons and was the only logical outlet for the inhabitants of the municipality of Scugog, an island 11 miles long and 33 miles in circumference, surrounded by Lake Scugog. This municipality was not served by the Burketon Junction-Lindsay line of the C.P.R. Decrease in rail traffic in recent years was due partly to the depression, but primarily to change in farming methods from seed grain to cattle raising, on account of penalties imposed by United States tariffs.

"Q. What has become of the said business?—A. Well, of recent years two unfortunate tariffs were put on by the United States. When the first tariff was placed, \$2.40 a bushel, we

still did business, but when it was placed at \$4.80 a bushel that was prohibitive. Tariff was placed probably five or eight years ago."

Cattle raising had not been a profitable business for the farmer, and with a substantial reduction in tariff on seed grain this business would again revive and bring additional revenue to the railway. Various business interests during recent years had changed hands, and these business interests had facilities for storage of coal, grain and other commodities, which would be a direct loss. The firm of Hogg & Lytle Co. contended their business would be cut in two by the closing of the line, twofifths of which was done at Port Perry, and their elevator being worth \$30,000 would be a direct loss if operation were abandoned. The lumber interests at Porty Perry would be considerably handicapped as competition was keen, and the business would not absorb the additional costs for trucking from Myrtle, seven and a half miles distant, the nearest rail connection to Port Perry. Half of the Township of Cartwright was served through Port Perry, which is considered by those in the trade as probably one of the best trading country points in the province for inward and outward freight. The Kroehler furniture manufacturers who previously shipped by motor-truck had found this method of transportation unprofitable and scrapped their motortrucks, and in future furniture would be transported by rail.

In a brief submitted by Mr. J. D. Lucas, K.C., representing various interests opposing the application, it is contended that the districts along the railway, such as the village of Port Perry, were built up after the railway was constructed and as a result of the presence of the railway; that the development of the area, the municipal indebtedness for schools, public improvements, etc., has resulted from the development brought about by the railway; that it is not in the public interest to deprive or to hinder farmers in the marketing of their products at a time when the tendency of legislation and public feeling is in favour of assisting and re-establishing farmers and producers; that with the improvement of conditions it is inopportune to request the abandonment of the line until further opportunity is given to test its usefulness to the citizens of these communities; that if the railway is abandoned it will take away the possibil-

ities of the economic advancement of the communities served and farmers and others will be at the mercy of the ungoverned truckers; and that any saving to the C.N.R. from the operating loss currently present in the operation of the branch line is outweighed by the far greater loss which there would be to the municipalities served by the railway, etc.

The revenue received from passenger traffic does not warrant continued train operation. The abandonment of the line to movements of carload freight traffic, and its subsequent effect on the business and community interests, is the predominant factor involved, and applies more particularly to Port Perry and the municipality of Scugog than to other points.

Seagrave, 7.4 miles north of Port Perry, is the only station between Port Perry and Cresswell where cars are loaded. The loadings consist principally of turnips and grain hauled by the farmers, in some cases, 12 miles to the station. The only record shown for inbound movements was one car of cattle during the test period of 1930-31. It is alleged no serious inconvenience would be caused the farmer if the outward shipments were made from other adjacent stations, particularly those located west of Seagrave, as they could ship through Blackwater Station.

Approximately four-fifths of the carload freight movements are routed through Whitby to or from Port Perry and intermediate stations. The municipality of Scugog is served through Port Perry. The commodities hauled by the railway are heavy and bulky, for which proper facilities have been erected for storage at Port Perry. If transported by truck from Myrtle, a distance of 7½ miles, or other available stations it is alleged the additional cost for truck haul plus rail charges would seriously handicap, and in some cases prohibit, the continuation of business industries at Port Perry, thereby reacting to the detriment of community interests in general.

The C.P.R. line east of Lake Scugog, formerly known as its Burketon-Lindsay line, was abandoned for serived as of December 12, 1932; and authority has been granted for the abandonment of the C.N.R. line between Greenburn and Ronnac, known as the Orono Subdivision, from which line a former tri-weekly mixed service was furnished between Whitby Junction and Brinlook Crossing.

It was admitted by counsel for the applicant that it is questionable whether the charges for divisional superintendence would be actually saved by the abandonment of the line and might, therefore, reasonably be deducted from the various losses shown, as well as credit given for cash fares collected but not recorded in the statements.

If authority were granted for abandonment of that portion of the line between Porty Perry and Cresswell a substantial saving would be made in costs for operation, maintenance, provincial taxes, prospective rehabilitation expense, and would also reimburse the railway to some extent for material salvaged.

It will be noted from the statements filed that a considerable reduction was made in the losses shown in 1934 as compared with previous years. Much of this was due to economies put into effect by the railway company. It is alleged, however, that it would cost \$10,000 to rehabilitate this line for service, but this amount would be considerably reduced by the abandonment of that portion of the line between Cresswell and Port Perry.

Considering all that is involved in this case, I am of the opinion order should issue authorizing the railway company to abandon that portion of its line between Cresswell and Port Perry, to take effect thirty days subsequent to issuance of the order. The line between Port Perry and Whitby to be rehabilitated and operated to take care of traffic offering; the same to be without prejudice to any future application the railway company may desire to make after the expiration of 2 years, provided future operation demonstrates this segment of the line shows a continued loss in revenue.

McLean, A.C.C. and Norris, C., concur.

## REGULATIONS FOR PREVENTION OF FIRES.

#### General Order No. 548

Board of Railway Commissioners. December 4, 1935.

In pursuance of the powers conferred upon it by ss. 34, 281, and 287 of the Railway Act, and of all other powers possessed by it in that behalf; upon reading the submissions filed by the Railway Association of Canada for the railway companies in-

"The Railway is a people's railway from the beginning.

Whithy Town Bonus	\$50,000	and	\$10,000	stock
Whitby Township bonus	15,000			
Reach Township bonus	30,000			
Scugog Township bonus	2,500			
Port Parry honne	20 000			

"These bonuses were given so that this territory would have a railway for all time. In addition, the railway is now part of the National System, which is nationally owned. The people now have a moral right to have the service continued upon equitable grounds."

It has been pointed out by the Board on other occasions, regardless of the payment of subsidies or of agreements, the Board has absolute jurisdiction to authorize the abandonment of operation of any line of railway. If it had not, then the whole purpose behind the enactment of s. 165A of the Railway Act would be nullified.

The underlying principles applied and under which abandonments are considered can be found by referring to such cases as Mun. of Archie v. C.P.R. (1933), 41 C.R.C. 387; Brandon, Sask., & Hudson Bay R. Co. v. Morden (1935), 43 C.R.C. 188; and V., V. & E. R. & Nav. Co. v. Keremeos (1935), 43 C.R.C. 236. The main issue for consideration in such cases is whether or not the inconvenience occasioned by abandonment and consequential loss to the public outweigh the burden that continued operation of the line would impose upon the railway.

Having regard to all the factors involved in this application, in my opinion an Order should issue granting the application. Cross C.C., and Wardrope A.C.C. concurred.

#### C.N.R. v. LATERREUR.

Quebec Court of King's Bench, Appeal Side, Sir Mathias Tellier C.J., Letourneau, Galipeault and Walsh JJ. and Gibsone J. ad hoc. March 15, 1941.

Railway III A—Accident—Damages — Negligence — "Trespasser, Invitee, Licensee"—Responsibility of Railway Company — Appeal.

Appeal by the Railway Company from the judgment of the trial Judge in an action for damages for negligence.

Respondent (plaintiff) had recovered judgment in the Superior

It was admitted by counsel for the applicant that it is questionable whether the charges for divisional superintendence would be actually saved by the abandonment of the line and might, therefore, reasonably be deducted from the various losses shown, as well as credit given for cash fares collected but not recorded in the statements.

If authority were granted for abandonment of that portion of the line between Porty Perry and Cresswell a substantial saving would be made in costs for operation, maintenance, provincial taxes, prospective rehabilitation expense, and would also reimburse the railway to some extent for material salvaged.

It will be noted from the statements filed that a considerable reduction was made in the losses shown in 1934 as compared with previous years. Much of this was due to economies put into effect by the railway company. It is alleged, however, that it would cost \$10,000 to rehabilitate this line for service, but this amount would be considerably reduced by the abandonment of that portion of the line between Cresswell and Port Perry.

Considering all that is involved in this case, I am of the opinion order should issue authorizing the railway company to abandon that portion of its line between Cresswell and Port Perry, to take effect thirty days subsequent to issuance of the order. The line between Port Perry and Whitby to be rehabilitated and operated to take care of traffic offering; the same to be without prejudice to any future application the railway company may desire to make after the expiration of 2 years, provided future operation demonstrates this segment of the line shows a continued loss in revenue.

McLean, A.C.C. and Norris, C., concur.

## REGULATIONS FOR PREVENTION OF FIRES.

#### General Order No. 548

Board of Railway Commissioners. December 4, 1935.

In pursuance of the powers conferred upon it by ss. 34, 281, and 287 of the Railway Act, and of all other powers possessed by it in that behalf; upon reading the submissions filed by the Railway Association of Canada for the railway companies in-

# 

The Chronicle Willes Iteles 10. Out of the control of Williams Section bonie debeneure weie innied ore on In aday is Arans. He station at Whitby, has been built. The iron has arrived and the workmen have commenced laying the track. The first locamotive, the "Scurog," and several platform cars are now on the line, and the trucklaying and ballasting will go on with redoubled efforts until the road is in running order.

> August 10 1871

it is held by the Bank or Trustees, and stands a better chance of being sold and used on another road than only a railway.

Then say they-There is the Engine Yes, certainly, an old cast off engine, bought at Portland, for an old song, repainted, and named the "Sengog"-P! W. & P. P. R. R. Co. But on a small line above on the tender, we find these mysterious words-"The property of C. Braper, J Bigelow, T. Paxton. E. Major, J. Holden, A. Ross, and J. Dryden." Consequently the old worn out wheezing Locomotive is not after all, the property of the Company is bankrupt and cannot buy an Engine, or that the Company like dishouest traders, are putting their property out of their hands to defraud their creditors. Once more our attention is directed to the platform curs; but these cars are only rented from the Canada Rolling Stock Co., and for annual rent, some twenty per cent is to be paid on a "fancy cost."

Then we are told to look at the Station Buillings. Yes the northern ones under lock and key, in the posession of the mechanics, who are holding on for their honest pay; and the Whitby one just peeping above ground, when all is stopped for want of funds. Once again say they, look at the road beds and grading. Yes—all under a good stiff mortgage of \$160,000. What is really left. Nothing but taxes for the Municipalities and—yes—the ties—that is the small foot end to change the guage—nothing else for your correspondent."

Now, all this is simply disgraceful.—
So much trickery, deception, selfishness and humbugging, we firmly believe, was never before withtessed in any enterprise in Canada. The time for compute the road with the present men

August 31 1871

#### OPERATION-ABANDONMENT.

## C. N. R. v. PORT PERRY, ONT., et al. (File No. 39310.3.)

Board of Railway Commissioners. February 3, 1936.

Carriers IV D—Railways—Operation — Abandonment — Effect of abandonment on business and community interests predominant factor involved—Bus and truck service.

The C.N.R. applied for leave to abandon the operation of that portion of the Port Perry Subdivision between Whitby Town (M. 2.8) and Cresswell (M. 32.8), a total distance of 30.0 miles.

With the exception of Port Perry, the line proposed to be abandoned passes through farming communities of minor importance, along which there are no industries of consequence being developed. A good concrete highway parallels the railway and most of the territory affected, served by bus and truck facilities. Port Perry is the business and commercial centre of a large farming community. The line had not been maintained in a good and safe condition for operation, with the result that train movements—the service had been reduced from a daily to a bi-weekly mixed service—were restricted to a speed of 10 m.p.h. The line had been operated at a loss.

Held, upon the evidence, that public interest would be served by rehabilitating and operating the line between Port Perry and Whitby. Abandonment of that portion of the line between Cresswell and Port Perry, to take effect 30 days after the date of the Order, approved. The direction and Order to be without prejudice to the company's making a further application if so advised after the expiration of 2 years, provided future operation shows a continued loss in revenue.

Heard at Port Perry, Ont., May 29, 1935.

I. C. Rand, K.C., with A. D. McDonald and J. F. Pringle, Gen'l. Supt. of Transportation, for the C.N.R.

J. D. Lucas, for the municipalities interested.

COMMISSIONER STONE:—Built under the charter of the Port Whitby and Port Perry R. Co. which later became the Whitby and Port Perry Extension R. Co., this line was opened for operation in 1877 and in the same year became known as "The Whitby, Port Perry and Lindsay Railway Company." It provided connection between Lake Ontario and Lake Scugog at Port Perry and from there "to the navigable water in the town of Lindsay and thence to Fenelon Falls." In 1882 in consolidation with other lines it became "The Midland Railway Company." In 1884 the Midland R. Co. was leased to the

G.T.R., and in 1893 amalgamated with the G.T.R. finally becoming part of the C.N.R. in 1923.

No ballast has been placed on the roadbed since 1915; it is very light and generally worn out. Ties are untreated and old. There are seven steel bridges in fair condition and six timber bridges in poor condition. Culverts are in poor condition. The rails are poor and in places badly bent. 16 miles were laid with 56-pounds rail in 1886, and 8 miles with 65-pound rail in the same year. The balance of 6 miles is laid with 80-pound rail. Train movements are restricted to 10 m.p.h., more particularly between Port Perry and Cresswell.

Application was made by the C.N.R. under s. 165A, s. 2(3), of the Canadian National-Canadian Pacific Act, 1932-33 (Can.), c. 33, and all other appropriate statutory provisions, for an order granting it leave to abandon the operation of its line between Whitby Town and Cresswell, a total distance of 30 miles.

On receipt of this application arrangements were made for investigation by the Board's officers. On March 20, 1935, a general inspection of the line was made by officers of the Engineering and Operating Departments of the Board and representatives were heard from Port Perry, Reach township, village of Brooklin, Scugog township, merchants and shippers. The case was heard by the Board at Port Perry on Wednesday, May 29, 1935.

Prior to March 9, 1931, the service consisted of a daily except Sunday passenger train, and a daily except Sunday mixed train connecting at Whitby Junction with main line trains east and west. Service was reduced on March 9, 1930, to a daily except Sunday mixed service; and on September 27, 1931, the service was further reduced to a tri-weekly mixed train service. In addition there was a tri-weekly mixed train service furnished between Whitby Junction and Brinlook crossing by the train operating over the Orono Subdivision. This service was further reduced to a bi-weekly mixed train service; also a bi-weekly service between Whitby Junction and Brinlook crossing.

In describing the territory involved the applicant states:—
"The line passes through a prosperous mixed farming country.
The villages served are farming communities and are of minor importance with the exception of Port Perry, which is the busi-

ness and commercial centre of a large farming community. There are no industries of consequence being developed along this line. A good concrete highway (No. 7) parallels the line and is kept open all year. There is bus and truck competition serving most of this territory.''

In support of the application the following summarized state-

ments were submitted:-

Revenues accruing to:	Branch	Balance of System	Total
Oct., 1930-Sept., 1931	\$12,989 00 4,005 00	\$36,481 00 21,472 00	\$49,470 00 25,477 00 34,644 00
Expenses incurred on: Oct., 1930-Sept., 1931  1933  1934	\$62,636 00 32,267 00	\$17,418 00 10,375 00	\$80,054 00 42,642 00 42,980 00
System loss from operation: Oct., 1930-Sept., 1931	 Inward 328 241	 Outward 152 68	\$30,584 00 17,164 00 8,336 00 Total 480 309
1934		112	399

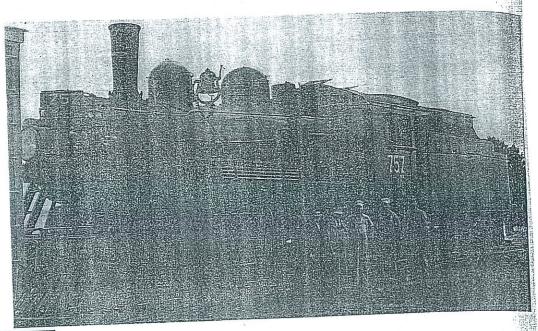
Referring to the various items included in receipts shown for 1930-31, counsel for the applicant explained that distribution of earnings as between the branch line and the balance of the system was divided on a mileage basis, and that the cash collections are insignificant as a check of representative months would not warrant adding more than \$50 to the amount already shown.

Maintenance of way and structure expenses during the same period was compiled on a yearly average covering the period 1928 to 1933 inclusive, and included \$2,040 for divisional superintendence, which may not become material or represent an actual saving. The balance of expense included operating and station costs carrying traffic over the other lines of the system, and an annual outlay of \$2,550 for provincial taxes.

Cost for placing the line in condition under which reasonable operation might be carried on was estimated by the railway company at \$10,000.

Counsel for the applicant further stated that Cresswell was approximately three-quarters of a mile south of Manilla Junction,

One of the oldest railroads in Ontario, the "Nip and Tuck", Canadian National Railways spur line between Port Whitby and Port Perry, has gone out of active service. Making the last run in July, the final freight train brought the line's 7-1 years of service to a close. Here, the crew, James Wheelan, engineer; Cliff Condre, fireman: P. Alexander, conductor, and Alf Becker, brakeman, gathers about the engine preparatory for the last run. Below-John Jeffrey, 3-1, of Prince Albert, Ont., a passenger on the first trip over the line more than 70 years ago, was the last passenger on the final run.





Early in July, the "Nip and Tuck", a part of the Canadian National System, and one of the oldest railroads in Ontario, closed its 74 years of service. It had a romantic career. Some of it is told in the following account published in the GAZETTE AND CHRONICLE, Whitby, under dateline Port Perry, July 8.

ODAY the "Nip and Tuck", one of the oldest railroads in the province, is but a memory, with the closing of the Port Whitby-Port Perry spur line of the

Yesterday, over rust-streaked rails, a puffing shunter engine hauled its last load. Today crews of workmen began tearing up the steel, which is destined to become material of war.

As the mournful call of the locomotive whistle echoed through the streets of Port Perry, and residents gathered for it is time to hear the rhythmic click or carning wheels fade in the distance with the last wisp of smoke, many of the more romantic memories of the line became once more vivid in the minds of the old timers.

Sir William Mulock, Chief Justice of Ontario, now 97, began his early law

# The 66 Nip and Tuck's No More

his desk was in the old "head office" of the company, over the station at Whitby.

That the Port Whitby-Port Perry link should be but the first in a transcontinental line competing with the Canadian Pacific, which was projected at that time, was the dream of James Holden, managing director of the company in 1873. His untimely death by pneumonia in Western Canada in 1881 spelled the end of the dream which might have made Whitby the eastern terminus of a mighty road.

Once when the Nip and Tuck was in one of its many financial depressions, Sheriff Reynolds was ordered to attach one of the engines.

"It wasn't just as easy as that," J. F. Holden, 82-year-old son of the original managing director, recalls. "He finally decided he would stop the engine when it came into the station at Whitby and slap an order on it. We had wind of the plan, and the engineer was warned accordingly.

"Pulling through the station at Whitby, the engineer, Ben Sweet, could see a barricade of ties across the line near what is now the College road. Calling to his fireman to 'stoke her up', Ben opened the throttle full, and with a full head of steam headed straight for the barricade where the sheriff and his deputy waited.

"With whistle blowing and with great clouds of smoke the old engine took the barricade in its stride at 40 miles an hour. Ties flew in all directions when the cowcatcher hit the pile, and the sheriff and his man fled for their lives and never came back."

For the people of Whitby to see exiral fast trains speeding through the towns was not unusual—but when the trains were going extra fast it usually meant they were out of control.

Coming down the slight grade from Port Perry, sometimes a train that was loaded specially heavy would get the better of its brakes and speed past its stops at a great rate. On one occasion at load of mast timbers destined for Whitby harbor almost landed into the water, train and all, after roaring the entire length of the run out of control. It was brought to a stop within a few feet of the end of the rails.

The school trains, carrying scores of boys and girls from the back concessions to the halls of learning at Whitby, were sometimes hours late as snow blocked the rails. It was on one of these "snow blocked" occasions that James Holden junior, serving as a relieving operator on the railway, was sent up to Port Perry, where the operator was ill.

An opportunity to drive the engine was one that was not regarded lightly at that time, and the local steamed north with J. Holden, engineer pro-tem, at the throttle. Just north of Manchester the line was blocked with heavy drifts but under direction of the engineer the amateur driver "opened her up" and plowed into the drift in a flurry of stolly refused to move either ahead or backers.

Crew and passengers spent the right in the train, but they didn't go hings with several cases of eggs and sides bacon in the baggage car they all favorably. (Continued on page 1)

# ae "Nip and Tuck'

(Continued from page 14)

Excursions and outings along the railload are among the many fond recollecload of the older-residents.

An outing in those days was really a An outing in those days was really a play out starting early in the morning and ending with daylight. Flat cars would be equipped with rough wooden before and lined around with evergreen before belowing clouds of smoke and howers of wood ashes, the picnic party would be hauled up the grade at Port

perry.

At Port Perry the outing took to the water, where several scows equipped with benches and cedar hedges would be hauled around the lower end of Lake scugog behind woodburning tugs.

The railway, however, wasn't built just for pleasure. It had its beginning in the lower of the three villages of Prince

The railway, however, wasn't but for pleasure. It had its beginning in the for pleasure. It had its beginning in the ivalry of the three villages of Prince illustry, Manchester and Port Perry, back in the late 60's. Application for a charter in the late was made to the local Legislor the line was made to the local Legislor the line was made to the local Legislor will be confederation welded the provinces

into a Dominion.

Starting as a line from Port Whitby
To Port Perry, the road would join with
another line to cross the continent to the
Pacific, later extended to Manilla Junction, near Lindsay, with plans being
To away up to extend it through Ontario to
The William and then farther west.

Fort William, and then farther west.

With approval of the charter in 1867,

Leph Bigelow was named first presiLit, with Thomas Paxton, W. S. Sexton,

Chester Draper, John Ham Perry, James
Holden and Sheriff Williams associated

with him. Was taken care of by Financing was taken care of by sources granted by Whitby Town, \$50,000; Whitby Township, \$20,000, and Reach Township, \$30,000. Stock was subscribed to a total of \$100,000, and a contract to build the line was let to J. H. Dumble Cobourg.

Dumble, Cobourg.

Dumble started work, but sold out to C.E. English, of Toronto. The new company failed before the job was finished, and the railway company completed construction itself.

The line was originally built on the wide gauge plan, with one locomotive named "The Scugog" doing trojan duty in speeding the transfer of grain and timber to the schooners at Lake Ontario. Despite popularity of the railway, it was financially unsound. Joseph Bigelow, who had money which he wished to put into the company, resigned his post as president to lend another \$40,000, which privilege he was denied as an officer. He was succeeded by James Dryden.

but the community would still be served by the railway. Sonya was of minor importance, but there was a substantial shipment of turnips from Seagrave. The country on the westerly side between Seagrave and Port Perry is a bit rocky and swampy, and it was suggested shipments from the vicinity of Seagrave could be taken care of from Blackwater Junction. Port Perry is the important point on the line, as during the period from October, 1930, to September, 1931, 193 carloads were shipped in and 32 carloads out, consisting principally of coal, lumber, slabs, grain and flour. In the same year the freight earnings were \$17,929, and total traffic \$24,390. In 1934 freight earnings \$18,926, total traffic \$21,027. The inward carload movements were considerably in excess of the outward movements at both Port Perry and Brooklin. Port Perry is on Highway No. 12 connecting with Highway No. 7 and the C.P.R. crossed this line at Myrtle, approximately 7 miles from Port Perry and the railway had recently inaugurated the pick-up and delivery service operating from Oshawa, which will serve all these points as far north as Port Perry; that this service would shortly be in effect and take care of outbound and inbound L.C.L. freight and what might formerly go by express.

Under examination by counsel a number of representative witnesses of various business interests located in Port Perry and adjacent farming activities opposed the application and gave evidence emphasizing the necessity for continued operation of the line as it meant the very life of the community and the business interests served.

It was stated that Port Perry had a resident population of 1,200 persons and was the only logical outlet for the inhabitants of the municipality of Scugog, an island 11 miles long and 33 miles in circumference, surrounded by Lake Scugog. This municipality was not served by the Burketon Junction-Lindsay line of the C.P.R. Decrease in rail traffic in recent years was due partly to the depression, but primarily to change in farming methods from seed grain to cattle raising, on account of penalties imposed by United States tariffs.

"Q. What has become of the said business?—A. Well, of recent years two unfortunate tariffs were put on by the United States. When the first tariff was placed, \$2.40 a bushel, we

still did business, but when it was placed at \$4.80 a bushel that was prohibitive. Tariff was placed probably five or eight years ago."

Cattle raising had not been a profitable business for the farmer, and with a substantial reduction in tariff on seed grain this business would again revive and bring additional revenue to Various business interests during recent years the railway. had changed hands, and these business interests had facilities for storage of coal, grain and other commodities, which would be a direct loss. The firm of Hogg & Lytle Co. contended their business would be cut in two by the closing of the line, twofifths of which was done at Port Perry, and their elevator being worth \$30,000 would be a direct loss if operation were abandoned. The lumber interests at Porty Perry would be considerably handicapped as competition was keen, and the business would not absorb the additional costs for trucking from Myrtle, seven and a half miles distant, the nearest rail connection to Port Perry. Half of the Township of Cartwright was served through Port Perry, which is considered by those in the trade as probably one of the best trading country points in the province for inward and outward freight. The Kroehler furniture manufacturers who previously shipped by motor-truck had found this method of transportation unprofitable and scrapped their motortrucks, and in future furniture would be transported by rail.

In a brief submitted by Mr. J. D. Lucas, K.C., representing various interests opposing the application, it is contended that the districts along the railway, such as the village of Port Perry, were built up after the railway was constructed and as a result of the presence of the railway; that the development of the area, the municipal indebtedness for schools, public improvements, etc., has resulted from the development brought about by the railway; that it is not in the public interest to deprive or to hinder farmers in the marketing of their products at a time when the tendency of legislation and public feeling is in favour of assisting and re-establishing farmers and producers; that with the improvement of conditions it is inopportune to request the abandonment of the line until further opportunity is given to test its usefulness to the citizens of these communities; that if the railway is abandoned it will take away the possibil-

ities of the economic advancement of the communities served and farmers and others will be at the mercy of the ungoverned truckers; and that any saving to the C.N.R. from the operating loss currently present in the operation of the branch line is outweighed by the far greater loss which there would be to the municipalities served by the railway, etc.

The revenue received from passenger traffic does not warrant continued train operation. The abandonment of the line to movements of carload freight traffic, and its subsequent effect on the business and community interests, is the predominant factor involved, and applies more particularly to Port Perry and the municipality of Scugog than to other points.

Seagrave, 7.4 miles north of Port Perry, is the only station between Port Perry and Cresswell where cars are loaded. The loadings consist principally of turnips and grain hauled by the farmers, in some cases, 12 miles to the station. The only record shown for inbound movements was one car of cattle during the test period of 1930-31. It is alleged no serious inconvenience would be caused the farmer if the outward shipments were made from other adjacent stations, particularly those located west of Seagrave, as they could ship through Blackwater Station.

Approximately four-fifths of the carload freight movements are routed through Whitby to or from Port Perry and intermediate stations. The municipality of Scugog is served through Port Perry. The commodities hauled by the railway are heavy and bulky, for which proper facilities have been erected for storage at Port Perry. If transported by truck from Myrtle, a distance of 7½ miles, or other available stations it is alleged the additional cost for truck haul plus rail charges would seriously handicap, and in some cases prohibit, the continuation of business industries at Port Perry, thereby reacting to the detriment of community interests in general.

The C.P.R. line east of Lake Scugog, formerly known as its Burketon-Lindsay line, was abandoned for serived as of December 12, 1932; and authority has been granted for the abandonment of the C.N.R. line between Greenburn and Ronnac, known as the Orono Subdivision, from which line a former tri-weekly mixed service was furnished between Whitby Junction and Brinlook Crossing.

ed in the judgment dated February 3, 1936, it would have had the tendency to decrease the cost of operation and increase the traffic. I think it is clear the line has been kept in shape to handle all the traffic that has offered; and, I think it is also clear that if the line had been brought up to any higher standard, the out-of-pocket costs of operating from 1936 to the present time would have been substantially increased. The only commodities handled over this line are low-rated heavy ones; coal, coke, and cordwood make up more than 50% of the carload traffic for the calendar years 1937, 1938, 1939.

There were 3 coal merchants who gave evidence; 2 from Port Perry and 1 from Brooklin. When asked what the cost of moving coal from Whitby to Port Perry by truck would be, they were unable to furnish any figures as to the actual cost. Mr. Ressor, a coal merchant from Port Perry, undertook to file figures at a later date; and, on October 25, 1940, he filed the following letter, including a statement—

"Relative to the inquiry held at Whitby on Monday, October 21st, into the affairs of the Whitby Port Perry Branch of the C.N.R. and your request for an approximate estimate as to the cost of trucking coal to Port Perry.

"The following statement is figured on trucking from either ()shawa or Whitby and we feel is as conservative as can possibly be made, on a one year operation basis—

Original C	apital outlay for 10-ton truck	\$5,000.00
	investment at 5%	250.00
	on	1,000.00
	(Driver)	900.00
C peramon	(Gas, oil, repairs)	200.00
( (	(Licence)	127.50
6.7	(Insurance)	50.00
	A particular in the control of the c	

Operations costs for one year ..... \$2,527.50

"Our records show that we receive approximately 1,200 tons of Anthracite Coal in one year which would mean a trucking cost of over \$2.00 per ton.

"We thank you for this opportunity of laying these figures before you, and feel sure that they speak for themselves."

The above figures of course are no guide to this Board. It

must be obvious to anyone that no practical businessman would purchase a 10-ton truck and employ a man for a year to haul 1,200 tons of coal a distance of 12 miles from Oshawa to Port

Coal dealers in Port Perry and Brooklin were therefore writ-Perry. ten to, as follows: "February 1st, 1941.

"With respect to the hearing held by the Board at Whitby on October 21st, 1940, on the proposed abandonment of the Canadian National line between Whitby Town and Port Perry, I am instructed by the Board to request that you file a statement of the 1940 mileage made by each of the trucks which you operated during that year. If the above is not available, will you kindly supply an estimated annual mileage.

"Please give this request your immediate attention." On February 4, 5 and 19, 1941, the following replies were received:

"PORT PERRY, ONT., Feb. 3-1941.

"Your letter of the 1st received asking for mileage on our truck for the year 1940.

"We have only one truck and an estimated mileage for 1940

would be 9,000 miles."

"Trusting that this is the information you require, we remain,

"PORT PERRY, ONT., Feb. 4th, 1941.

"Replying to your letter of the 1st we hereby give you the estimated mileage for our two trucks during the year 1940 which is 17,500 miles.

"This figure includes the distance covered by our trucks in

delivering ice, lumber and fuel.

. "Sd- LAKE SCUGOG LUMBER & COAL CO. LTD.

"per E. G. MITCHELL."

"BROOKLIN, Feb. 17, 1941.

"Your letter of Feb. 12 received, re haulage of coal. It is impossible for me to give you the mileage the trucks travel in cartage of coal as they haul gravel the greater portion of the time. The average haul would be a mile delivery. I cannot see what the delivery of coal has to do with the railway. "Sd- W. F. CROXALL."

From the above information the Board's Transportation

Economist made a study of moving coal with a 2-ton dump truck by highway from Oshawa to Port Perry and from Whitby to Brooklin. The carloads of coal for 1939 were used because they were higher in that year than for any of the years covered in the statement accompanying the application. The result of the study has satisfied me that, allowing for the differential in the freight rate of 61c. per ton from Oshawa to Port Perry and of 36c. per ton from Whitby to Brooklin, that no serious burden would be imposed upon the community because of the added cost of transporting coal, if this application was granted.

In so far as available trucking service in the district affected by this application is concerned I give the following information given by the Ontario "shipped by truck" Directory for the year 1940-1941—

Name of Common Carrier	Home Office	Frequency of Service
Port Perry Cook's Transport Henshaw Trans-	Port Perry	Daily to Toronto
port Smith Transport	Port Perry	Daily to Toronto
Ltd.	Toronto	Daily to all points of importance in Quebec and
Woodville Trans-		Ontario
port Brooklin Henshaw Trans-	Cannington	****
port McBrian's Trans-	Port Perry	Daily to Toronto
port	Brooklin	****
Smith Transport	Toronto	Daily to all points of importance in Quebec and Ontario
Woodville Trans-		
port	Cannington	

The C.N.R. operated, under contract, a daily trucking service for L.C.L. freight and express between Oshawa and Port Perry. via Whitby; and, at p. 4975 (Vol. 678), it is stated by the applicant that it is the intention of the railway to continue the above service.

Counsel for the respondents, in a brief submitted on behalf of the Townships of Whitby, Reach and Scugog, and the Village of Port Perry, in opposition to the application of the C.N.R., states as follows (2nd paragraph)—

#### C.N.R. v. PORT PERRY et al.

(File No. 39310.3)

The Board of Transport Commissioners, February 26, 1941.

Railways II D—Operation—Abandonment—Highway transportation— Decrease in railway traffic—Revenues—Coal transportation by truck—Subsidies—Agreements—Jurisdiction—Principles applied—Section 165A of the Railway Act, R.S.C. 1927, c. 170 (am. 1932-33, c. 47, s. 1).

This is a renewal of an application made in 1935 by the C.N.R. for approval of abandonment of operation of the Port Perry Subdivision between Whitby and Cresswell, Ont., a distance of 30 miles. Abandonment of that portion of the line between Cresswell and Port Perry was approved by Order No. 52747, dated February 6, 1936, without prejudice to the railway company's making a further application for abandonment of the portion of the line between Whitby and Port Perry if so advised, after the expiration of two years, provided operation showed a continued loss in revenue. (44 C.R.C. 369.)

From statements made at the hearing in 1935 it appears respondents were confident that if the line from Port Perry to Whitby continued to operate, there would be a substantial increase in traffic. The evidence shows that not only has there been no increase, but that traffic is decreasing.

The C.N.R. operates, under contract, a daily truck service for L.C.L. freight and express between Oshawa and Port Perry, via Whitby. The intention is to continue this service.

In the Board's view, no serious burden would be imposed upon the community because of the added cost of transporting coal by truck from Whitby to Port Perry if this application were granted.

Regardless of the payment of subsidies or of agreements (not confirmed by the Parliament of Canada so as to become, in effect, a Special Act of Parliament), the Board has absolute jurisdiction to authorize the abandonment of operation of any line of railway. Applying the principles laid down in the earlier cases, the main issue for consideration is whether or not the inconvenience occasioned by abandonment and consequential loss to the public outweigh the burden that continued operation of the line would impose upon the railway.

Held, having regard to all the factors involved here, that the application be granted.

[Mun. Archie v. C.P.R., 41 C.R.C. 387; Brandon, Saskatchewan & Hudson Bay R. Co. v. Morden, 43 C.R.C. 188; V. V. & E. Ry. & Nav. Co. v. Keremeos, 43 C.R.C. 236, refd to.]

HEARD at Whitby, Ont., October 21, 1940.

W. E. N. Sinclair, K.C., for Village of Port Perry and Tps. of Reach and Whitby; Duncan B. McIntyre, for Town of

Whitby; R. D. Ruddy, for County of Ontario; I. C. Rand, K.C., for C.N.R.

The facts of the case are fully set out in the judgment.

STONEMAN C .: - In support of the application the applicant filed a statement setting forth a general description of the line, its special industrial relationships, its revenues and expenses for 9 months-April 1 to December 31, 1936, and for the calendar years 1937, 1938, 1939—an analysis of its freight traffic for the same years, and a map of the territory through which it

A copy of the application and the statement was sent to all interested parties.

This railway was built under the charter of the Port Whitby & Port Perry Railway Company, which later became the Whitby and Port Perry Extension Railway Company; and in 1877-the year in which it was opened for traffic-became known as the Whitby, Port Perry & Lindsay Railway Company. In 1882, in consolidation with other lines, it became the Midland Railway of Canada. In 1884 the Midland Railway was leased to the G.T.R.; and in 1893, became part of it by amalgamation. Finally, in 1923 it became part of the C.N.R. Lines.

Under judgment, dated February 3, 1936, and Board's Order No. 52747, dated February 6, 1936, the Board approved of the abandonment of the line between Port Perry and Cresswell, and refused abandonment of the portion between Whitby Town and Port Perry, without prejudice, to a renewal of the application if the line showed continued loss of revenue.

Under the heading-"Physical Characteristics" of the Line embodied in the application—rail, bridges, culverts, ballast, ties, and drainage are shown to be in a condition described as fair to poor.

The line passes through a prosperous mixed farming country; Port Perry is the business and commercial centre. Among the industries located at Port Perry is a lumber company and a milling company; concrete highways closely parallel the line; bus service operates between Toronto and Lindsay, via Port Perry: and, the C.N.R. operate, under contract, a daily trucking service for L.C.L. freight and express between Oshawa and Port Perry, via Whitby. In addition, a number of trucking companies openate in and through the territory served by the .

volved in this application. The statement of revenues and expenses, covering a periou, April 1 to December 31, 1936, and calendar years 1937, 1938, 1939, shows a system loss, for the nine months-April 1st to December 31st, 1936 ..... \$5,253.00 Calendar year 1937 ....

8,664.00 7,339.00 1938 ..... 7,799.00 1939 .....

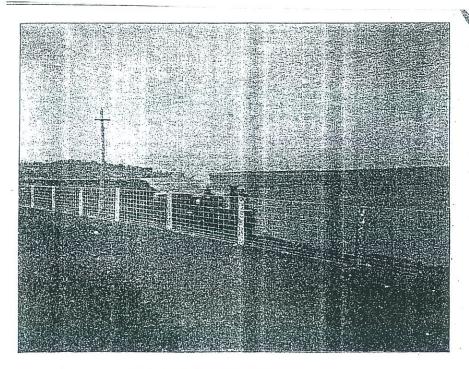
The Engineering and Operating Departments of the Board made an inspection of the line on May 2S, 1940, and submitted reports dated May 29 and 30, respectively, wherein they agree with the statements made by the applicant as to the physical characteristics of the line, description of the territory, and the

bus and truck service operating. Witnesses for the respondent stated they were satisfied that if figures were filed for the year 1940 they would show a substantial increase in traffic. The railway company was therefore directed to file a statement setting out system revenue and carloads, by commodities, from January to September, 1940. This statement was filed as a comparative one, for the 9 months January to September, 1939-1940, showing total gross revenues—

9 months in 1939 ..... \$16,633 which indicates a slight decrease in the first nine months of 1940.

As stated above, application was made for the abandonment of this line, and judgment dated February 3, 1936, refused abandonment of the portion between Whitby Town and Port Perry, without prejudice, to renewal of the application, if the line continued loss of revenue. It is evident from the judgment that the respondents were confident that traffic would increase, and statements made at that time convinced the Board that this portion of the line should be operated for a sufficient length of time to show whether, or not, those opposing the application were correct in stating that, if the portion of the line from Port Perry to Whitby Town continued to operate, there would be a substantial increase in traffic. The line has operated up to the present time and the statement filed is conclusive proof that not only has there been no increase, but that traffic is decreasing.

At the sitting, held October 21, 1940, counsel for the respondents suggested that if the line had been rehabilitated, as direct-



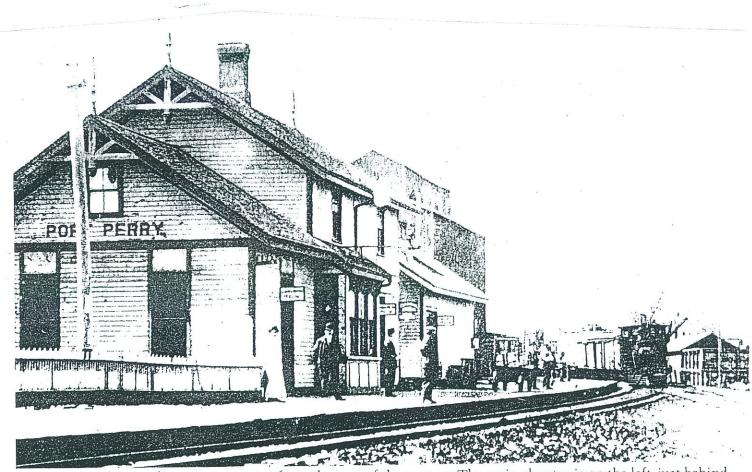
PAGE FENCE ON G.T.R. NEAR PORT PERRY.

Page fencing is in use on all of the leading railroads of Canada. We now make our own wire and hence we can furnish a still better fence than ever.

Glad to furnish further information:

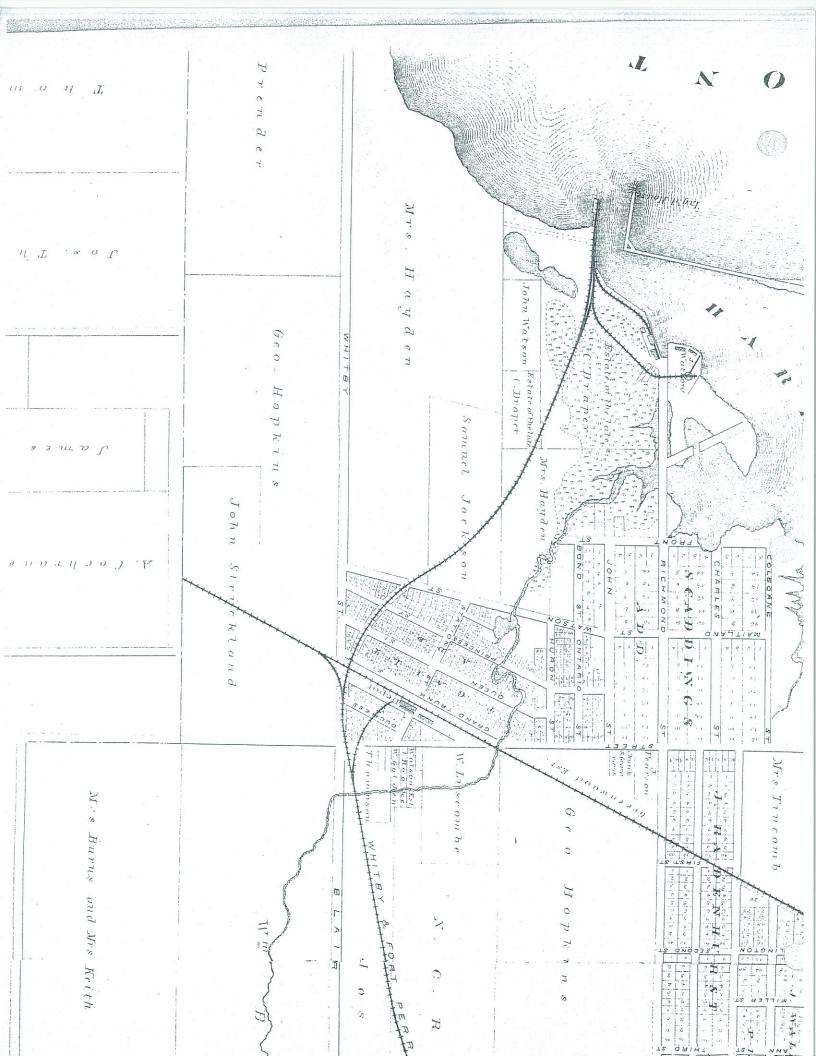
THE PAGE WIRE FENCE CO., LIMITED, WALKERVILLE, ONT.

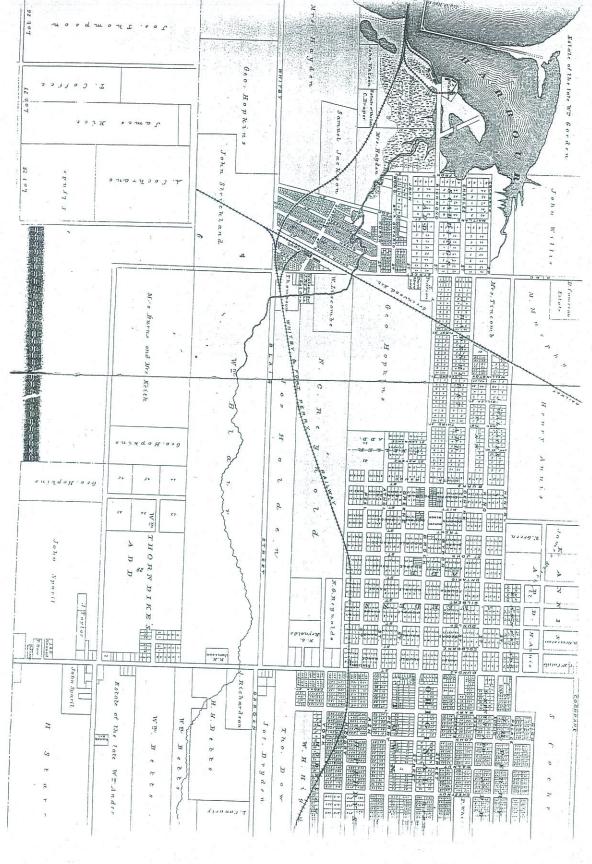
July 1901 P 210 CROMW



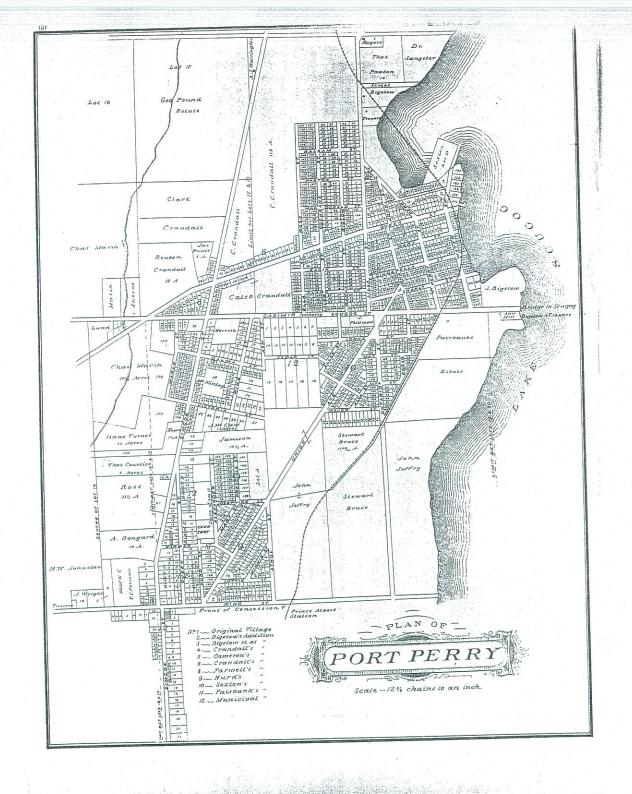
A postcard view of Port Perry station from the turn of the century. The grain elevator is on the left, just behind the station, while Lake Scugog is to the right. The locomotive was typical of the Grand Trunk's branch line stock.

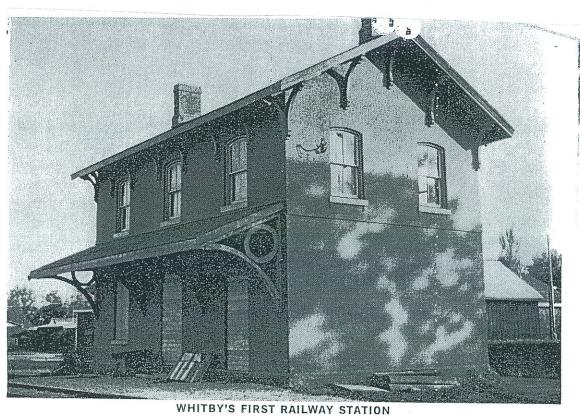
— OA \$12820





	<b>.</b>
AND THE REAL OF THE PROPERTY O	
The state of the s	
The state of the s	
The state of the s	
The state of the s	
	.85
The state of the s	
The state of the s	
NIEWOWA WAS AND	
Janes Herrison  The second sec	





The dilatoriness of the management been laid, and note man is at present working on the road. No wonder the the advantage and profit of some one there unacorness. There delays of the Burk or Trustees, and their quarries —with contractors amongst a standard better chance of being sold and the large of many fair promises of opening of the road on days long gone bye, the men processing of the road on days long gone bye, the men processing of the search of the gone of the search of the world on the Without and Dear Processing of the search of the gone of the themselves, and with outsiders the used on another road than order road than order road the order and seed of the promises of opening of the road on days long good bye, the men vectoral of the Whithy and Port Pyrry and the road of the Whithy and Port Pyrry and the road of the Whithy and Port Pyrry and the road of the Whithy and Port Pyrry and the road of the Whithy and Port Pyrry and the road of the Whithy and Port Pyrry and the road of the road of the road of the part the mean time, the public suffers. The temperature of Whitby generously gave \$50.00 for Draper, J. Bigstyr, T. Feston, E. Major, J. Holden, A. Ricos, and J. Dry Jace now paying the pine, who has never played for their dancing. The town

"Just think A road twenty miles long, and three years building, and still not half done yet; at this moment not a man working on the whole line-all of the Whithy railway in constructing silent as the grave. Three sets of Conthat short line of road has, for some time tractors disposed of, and the Board of past, been gradually raising a feeling of Directors tooking round form whom they indignation amongst the people more may devour" in the shape of a fourth The road, which is only some twenty miles in longth, has been since 1868 in course of construction and now, three londers and starved out of his yours later, there are no nearer prospects position. And now, No. three, Mr. of its completion. With nearly \$100; English possing through the same only of the carly construction, of the line, it is not yet half constructed; not a rail has time of the carly construction, of the line, it is not yet half constructed; not a rail has While all this by play is going on, for

people of Whithy and Reach are getting the public are deceived; promises impationt; no wonder the press is speak; broken; and Directors pledges forfeited loudly, demanding what is the cause of as cooliy as if all was a good joke. J. ket the termination of the Road would be the delay. Forbearance in the natter Ask the tax, sayers of Whithy Town has coased being a virtue. Ever since the the juke of paying three years heavy rail inauguration of the undertaking, noth- way tax without a road. Ask West inaughration of the undertoxing, none way too amount a food, with parts in the restaurable with the same question, with parts the Toronto & Nipissing Rulway delays have occurred, and, as a coten- of the By-law changing gauge repealed Co. porary puts it, " a strange fatality has to suit the views of Directors. Ask always seemed to leang over the road, the Township of Reach what about state cheers. like a mill stone dragging it to the bot thone -Uxbridge branch and Beaver The first name better chairman should the mass that the restension is found fleepeir. Why is it sail. With the restension is But our reply will be men who should high in the county, received deceil, be option, and many monor means and business abilities come or matter, and a magnitude that should be that of Mr. Saellen, position to the form the narrow gange, but the first the proposal restriction with that to sail to the form the narrow gange, but the first the proposal restriction is the first the proposal flow the proposal restriction of the radius of th has at last, it must been conferred, for the point." Call this strong language feited the confidence of the public. We if you choose; it is not to strong for the know nothing of their private and published on the receiving. In answer the lie quarrely sufficient to know after Bond points the bon at Post Whitly three years the road is yet incomplete. Yes the near inthere was enough; but their dilatoriness, their delay, to the left by the Burk or Trustees, and their dilatoriness, their delay, to the left by the Burk or Trustees, and then the construction amongst the work of the construction and the master and with outsiders, the least three chance of being sold and the trustees, and with outsiders, the least one another continues.

agree with him that they had a pleasant trip this morning. The object in bring, ing them here to day was to explain the working of the narrow guage railway system. They had seen how that system had worked this day. Ho saws around him gentlemen who were welprepared to give a gool explanation of the working of that the working of that system. He prong Railway Co., first for their having

The book was responded to with loud

Mr. Shedden and he del not think they readed mach and pairs of the they readed mach and in pairs of the narrow group system. They held in the surface in which they lead drutk his institution of a threading the working. The health of Mr. Gen. Wheley,

the most time, the position selects. The years of the Mary and June 1995. The selection of the selection of

orienty responded to the troop which had been depute in his hot-our. Ho said that the Toronto and Nipissing Rail way would be nefit the people of Mark-hour almost as much as it would the in-indictants of the districts furthers north ing Railway Co<sub>n</sub> first for their baving provided a train for their use this morning; 6-see addy for the help and oxplainations which they were seiling to give on the present occasion. He alluded the difficulties of promoting the marrow gauge system. It was like the course of true love, it never does run, amouth, Samp people of the townships felt glast for the benefits, they had already received from the Toronto and Nipissing Railway. They of the Wilson they are also should be sarried to, but he supposed as far north as possible. He would not know when the termination of the Road would be sarried to, but he supposed as far north as possible. He would not know when the termination of the Road would be sarried to, but he supposed as far north as possible. He would not know when the termination of the Road would be sarried to, but he supposed as far north as possible. He would not know when the training lasers and drink success to the Taronto & Nipissing Railway (15).

The beast was responded to with load would real the training Railway was completed it would not would not such that the succession over the broad gauge. He handled the third training Railway was completed it would not would be provided in the success to the standard growth and the work of stems that the succession over the broad gauge. Nipitang Railway was completed it would receive the line which was proposed to connect the Atlantic with the chors.

The first name be, the chairman should Pacific Ocean. He did not be

had a pleasant there whould be railway through the Gredit Valley and they could not adopt as to explain a better system at the railway. The health of the Hon. D. Recent on the same state of the Hon. D. Recent of Markham, to were well on the Hon. D. Recent of Markham, to were well on the Hon. D. Recent of Markham, to were well on the Hon. D. Recent of Markham, to were well on the first of the Hon. D. Recent of Markham, to were well on the first of the Hon. D. Recent of Markham, to were well on the first of the Hon. D. Recent of Markham, to work well on the first of the first of the Hon. D. Recent of Markham, to would have all they wanted to opin up to the first of the first

many facilities when it are now a present of the present index of himself and of the inhabitants of Galf for the honour which had been confered upon him and them. It if we will be the present of the pr

the note he could only use his ness in-nterest for the same. Mr. Jaffay of Galt, wild that a great Mr. Jaffray of that, and that a great died of prejudice had existed against the shring gauge system. He had a day, Aug 27th, the short timelage taken put in a combine on the Welligton threy and Bruny Rail.

At Uxbridge, on the must not confess that he felt great the state of the brand gauge but he must now confess that he felt great the state of the property of the brand gauge but he must now confess that he felt great the state of the property of the brand gauge but he must now confess that he felt great the state of the property of th he mits now confess that he felt, goals, satisfaction over the narrow gauge levil, way. He helve, I that the marrow gauge was the milway for Chund, at the confess the confess the confess that the marrow gauge was the milway for Chund, at the providence to their head globe to milwe a heat fer outlay, which was entailed the broad globe gaveting.

mean groups system.

Mr. Robert Wilker will that his callwes hobby if he had one will that the the bulling of a railway into the free gant Janda and that the terminus called the habity if he had not would be the habiting of a railway into the free yeart. I habe and that the terminal many into the free yeart. I habe and that the terminal process of the hard that the forther habiting is to the further habiting but to the further habiting but the railway small not then each for that the grade of the habit of their railway small want the habit of their railway small want the habiting would be small by an thy to the Habon Rey territory. Men from the Southorn States had come here to, witness the headequament of Criatian railway concepts. I ha thought the midway for the habiting work to the interest of the inhabitants of the Credit Valley that they should have a railway through their district, and the body habiting work to have well fold. After a note theorem a greech Mr. Wilkes brangly the tramapk to a close and loud applause.

Mr. Il roden, Reason of Crimpuscount.

Mr. Howles, Reave of Caingnasonry, said to felt convinced from their trip to said to felt convinced from their trip to-day that the narrow graps system who the asystem for Caneld He felt was the system for Caneld He felt while that if the promotion of the Reside valley railway could show the intrabitants in the Valley that a railway would benefit their interest day would grant themen

verdiet. is placed upon ti

In the village of Ang. 25th the

ed, were aware the train was behind

D. Jennings, tone and 24 days.

DOINERU.

Moto Abb

Lost,

BETWEEN O

The Whithy and Port Perry Rallway.

miles in length, has been since 1868 in been laid, and notes man is at present! While all this by play is going on, for with their dilaterinean, their delay, for the company of the form of the many direct and day long goon by, the men mentioned of the Withy and Fort Period and the many mentioned of the Withy and Fort Period and the many mentioned of the Withy pailway to day. And the mean mentioned of the with the mean mentioned of the Withy pailway to day. And the mean mentioned of the Withy pailway to day. And the mean mentioned of the with the pailway to day. And the mean mentioned of the with the pailway to day and the with the pai with all acquainted with the bungling of the directors. This is the position of the Whitty, railway to day. And the time meant time the meant time, the public suffers the tender, we must be the meant time, the public suffers the tender, we must be the position of the meant time, the public suffers the tender, we must be the meant time, the public suffers the tender, we must be the meant time, the public suffers the tender, we must be the meant time above on the tender, we must be the meant time above on the tender, we must be the meant time and the manufacture of the tender of the direct town of Whithy generously gave £50. One may be placed and white position of the road, and its citizens are now paying the piner, who has never played for their dancing. The town of the company is booken, and they have been waiting and in Uxbridge, have been waiting and wishing for the complete on of the road, and the branch to this place, which we can the the tenders of the town of the town to the public of the transfer of the company like dishonact traders, are feat the property out to their bands of the market had whatever confidence we may have had in the success of the undertaking, is repidly-disappearing. We were told not long ago that " new blead" had been infused into the concern ; but, it must be admitted that this blood has not in fusted a new or better life into the Board. And so, all faith in this railway is rapidly being lost. The cause of all this vexatious delay and trouble is of course amongst the Directory of the road. The Standard affirms that Mr. Chester Draper, of Whithy, is the sore but we have not heard that guntlem in's side of the story. However, the "Standard" accuses Mr. Druper in such a way that, to clear himself, he must either enter a defence or stand convicted of breaking the faith and confidence placed in him by the people of Whithy, and

" Mr. Chester Draper is the Presi dent and supposed principal owner of the harbor property ; and this same Mr. Chester Draper is now President of the Railway Company. Why the Railway Board elected him to that office ; we cannot say; but we are satisfied of this that from the inception of the Bailway project, Mr. Draper has done nothing but forfeit his word, and from time to time he has proved to the Directors that his pledge is not worth one straw. Whether or not we are mistaken let us see 1 At the first meeting in Whitby, now three years ago, Mr. Draper pledged his word as to the future match will be played here between the relations which the Harbar Company, Hay-makers, of Leaskdale, and the and the proposed Railway Company should sustain to each other. But how has that pledge boon carried out 1 By Saturday afternoon next, when it is breaking it. n itree, in Toronto, Mr. Draper said the

Our cotomporary says :-

Reuch.

"Just think A road twenty miles long, and three your building, and still not half done yet; at this moment not a The dilatoriness of the management man working on the whole line-all of the Whitby railway in constructing silent as the grave. Three sets of Conthat short line of road has, for some time tractors disposed of, and the Board of past, been gradually raising a feeling of Directors booking round form whom they indigination amongst the people more may devour" in the shape of a fourth closely inter-sted in the undertaking unfartunate Contractor. Sterrat & Kor-The road, which is only some twenty steven, Contract is No. one -choked off and sent about their lasiness. Mr. course of construction and now, three Dumble choked and starved out of his yours later, there are no hearer prospects position. And now, No. "three, Mr. of its completion. With nearly \$100, English, passing through the same order 000 in bonuses, with every facility for of opposition, misrepresentation, and dethe early construction, of the line, it is liberate wrong. Who is to be next vic-not yet half constructed; not a rail has tim!

working on the road. No wonder the the advantage and profit of some one people of Whithy and Reach are getting the public are doceived; promises impationt; no wonder the press is speak; broken; and Directors pholosos for first the Toyonto and Nipissing impations; no wonder the press is speak; broken; and Directors pholosos for feited Railroad. They did not know when the control of the con loudly, domanding what is the cause of as cooliy as if all was a good joke. Jike! the termination of the Road would be the delay. Forbearance in the natter Ask the tax payers of Whithy Town has coused being a virtue. Ever since the the joke of paying three years heavy rail has observe being a virtue. Ever since the pake of paying three years neavy rail has possible. He would ask them to fill that overy intelligent mon could not him global unperdonable and unexensable. Whitly the same question, with parts, the Toronto & Nipiading Rullway going system over the broad gauge, adding have occurred, and, as a rotem of the By aw changing gauge repeated to.

hot and to change the gaage nothing else for your correspondent.

Now, all this is simply disgracuful. .. So much trickery, deception, selfishness millinumbugging, we firmly believe, was never before witnessed in any enter prise in Canada. The time for som ploting the road, with the present mer at the head of it-respectable as the are-has gone live. We doubt, even if another contractor could be secured to take hold of the work. And the long ine of grading that is done, with born like buildings at each end, like grim sentinels areall that ever will be of the amous Whithy milway. A more outregeous job was hever perpotrated upon s Canadian community.

Basi Bana-It is expected that a Stars, of this place, on Batterday, 9th September, The Stars will practise Before the Railway Com- hoped there will be a full attendance of

trip this morning. The object in bring, ing them here to day was to explain the working of the narrow guage rall-way system. They had seen how that system had werked this day. He saw, and they could not alope the working of the narrow guage rall-way system. They had seen how that system had werked this day. He saw, and the construction. Haplet that if it was to experience were around him gentlemen who were well increased to give a root explanation to be considered to give a root explanation to the construction. Haplet that if it was to experience were made to give a root explanation to the first proposal. ing them here to day was to explain the working of the narrow guage railsystem had worked this day. He saw prepared to give a goo! explanation of the working of that system. He proing Railway Co,, first for their beving provided a train for their use this marn ing ; were ordly for the help and explaactions which they were willing to give on the present occasion. He allushed the difficulties of primoring the narrow guage system. It was like the course of trun love, 'it never does run, smooth. Some people of the townships felt glad for the benefits they had already receivparried to, but he supposed as far north

our attention by directed to the platform of the graph of Railway communication. Now they were within two minutes of someomic tions with Toronto with Tender of the County of communication with Toronto with Tender of the County of communication with Tender of the County of communication with Tender of the County of the coun additional to control with that had got a control with that had got force thom. They sound make mome hyperony the opening that boal. They sound have mome hyperony that the control hyperony the control hyperony that the control lieved that in a few months time it would even double the amount. He folds assisted ethat it handled properly, and the directors were united to work it reconomically that every dollar invested in it to day, wand shortly be worth a dollar in gold. (We have Mc. Worta here to-day (cheers) and without his

beau dyang in his before. He wild that the Turonto and Kipissing Rail way would learned to the people of Mark-hau almost as much so it would the in-indicants of the districts furthur, north. institution of the districts furthurs morth. They had given a bound in Markham of \$30,000 jethey that the tegender the money, knowing it had been well spans. They often had bed, and that could not reach the towns by them in volitides, and they were deprived of many other advantages which they now had by the railway. Taking these things into con-adention has thought that the people along the proposed content of the Couli-cioung the proposed content of the Couliarranages whom any malesay. Taking those things in adenation in thought that the stong the proposed route of the Valley Railway would greatly themselved by supporting them bened their inter men who ware working in their inter-ests. There is not the works of steam on the aurrow gauge railway that there is on the broad gauge. He thought is on the l head gauge. He thou int-Bigent mon could

to were men of substances and finitelling gener-and with good intentions, the proper had had gradually gained confidence in the proposed scheme. The Jewers, In the resembling of the 'Castir Vallay should instruct the propid on the substanct they thought beat, and not be governed by popularity or the most popular schemes, they should nivise thum as they thought beat for the interests of the propid of the propid of the propid of the schemes, they should nivise thum as they thought beat for the interests of these pending they transported. Jet of

Mr. A. Korr, Mayor of Cale, having Mrf. A. Korr, Mayor of Galt. A reing been diffied on, send by begged to sexpress families of himself and of the imbabilitatis of Ghlt for the homeon, which had been emissed upon him and them. Dath'l cost with him to, give a barnes for the Crasili Valley Railway be would give it before he left the table, but as indicated by the could only use his best interest for the angle.

And allow of that, add that a great him desired in the could of a spinling before the printing of the angle.

deal of projedice had existed required the harrow guage system. He had a the "hirriw gauge system. He had a short timelogue taken pirt in a combring on the Welligton they and Brucy [Rail-way, and six a matter of course had then been in fairoured the binal gauge, but he and to six confess that he felt, green-Red I etical over the nurses graye Real Hat belleved that the narrow war. groups was the fullway for Canad & at least previous to their being dide to make a hear fer outlay, which was entailed the

All, premished sold that he had tra-velled All over Outario sich large mus-bers off-eathe, and that by being enabled to reach the country by rad in a short, of time, he could afford be pay a large-price by the cattle; that cattle being driven thoughtanes became groatly do preciated in value. He felt that the mat-row gauge system was the one for Cat-juda.

ada.

Mr. C. Laidlaw said in had great village a stain 2 for pleasure in proposing the leath of a content of content of a content of a content of the conten amongs thank. He was very glad that they wind in engenting ascalent in Congress Office, Beet, and by which they would be eatiled to the second of the second

trdiv. verdiet. tripliced upon the

train was behind

In the village of Ang, 25th, the wi

In the village day, Aug 27th, t Barnham, of a don

Blirabeth Asta Ma D. Jennings, toach and 21 stays.

.UXBRIDO

Molo: Adt

Lost.

BETWEEN de

An : 30th, 1371.

no jegistary

o province attended in the light of the land of the la ting rallway, 45 miles midst of a good; a gric trating the trade of now being devotored Uxheidge have increa-

Xbruge

:he ing ith ing ın of set aid and ifty and and s no rties nose

onto

is in

ters

ra nons! Arcy Hasneer ly in niles nued cacks lat it rand 29th Vorth owno the ch of conective

wealth in iron ore of the area proved elusive and in 1893 operations were discontinued on seven miles of tracks between Madoc and Eldorado.

THE PORT WHITBY AND PORT PERRY RAILWAY COMPANY THE WHITBY AND PORT PERRY EXTENSION RAILWAY COMPANY THE WHITBY, PORT PERRY AND LINDSAY RAILWAY COMPANY

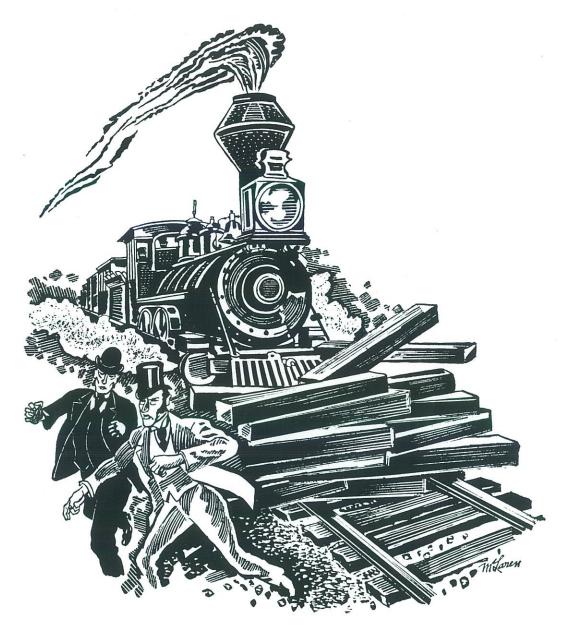
In 1868 the hamlets of Manchester, Port Perry and Prince Albert, clustered around the southern end of Lake Scugog, caught the railway infection. They enlisted the aid of James Holden, a prosperous citizen of Whitby, the nearest anchorage on Lake Ontario. The result was the incorporation on March 4th of that year of the Whitby and Port Perry Railway Company, with authority to build from "a point on Lake Scugog to a point on Lake Ontario." The shade of Peter Perry must have presided over this charter, for that pioneer had founded both Port Perry and Whitby, whose earliest name had been Perry Corners.

Whitby town provided a bonus of \$50,000, Whitby Township \$20,000 and Reach Township \$30,000. Of \$300,000 in authorized capital stock \$110,080 was paid in. The contract for the line, 19.47 miles in length, was placed with a Cobourg contractor, who threw it up. Eventually, the railway was completed by com-

pany engineers, and was opened for traffic in July 1871.

When the excitement of accomplishment had died away, it seemed doubtful that there was enough traffic to support a railway. Francis Shanly, once again the consultant, declared that an operating surplus of \$24,000 annually was as much as could be The company strongbox was empty and a floating debt of \$167,000 remained. The line still required considerable expenditures (estimated at \$81,000) to make it safe and efficient.

This situation did not diminish the ardour of its supporters. Holden found an open-handed associate in Joseph Bigelow and the pair began to dream dreams. They came up with a plan for transforming the modest local venture into a transcontinental railway. On March 24th 1874 it became the Whitby and Port Perry Extension Railway, with authority to build almost anywhere in North America. When traffic returns confirmed Shanly's forecast (in 1876 operating revenues were \$48,810, operating costs \$29,670) reason regained its throne and the plans to reach the Pacific were amended to an extension from Port Perry to Lindsay,\* a distance of twenty-six miles.



one able han crit the bes to s Swe bar of

the gra on tra lin sta

th

it

Discomfiture of the bailiffs: Ben Sweet gives the old girl her head.

On March 2nd 1876 the company got its third name: the Whitby, Port Perry and Lindsay Railway Company, the Lindsay extension being opened for traffic on August 1st of that year. The cost of the line was given (with great exactitude) as \$1,181,790.49. In addition to the paid-up stock, subsidies had been forthcoming from federal, provincial and municipal sources to a total of \$317,052, and an issue of \$690,000 in first-mortgage bonds had been sold.

The railway manifestly was unable to carry such a financial burden, but it had become a community pride and the citizens of Whitby closed ranks whenever it stood in danger. On

one occasion John Bigelow resigned as President in order to be able to lend the company forty thousand dollars on a note of hand. There were other equally quixotic transactions and on critical occasions the staff did not scruple to take the law into their own hands. For instance, Sheriff Reynolds once stood beside a barricade which he had erected on the track in order to stop the train and serve a writ of seizure. But Engineer Ben Sweet twigged the lay, gave the old girl her head and charged the barricade, so that the sheriff and his deputy fled under a shower of sleepers.

There was a fine careless rapture about the operations of the Nip and Tuck, as the railway was known to its devotees. The grade from Port Perry to Whitby was downhill and it is said that on more than one occasion, when the brakes failed to hold, the train came within yards of fetching up in Lake Ontario. The line had no snow plough and in winter passenger trains often were stalled. No one seemed to mind; cases of eggs and crates of bacon were broached in the baggage car and crew and passengers lived cosily until the uncoupled locomotive had butted its way through

the drifts and cleared the tracks.

Fortunately for the Whitby proprietors, the extension to Lindsay had given their property a nuisance value and as a result it was included in the Midland amalgamation of 1881. Today only the Lindsay-Manilla Junction section of twelve miles remains in operation.

THE PORT WHITBY AND PORT PERRY RAILWAY COMPANY
THE WHITBY AND PORT PERRY EXTENSION RAILWAY COMPANY
THE WHITBY, PORT PERRY AND LINDSAY RAILWAY COMPANY

In 1868 the hamlets of Manchester, Port Perry and Prince Albert, clustered around the southern end of Lake Scugog, caught the railway infection. They enlisted the aid of James Holden, a prosperous citizen of Whitby, the nearest anchorage on Lake Ontario. The result was the incorporation on March 4th of that year of the Whitby and Port Perry Railway Company, with authority to build from "a point on Lake Scugog to a point on Lake Ontario." The shade of Peter Perry must have presided over this charter, for that pioneer had founded both Port Perry and Whitby, whose earliest name had been Perry Corners.

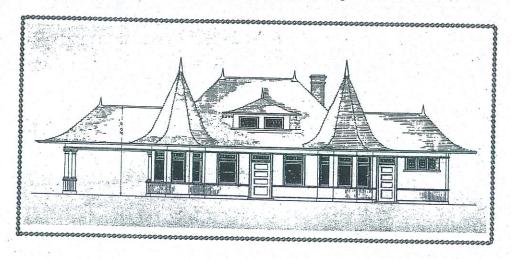
Whitby town provided a bonus of \$50,000, Whitby Township \$20,000 and Reach Township \$30,000. Of \$300,000 in authorized capital stock \$110,080 was paid in. The contract for the line, 19.47 miles in length, was placed with a Cobourg contractor, who threw it up. Eventually, the railway was completed by com-

pany engineers, and was opened for traffic in July 1871.

When the excitement of accomplishment had died away, it seemed doubtful that there was enough traffic to support a railway. Francis Shanly, once again the consultant, declared that an operating surplus of \$24,000 annually was as much as could be expected. The company strongbox was empty and a floating debt of \$167,000 remained. The line still required considerable expenditures (estimated at \$81,000) to make it safe and efficient.

This situation did not diminish the ardour of its supporters. Holden found an open-handed associate in Joseph Bigelow and the pair began to dream dreams. They came up with a plan for transforming the modest local venture into a transcontinental railway. On March 24th 1874 it became the Whitby and Port Perry Extension Railway, with authority to build almost anywhere in North America. When traffic returns confirmed Shanly's forecast (in 1876 operating revenues were \$48,810, operating costs \$29,670) reason regained its throne and the plans to reach the Pacific were amended to an extension from Port Perry to Lindsay, a distance of twenty-six miles.

# A NEW LEASE ON LIFE...



# ... FOR AN OLD STATIO

What happens to old railway stations once they have outlived their usefulness to the communities they have served? Where do old stations go when the passenger trains that once stopped at their platforms are discontinued? Most often, old stations just fade away into the background like old soldiers; to be sold and demolished, or converted to other purposes not intended when they were built.

However, for a few railroad stations in this country and in the United States, something better in life awaits them. A fortunate few stations are preserved and restored to their original function in the communities they have served; others are saved and become an asset to the community by serving as a home for a public-spirited organization in the community. Other stations are saved and become museums to a bygone era.

Whitby Station is one station that has been saved to become a definite asset to the town it once served in a rail capacity. The new home of Whitby Arts Incorporated, the station stands in a new location in the town of Whitby, Ontario, refurbished and restored to serve as the premises of Whitby Arts and their objectives of the promotion and encouragement of the visual and creative arts of every kind within the community. The station was acquired from Canadian National by Whitby Arts in the summer and fall of 1969, largely through the efforts of two dedicated women members of the organization and their "save the station" campaign.

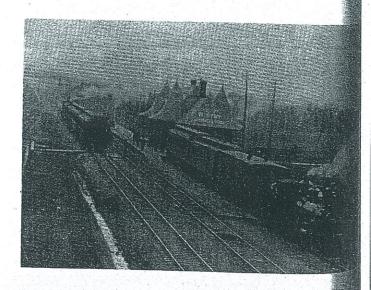
The Whitby station had become redundant to CN's needs, as a new passenger station had been constructed between Whitby and Oshawa to serve both communities. Upon learning of the impending demolition of the building, the two women began their campaign to save the station as the result of conversations at a cocktail party. If the station was to be saved, it had to be moved away from its location on the CN Kingston Sub. Investigations were made as to a new location and whether the station could be moved. Whitby town council was approached on the project, and the council gave its approval to the plan. It was decided that the Town of Whitby would own the building and lease it to Whitby Arts Incorporated who would then operate and maintain it.

RIGHT: Whitby Junction station as it appeared around 1903. To the left is a GTR local train for Toronto. To the right is a local train bound to Lindsay.

A location was found on land owned by the Ontario Government, and a small plot of land was purchased in one corner of the property to be the site of the new home for the station. Some delay was encountered in the moving date for the station, as permission to close the station was slow in coming from the CTC. Finally in the fall of 1969, permission was granted and the station was closed. In January, 1970, work began on digging under the station in preparation for the move. On February 16, 1970, a crowd of 300 huddle in the cold to watch the station bounce across the CN main line to Montreal, and across a field to its new site at the corner of Henry and Victoria Streets just south and west of Highway 401.

All through the spring, summer and early fall of lasyear, a dedicated group of volunteers worked hard to restore, refurbish and fix up the station both inside and out, even to the extent of putting a basement under the structure. Finally, the station was opened to an admiring public on Saturday, September 26th. Response has been so good that the station has been open on Saturdays and Sundays since then.

Let us look back in time and take a look at the history of the Whitby station and its predecessor building



story begins in 1856, when on August 25th of that Montreal main line as far as Oshawa. A station one on tructed by the GTR at Whitby, on the north side tracks, east of the base line crossing. A comof freight sheds and other buildings surrounded The of Freight sheds and other buildings surrounded the station, including a railway hotel on the south the of the track. The station served Port Whitby, side active community than the Four Corners during a more active. At this station distinguished the station distinguished the station distinguished the station distinguished. a more active community than the rour Corners during the 1850 s. At this station distinguished visitors the Prince of Wales, Prince Arthur and Baron such as the Governor-General, were greeted when they hiskard at Whithy on their way to Taracta stopped at Whitby on their way to Toronto.

In 1872, the Port Whitby and Port Perry railway was built from Port Whitby to Port Perry, forming a junctual the Grand Trunk poor the built prom lost and Trunk near the station. A passenger station was built on Dundas Street east to handie traffic from the north.

By the 1890's, a legal dispute developed between the Grand Trunk and the Town of Whitby over maintenance of railway property. Many residents felt the station was too far removed from the business centre of town was too shifted from the harbour to the Faul Many residents felt the station ners in the 40 years since the first station was which had shifted from the harbour to the Four Cor-

In 1902, the town and the railway reached an agreement. GTR constructed a new double track through whithy, closed level crossings at Byron and Centre Streets, erected new bridges at Brock and Henry Streets, and demolished the old station.

d

der

n

se

ngs

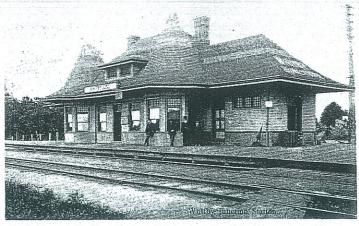
The new station at Byron Street, known as 'Whitby Junction', was built in the autumn of 1903, serving as a passenger stop and telegraph office. The name whitby Junction' was spelled out in coloured shingles on the roof at each end of the building.

first stationmaster at the new building was Fred Allin, who formerly tended the GTR Pickering station. William Vanvalkenburg was baggageman and later stationmaster.

A horse-drawn omnibus service was operated by William Newport to the junction station from the Ontario Hotel at Brock and Elm Streets. His bus met all passenger trains arriving at the station to take railway travellers up to the Four Corners. In 1910, the bus-iness was taken over by Joseph Heard.

In 1917, the Ontario Hospital for the Insane at Whitby was taken over by the Federal Government for use as a military hospital. In March, 1918, the Dominion Military Hospitals Commission built a railway line from the hospital to the Grand Trunk line at the station in Whitby. An agreement was made between the Military Hospitals Commission and the GTR, whereby the commission operated a donkey locomotive and a tramcar over 0.75 operated a donkey locomotive and a tramcar over 0.75 miles of track from the GTR freight siding at Whitby Ict station into the hospital grounds. The donkey engine operated for a short while, but a Grand Trunk way freight with a coach made trips to and from the hospital as required. hospital as required.

Canadian National MLW C630 2022 is on the point of a westbound freight as it passes Whitby Station in the spring of 1969. (David M. More)



Whitby Junction Station as it appeared about 1906.

The Port Whitby and Port Perry Railway was extended to Lindsay in 1877 and later taken over by the Midland and the Grand Trunk systems. Although the trackage to Lindsay was abandoned about 1941, the uptown station remained in use as a freight office until 1963. In December 1969, the building was demolished.

In 1922 the Grand Trunk system was nationalized by the Federal Government and incorporated into the Canadian National system. Canadian National operated Whitby Junction station until late 1969, when it was closed.

An art gallery now occupies the space formerly utilized by the baggage shed. A modern kitchen occupies the former dispatcher's office (the office, completely restored, sits in another part of the building). A potbellied station stove completes the restoration, serving now only as a receptacle for cash donations.

Whitby station continues to serve the town of Whitby as the home of Whitby Arts Incorporated, after many years of use as the CN passenger depot. The members years of use as the CN passenger depot. of Whitby Arts are to be congratulated for their tremendous efforts in the preservation of the station, its moving, and restoration and refurbishing. It is hoped that other groups may undertake similar projects to save and preserve railroad depots in their local communities in the future.

[Material for this article kindly supplied by Mrs. W. G. Irwin of Whitby Arts Incorporated, and Mr. George Horner.]

