

BRANTFORD
NORFOLK
AND
PORT BURWELL
RAILWAY

Brantford Expositor.

Brantford to Tillsonburg.

Brantford and Port Burwell Rail- way.

The Board of Directors of the Norfolk Railway Company have determined to proceed with the location of the Brantford, Tilsonburg and Port Burwell Branch at once, and in all probability the work of construction will be commenced early in the spring, and perhaps this winter. On Saturday last the Board of Directors, accompanied by delegates from Bayham, Norwich, Burford, and the Town of Brantford, had an interview with the Treasurer of Ontario, and laid before him the claims of this railway to a subsidy from the Railway Fund. The hon. gentleman acknowledged that there could not be the least doubt but this road was one of those coming under the provisions of the Railway Fund Act, and was entitled to aid, if the Directors could prove to the Government that they had a fair prospect of constructing the road provided the Government Aid was given. From facts stated and papers produced, he was satisfied the directors could prove this; but in the absence of the Premier he could not say more. The hon. gentleman, however, gave the delegation all the information necessary to enable them to lay their claim in a proper manner before the Government. We have not the slightest doubt, therefore, that the order in Council to grant aid to this scheme will be made as soon as the proper documents are laid before the Government.—*Tilsonburg Observer.*

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Railway Disaster.

Owing to a blunder of somebody another accident occurred on the G. W. R. Monday evening about 300 yards east of the bridge over the Twelve Mile Creek. Two Express trains East and West usually meet at 4:40 p. m. at St. Catharines, but Monday night the train going West was a little behind time and the driver of the Eastern train got an order to proceed to Merriton; when he got near the bridge he must have seen the other train coming down from Merriton at a rapid rate. He whistled several times, and a number of passengers, of whom there was quite a number, leaped off in all directions. He succeeded in reversing the engine, and was beginning to back up when the collision occurred. The engineer, whose name was Temple, and the fireman stuck to the engine, which was named Wm. McMaster, and wonderful to relate, escaped without much injury. The fireman got a Mansard roof over one of his eyes, but the damage otherwise was trifling. A lady from Toronto was the only one injured from a stove falling on her and burning her. All trains bound West have the right of way when running on their own time, and we suppose that Dick Anderson the engineer had an order from the train dispatcher at Clifton or the Station Master at Merriton to go ahead. He was on a down grade and there is an overhead bridge which prevented him from seeing the other train till too near to do more than reverse his engine, and leap off. He was picked out of a ditch stunned but soon recovered. His engine, the Wm. Weir, mounted on top of the other and smashed the front of it, knocking off the smokestack and the fore truck wheels. The tender of the train going East was smashed to pieces. The wrecking trains East and West were on the ground, and about midnight the track was clear. It is due to the G. W. R. that they should make searching enquiry into the affair and punish the offenders, as the loss to the Company although severe is nothing

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...directions I ran towards Brantford, stopping at Canfield, Cook's and Caledonia. At latter place received orders from the operator to go to Brantford ahead of No. 6 Express west. Arrived at Caledonia at 1.45, left at 2.25; left off three cars. A train following a "Red," as mine was, has right of way over all trains from contrary direction. I had, therefore, right of way to Brantford after leaving Caledonia. Arrived at Onondaga at 3.15; stopped there about 15 minutes. Engine No. 362 carrying the "red" left Dunnville about 20 minutes before us. Should judge by time they arrived here that our train was two hours behind her when we got to Onondaga. A mile and a half from Onondaga I heard signal "down brakes," and found the engineer had reversed the engine. I ordered the two brakemen on deck; went with them. Saw head light of an engine approaching, and in less than three minutes collision occurred. Our engine was not knocked off the track. Do not know positively if we had stopped, but were going very slowly. Had been running twelve or fifteen miles an hour. It was a little less than half a mile from where I heard signal first to place of collision. I corroborate evidence of Holmes about position of deceased's body.

Jacob Smoke, brakeman No. 8 mixed, corroborated statement of last witness regarding collision.

James Warburton, Brantford, engine driver No. 8, saw head light of an engine a mile ahead. Signalled down brakes and reversed engine; had come to about a stand still when collision occurred. Had got off and as far the fence. Told fireman to go ahead with red light as soon as he could safely. He had not got ahead of train when collision took place. There are several curves; sometimes could see light and sometimes not. Night was dark and drizzling; harder to stop train than in fine weather. Can corroborate conductor Burton about instructions from despatcher and position of deceased.

Thos. Looney, Brantford, fireman No. 8, corroborated last witness. Train was going 8 miles an hour when he got off with red light. Tried to go ahead of train but could not before collision occurred. No. 8 had about stopped when it struck the Express.

Robert Larmour, Stratford, sworn, said: Am Assistant Superintendent of the G. T. R. in this district. All instructions as to motions of trains are issued from the office at Stratford by regularly appointed train dispatchers. The engineer on an engine travelling over the road with a red light becomes responsible the same as a conductor on a train, and it would be the duty of an engine driver in charge of such an engine to report his own arrival in a book kept for that purpose at the station at the terminus of his journey. The book is kept in the telegraph office. The "red" signal gives right of track so far as it goes to the train following, unless such signal is cancelled by the dispatcher at Stratford, from whom all orders are issued. The dispatcher could not cancel a red signal after it had left the last telegraph station.

Robert Hinchie, engine driver of No. 362, deposed that he followed No. 8 to Dunnville, where he passed it per order. His engine carried the "red." Arrived at Brantford at 1:20 a. m., put engine in the shed, reported arrival at the telegraph office at 1:30; operator told him his arrival was booked all right at 1:17; did not see it booked himself as was his duty. Asked operator where No. 8 was. He said about Canfield. Witness answered, "She is long way behind her "red."

Michael Donovan, G. T. R. yardsman, Brantford station, said: Remember that Engine 362 arrived between 1 and 2 a. m., Sunday morning, carrying a "red." The operator, J. Symington, gave me orders to allow No. 5 to pass. I had signed orders to detain No. 5 previous to this, but the operator said let her go. He had received orders for her to cross No. 8 at Onondaga and No. 6 at Caledonia. It must have been half an hour after arrival of 362 that I mentioned to operator that 362 carried a "red," or that it had arrived. I did not see it in the book until after the accident. The switch was turned against No. 5. I could not turn the switch for No. 5 until I knew there were orders for her against the red signal, or No. 8.

Robert Charlton, train despatcher, Stratford, sworn, said: Was on duty at Stratford on the night of the 8th and morning of the 9th. I issued a detention order on the morning of the 9th about 2 a. m. to detain No. 5 Express going east at Brantford station, for orders. Sent the order myself to the Brantford agent. That order was cancelled 30 minutes after it was given. The reason I cancelled that order was because of the arrival

of his engine with "red" witness thought he would have heard it; was not sure what it was exactly the operator said to Hinchie, but understood it was, "Shall I book your engine?" it might have been, "I have booked your engine's arrival," heard the operator tell Mr. Hinchie he had reported the arrival of his engine to Stratford; Hinchie did not enter the proper door to book his engine; the proper entrance is on the north side of the Station building, but Hinchie entered the office at a door on the south side; did not see Mr. Symington book the arrival of No. 362, and no conversation took place about it carrying a red signal.

In reply to a jurymen: Turned the switch at the east end to let No. 362 come up the main line; did not look at the engine as it passed; some cars were between me and the engine as it passed me, as I had run up to the front freight house as soon as I had turned the switch; the operator told me No. 5 was to cross No. 8 at Onondaga and No. 6 at Caledonia; this was after the operator had received the order cancelling the detention order; immediately after receiving the cancelling order, operator asked Stratford where the trains were going to cross each other; was standing at telegraph desk at this time; was there nearly all night, only time being out was when attending to No. 5.

To another jurymen—Didn't notice whether switch was changed when No. 5 came on; it was the yardsman who let No. 5 out of the yard.

To Mr. Hardy—Mr. Hinchie did not try to enter at the north door; Symington is attentive and painstaking and a pleasant, accommodating, diligent operator and always, so far as I know, was attentive to his duty; heard Donovan (yardsman) talk with the operator several times during the night but did not hear any mention of 362 carrying a "red."

Richard Hender, crossing signal man at Harrisburg crossing, testified as follows: Was on duty Sunday morning; saw 362 come in carrying a "red;" noticed it carried a "red" when, over half a mile distant; expected No. 8 to follow soon, but that train was late.

To Mr. Hardy—The reason I naturally expected No. 8 soon to follow was that, it was overdue.

Mr. Hardy expressed a desire, as counsel for Mr. Symington, to cross-examine Mr. Charlton, despatcher at Stratford, as the case had taken the form of an accusation against Mr. Symington.

The jury dismissed the subject of adjourning briefly, and came to the conclusion to adjourn until 7 o'clock on Thursday evening in the same room.

Mr. F. Vanderlip died Wednesday night. As many of our readers are aware, he had been ill for over a year with disease of the lungs, and two or three months ago the doctors gave him up. Mr. V. was for eleven years a resident of this town, and was well and favorably known. His funeral will take place to-morrow at 3 o'clock, to the Brantford cemetery, and with Masonic honors.

GREAT WAS THE FALL.—At noon yesterday a long wagon with a high rack, containing about 100 empty barrels, met with a downfall on Dumfries street, opposite the residence of Mr. Jenkins. The cause was the coming off of a hind wheel. Every one of the barrels was thrown out, and the disconsolate driver mournfully undertook the task of reconstruction.

ACCIDENT ON THE GRAND TRUNK—ONE MAN KILLED AND OTHERS SERIOUSLY INJURED.—At a point between Cainsville and Onondaga, on the Grand Trunk Railway, about 6 miles east of Brantford, a collision took place at 3.30 o'clock Sunday morning, which resulted in the death of one man and the serious, perhaps fatal, injury of others. No. 5 Express going east was running at its ordinary speed, when it met and collided with No. 6 Mixed west, which was almost at a stand-still. The driver of the Mixed, James Warburton, had despatched the approach of the Express, and while he reversed his own engine, did all in his power to attract the attention of the men on the other train, but in vain. No. 5 thundered along and struck the mixed with terrible force, smashing both engines to some extent and crushing Walter Rutherford, the fireman on the Express, between the engine and tender. His injuries were such that he died within an hour. James Wright, driver on the express, was bruised by the wood being pitched upon him but his wounds were not serious. The brakeman on the same train had his leg broken, he having put on the brakes in obedience to the whistle, and then looked forward from the side of his platform to see what was wrong, just as the collision occurred which jammed the cars together. None of the passengers were hurt to any dangerous degree, though many of them were badly frightened, and all of them were bruised and scratched by being thrown forward against the adjacent seats. The passenger coaches on neither train were thrown from the track. An engine was dispatched from Brantford, which brought back the coaches of No. 5, with the wounded.

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ACCIDENT ON THE GRAND TRUNK—ONE MAN

KILLED AND OTHERS SERIOUSLY INJURED.—At a point between Cainsville and Onondaga, on the Grand Trunk Railway, about 6 miles east of Brantford, a collision took place at 3.20 o'clock Sunday morning, which resulted in the death of one man and the serious, perhaps fatal, injury of others. No. 5 Express going east was running at its ordinary speed, when it met and collided with No. 6 Mixed west, which was almost at a stand-still. The driver of the Mixed, James Warburton, had deserted the approach of the Express, and while he reversed his own engine, did all in his power to attract the attention of the men on the other train, but in vain. No. 5 thundered along and struck the mixed with terrible force, smashing both engines to some extent and crushing Walter Rutherford, the fireman on the Express, between the engine and tender. His injuries were such that he died within an hour. James Wright, driver on the express, was bruised by the wood being piled upon him but his wounds were not serious. The brakeman on the same train had his leg broken, he having put on the brakes in obedience to the whistle, and then looked forward from the side of his platform to see what was wrong, just as the collision occurred, which jammed the cars together. None of the passengers were hurt to any dangerous degree, though many of them were badly frightened, and all of them were bruised and scratched by being thrown forward against the adjacent seats. The passenger coaches on neither train were thrown from the track. An engine was dispatched from Brantford, which brought back the coaches of No. 5, with the wounded. Drs. Henwood and Digby were called in and at once attended to the injured men. At about 2 o'clock p. m., Sunday, the track was cleared and No. 6 night express passed west, and shortly afterwards No. 5 passed east with the passengers who had been detained by the accident. Walter Rutherford, who was killed, was the son of Mrs. Rutherford, who lives on George street, Brantford. He was about 24 years of age, and has been a resident of Brantford for many years. His body was taken to Goderich for interment, and preparations were made for observing the funeral rites according to the ritual of the O. B. F. of which order he was a member. His sudden death has caused sincere sorrow and universal sympathy for his bereaved mother. A jury was impanelled by Coroner Webber, which has not yet returned a verdict. Its deliberations will probably be concerned with some light concerning the identity of the party to blame for the sad affair. A large car used for baggage van, smoking car and second-class passengers, was burnt with its contents.

light as soon as he could safely. He had not got ahead of train when collision took place. There are several curves; sometimes could see light and sometimes not. Night was dark and drizzling; harder to stop train than in fine weather. Can corroborate conductor Burton about instructions from despatcher and position of deceased.

Thos. Looney, Brantford, fireman No. 8, corroborated last witness. Train was going 8 miles an hour when he got off with red light. Tried to go ahead of train but could not before collision occurred. No. 8 had about stopped when it struck the Express.

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Robert Charlton, train despatcher, Stratford, sworn, said: Was on duty at Stratford on the night of the 8th and morning of the 9th. I issued a detention order on the morning of the 9th about 2 a. m. to detain No. 5 Express going east at Brantford station, for orders. Sent the order myself to the Brantford agent. That order was cancelled 20 minutes after it was given. The reason I cancelled that order was because of the arrival at Brantford of Engine No. 362 carrying the "red," which was sufficient to detain No. 5 without further orders. The operator at Brantford having reported the arrival of 362 to me, it was unnecessary to allow the detention order to stand. I believe I issued the detention order before the arrival of 362 was reported to me. I am not sure which occurred first. The No. 5 Express should not have left Brantford without the cancelling of the "red" or a special crossing order. I gave no order to cancel the "red" or any special crossing order, and orders could not be issued from any other office but our dispatching office at Stratford.

Joseph Symington, Brantford, sworn, deposed: I am telegraph operator, Brantford station, G. T. R., was on duty on the morning of the 9th inst. About 2:12 I got a detaining order from Stratford to detain No. 5 Express going east, at Brantford for orders. The same order was cancelled 16 minutes afterwards. I know that engine No. 362 arrived about 1:17 a. m. I did not know she carried a "red." The engine driver did not tell

me at the time, but Symington is attentive and painstaking and a pleasant, accommodating, diligent operator and always, so far as I know, was attentive to his duty; heard Donovan (yardsman) talk with the operator several times during the night but did not hear any mention of 362 carrying a "red."

Richard Hender, crossing signal man at Harrisburg crossing, testified as follows: Was on duty Sunday morning; saw 362 come in carrying a "red," noticed it carried a "red" when over half a mile distant; expected No. 8 to follow soon, but that train was late.

To Mr. Hardy.—The reason I naturally expected No. 8 soon to follow was that it was overdue.

Mr. Hardy expressed a desire, as counsel for Mr. Symington, to cross-examine Mr. Charlton, despatcher at Stratford, as the case had taken the form of an accusation against Mr. Symington.

The jury discussed the subject of adjourning briefly, and came to the conclusion to adjourn until 7 o'clock on Thursday evening in the same room.

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Y. NOVEMBER 21, 1873.

Death of Walter Rutherford.

INQUEST CONTINUED.

At the adjourned meeting on Thursday, the 13th, Robert Charlton, dispatcher at Stratford, was recalled and deposed as follows:—When a train follows a "red" it is unusual for it to be 30 or 40 miles behind it; when so far behind it is not unusual for the "red" to be cancelled; if the "red" had not been cancelled the order to detain No. 5 might have been given through an oversight or with a view to give further orders; in this case it was given so that the crossing might be made here or between here and Caledonia, but recollecting immediately after that the "red" was sufficient protection, had cancelled it; it was given by witness as an oversight; he did not think it necessary to give the Brantford operator an explanation; thought that the length of time that had elapsed between the arrival of the "red" and the departure of No. 5, coupled with the orders, should not have thrown the Brantford operator off his guard; had not thought of cancelling the "red." No. 5's departure was reported to witness when it left Brantford; had replied "O. K.;" the trains are all supposed to be reported to dispatcher from all stations on their arrival and departure; sometimes their arrival is not reported to dispatcher until he asks for a report of the fact; didn't remember that Symington had asked where No. 8 was; witness might have asked for No. 8 at Caledonia but didn't think he had asked. No. 5's departure was reported to witness when she left Brantford and he had replied "O. K.;" the reason he had replied was that he supposed No. 8 had arrived at Brantford as it should have arrived before No. 6 was allowed to depart; it is customary to report arrivals but the custom is not always closely and promptly adhered to; the dispatcher should ask for this information; Mr. Symington was incorrect in supposing that he (the witness) had intended the trains should cross at Onondaga; Mr. Symington did ask him before its arrival at Brantford where it would cross No. 8; his reply had been that "No. 8 would make Brantford;" did not answer "I did not know;" it would be his (witness's) duty to know; didn't recollect asking Mr. Symington anything about No. 24; this train is made up at Brantford; leaves Brantford as soon as made up; has a regular time of leaving but is not always ready at proper time; did not recollect where No. 24 was going to cross No. 6; might have asked Mr. Symington some time after No. 5 was gone how 24 was; thought he did ask such a question about half an hour after No. 5 was gone; didn't remember the answer was "she was waiting for No. 8;" heard of the accident about three quarters of an hour after the departure of No. 5; got the report from Brantford; it was not entered in book but was merely a verbal message; No. 6 is an express, leaves Buffalo at 11.16 o'clock, due here at 2.23; No. 5 and No. 8 were to have crossed at Caledonia; had asked Caledonia what orders No. 8 had when he (witness) found it had not arrived at Brantford; "red" had been put on at Dunnville; No. 8 was also at Dunnville at same time "light engine" left with "red."

To a Jurymen—No. 8 was late at Caledonia; No. 8 had a right to get to Brantford before No. 5 left; it was his (witness's) intention that the "red" should detain No. 5 until the arrival of No. 8.

The evidence being ended, Mr. Hardy addressed the jury, briefly pointing out the mitigating circumstances in Mr. Symington's favor. The Coroner then read over the evidence as taken down by him, when the jury retired and in a short time returned the following

VERDICT.

The verdict of the jury recites the incidents of the death of Walter Rutherford, which have been already made public, and adds: That the said collision was caused by the neglect of duty of one Joseph Symington, a telegraph operator at the Brantford station, in not sufficiently respecting the red signal, and through which carelessness the collision of the said locomotives was caused . . . thereby causing the death of the said Walter Rutherford. We further find that the dispatcher at Stratford, Robert

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Norfolk Railway.

The annual report of the Directors of the Norfolk Railway company contains matter of the greatest interest to many of the inhabitants of Brant County. What has long been understood to be the one thing needful to complete the railway extension from our town appears to be now ready to be realized, and the Directors signify their ability to give out the contracts for the work so soon as the Provincial bonus can be secured. Brantford has given a large amount of money to the work, and several of the other municipalities are also deserving of credit for the substantial interest they have shown and the liberality they have displayed in providing for the building of the road. Burford has been behind the others, though not less interested, more we believe because the people of that township expect to reap the advantages at the expense of others, than because they thought to prevent the work by refusing their just share of aid. In nearly all the railway schemes in which the town of Brantford has taken a part she has done more than her fair proportion, but the investments have well repaid her. Population has been added and manufactures have flourished as the direct results of the building of the Buffalo & Lake Huron and the Brantford & Harrisburg lines. The people of the town see the advantages and were almost unanimous in their vote to make still another appropriation for further extension. That the prosperity of the town acts immediately for the good of the country should not be hard to see, particularly of the country most adjacent to the town. Every additional thousand added to our population betters the home market and enhances the price of produce. So marked has been this effect in the past that many will admit that the railway enterprises of the town have made the farmers of the county rich. We have not been very strong in our advocacy of the Brantford & Port Burwell line. There is little or no doubt that it would be a good thing for Brantford and an infinite advantage to the townships through which it will pass, but the one idea that a line from Brantford to Port Dover would have been still better has never been shaken. That the building of the latter line had to be abandoned for the present, and that the completion of the one to Port Burwell appears probable, are ample reasons for now falling in with the successful scheme. We must compliment the perseverance of the stockholders and directors. Their paths have certainly not been flowery ones, but their difficulties appear to have not been unsurmountable. Nature favors the scheme in providing a line for a road bed, which does not offer any serious engineering difficulties. The means to do the work are about secured, and the prospects of having it far advanced during the coming summer are such as must be pleasing to every promoter of the work.

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MARCH 6 1874

The Railway Bonus.

We were able to announce Friday that the House had ratified the appropriation of \$2,000 a mile to the Brantford & Port Burwell Railway for the whole length of the route, or \$101,000 altogether. The people of this county may congratulate themselves, after this successful finale to a very uncertain negotiation, that their interests are safe in the hands of their representative in the Ontario Legislature. There were quite a number of applications for aid, yet Mr. Hardy was able to present the claims of our proposed road in such a way as to get full justice for it. In his first session in the House Mr. Hardy has taken a fine position. Not only has he given due care to the local demands of his own constituency, but by his services on the Public Accounts Committee and by his speeches in the several debates, he has won the admiration of those who elected him. The experiment has been tried and both his friends and opponents know that our representative is the right man in the right place. He will be apt to hold his seat another term.

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Railway Accident.

The following from the *Globe* is one account of a serious railway accident that took place between London and Komoka on Saturday night:

London, March 1.

A terrible accident occurred to the Sarnia express on the Great Western Railway, which left here last evening about 6:30, about seven miles west of the city, and within about three miles from Komoka. A fire broke out in the water-closet in the forward end of the first-class car at the rear of the train and fanned by a powerful draught caused by the rapid motion of the train, which was running at a high rate of speed, the flames spread with great rapidity, driving the passengers, panic-stricken, and in alarm, to the rear end of the car. The bell-ropes were tried for the purpose of stopping the train, but without effecting that object. Meantime men and women were leaping from the rear end of the car, preferring to risk death so rather than to face it in the more dreadful way that threatened them. For two miles or more along the track, maimed and mutilated passengers were lying where they jumped, many of them badly injured, and others slightly. Some few miraculously escaped unhurt. When the train was brought to a stand, it was found that a number of persons had been burned to death, their blackened calcined remains being visible in the burning ruins. The car was consumed to the trucks. The casualties, so far as ascertained, are numerous—seven fatal, and fully twenty in various stages of injury. A correct list is scarcely ascertainable, as the dead are charred beyond recognition, and it is impossible to separate the remains so as to tell how many actually suffered death. The following, made up on the spot by your correspondent a few hours after the disaster, is as correct as possible:—

DEAD.

Miss Purvis, Petrolia.
Fraud Burtham and child, Petrolia.
Mr. McKellar, High School teacher, Strathroy.
Miss Seartlife, an Indian girl, and her mother.
Annie Dunn.

WOUNDED.

Mrs. S. Crawford, wife of Mr. Crawford, of Crawford & Mahan, London, serious injury to spine, and several contusions.
Miss Spicers, severely burned about the head.
Mr. John Hay, of Brayley & Hay, Toronto, burned badly about the head, and otherwise injured.
Dr. Smith, head injured.
W. H. Murray, Strathroy, hands burned and slight bruises.
Mr. Oso. Mowbrick, Petrolia, slightly injured.
Mr. Dierness, Strathroy, slightly injured.
Mr. Miller, Strathroy, leg and shoulder hurt.
Mr. Bessing, Strathroy, both legs badly bruised.
Mr. Orson, London, badly burned, and in a dangerous condition.
Neil McGowan, dangerously cut about the head, and injuries to limbs and body.
Mr. Robinson, Walford, also cut severely about the head, and suffering from injuries to limbs and body; in dangerous condition.
Rev. Mr. Gilmour, London, legs an

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B. N. & P. B. Railway.

An important meeting was held at Harley on the 10th inst., composed of the heads of all the municipalities which had granted bonuses in aid of the Brantford, Norfolk and Port Burwell Railway.

Municipalities represented:

Brantford—W. Mathews, Mayor.

Burford Township—A. Harley, Reeve.

North Norwich—T. Abrahams, Reeve.

Tilsonburg—Alexander McDonald, Mayor.

Vienna—Geo. Suffle, Reeve.

Bayham Township—Capt. McBride, Reeve.

Houghton Township—T. Chamberlin, Reeve.

Geo. H. Wilkes, President of the Railway, was called to the chair; W. J. Imlach acted as Secretary.

The chairman explained that by the amended Act of the Norfolk Railway the Reeves of the various municipalities granting bonuses had the right to elect a Trustee to receive the debentures of the Township, the Company nominating one and the Governor-in-Council another, making three, whose duty in the interest of the municipalities it would be to hold the debentures and pay to the Company, subject to the various provisions of the Township By-laws.

It was moved by Geo. Suffle, Reeve of Vienna, seconded by W. Mathews, Mayor of Brantford, that W. Emery, Esq., of Port Burwell, be the Trustee in the interest of the Municipalities.—Carried.

The President of the Company stated that the Directors of the Company had nominated I. Cockshutt, Esq., on the part of the Company, and that they had notified the Government to nominate the third Trustee.

A draft of a By-law was also submitted to the Reeves according to the provisions of the amended Act, whereby the Municipalities, through their Councils, had the power to grant five per cent. of the bonus subscribed towards the preliminary expenses of construction, which was considered satisfactory, and the following resolution was passed:

Moved by Captain McBride, Reeve of Bayham, seconded by T. Abrahams, Norwich, that the copy of the By-law now submitted be adopted and that the Reeves present pledge themselves to submit the same to the various Councils for the purpose of granting five per cent. on the bonuses to the Company, as provided by the amended Act.

The best of feeling was exhibited by all present towards the railway and, from the present financial position of the Company, there seems but little doubt that they will soon be in a position to let the contract for its construction to the lake.

A deputation of some of the leading rate-payers of the township of Beverly waited upon the directors of the B. N. & P. B. Railway on Thursday last, to confer with them as to the extension of their line to connect with the Credit Valley Railway in that township. After considering the report of the deputation the Directors suggested the calling of a public meeting in the township at an early date, to consider the advisability of introducing a By-Law to grant \$30,000 in aid of such extension.

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B. & P. B. RAILWAY.—A large meeting was held at Rockton in the township of Beverly, on Friday afternoon last, to consider the proposal to submit a by-law to the township, for the granting of a bonus to secure the extension of this Railway to connect with the Credit Valley. The Reeve of Beverly presided and among the speakers were Mayor Mathews, W. J. Imlach, Secretary, and Messrs. Yeigh of Burford and Law of Tilsonburg. It was determined to submit a by-law at once.

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MR. E. YEIGH, of Burford, has been authorized by the Brantford and Port Burwell Railway Company to proceed at once to the purchase of the right of way over the farms on the line of the proposed road in the township of Burford. This at least looks like business.

THE contractors of the Brantford, Norfolk and Port Burwell Railway have visited Brantford and everything between the Company and contractors is satisfactory. They returned to Brockville Wednesday to complete their monetary arrangements, and will return in a few days to commence operations.

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tastefully adorned shop up street. A neat wreath surrounded the word "Welcome," which was suspended among evergreens arranged with care and good taste. Mr. Grant maintained the reputation of the "Western House" in the display he made, and almost every shop and place of business on both sides of the street did something to add to the general effect. Messrs. Leeming & Paterson and Mr. A. Watts had streamers across the street. At the foot of Dumfries street the St. George's Society had a beautiful arch erected at the society's expense, which was supported upon two granite pillars and surmounted by their beautiful banner. Beneath the banner was the word "Jones" in capital letters and a pair of bull's horns near by. This conundrum, freely interpreted, meant "John Bull." We omitted to say that the corporation arch had the motto "Cede Mille Falthis" on one side and the word "Welcome" upon the other. Our imp, who is an old soldist, explains that the "foreign" language of the east side of the arch is the Irish for "a thousand welcomes," and he further says that he thinks it would not have been out of place to have had "Faugh-a-balloch," lower down upon the arch when the vice-regal party was progressing up street. The decorations were not confined to Colborne street but the principal shops and places of business all over the town, as well as many of the private residences, gave evidence of the hearty good feeling that pervaded the community, and the desire that generally existed to make it manifest. Our reporter cannot close this part of his sketch without remarking that Mr. W. Donaldson, baker, always up to time in all things, had his handsome wagon gorgeously decorated. Since the above was written the Orange Young Britons and the temperance people have thrown their colors to the breeze. Messrs. E. L. Gould, W. J. Scarfe and John Jenkins have also added their quota to the already large display. In a word the efforts of private citizens to give the vice-regal visitors a pleasing impression of the town deserves the strongest praise.

THE ARRIVAL.

At two o'clock the special train conveying the vice-regal party arrived at the Great Western station. They were met by the Reception Committee and a procession was at once formed—the Grand Trunk Brigade and the Bedford Cavalry, headed by the Grand Trunk Band, comprised the guard of honor. The Governor-General's party

address, something concerning my serving my country in another sphere, but I am ambitious of a better place under the Crown than the one I now have the honor of holding. My public ear will have been gratified, if my address had been deemed worthy by the Queen. My ambition will have been gratified if I carry away with me the good wishes of my fellow countrymen, if they will allow me to be the interpreter of their wishes and desires to the people of England, and the champion of their interests. I shall carry to the Queen the most friendly recollections of Canada and Canadians.

On the conclusion of Earl Dufferin's reply, after numerous introductions, the procession reformed and drove to the Central School, where the children, to the number of about 1,000, were ranged on raised platforms on either side of the entrance. The children sang in chorus with splendid effect "God Save the Queen" and the "Red, White and Blue."

Arriving at the Central School, the Governor-General, noticing the carpeted passage way on each side of which the children were ranged, descended from his carriage with Lady Dufferin, and advanced up the aisle while a chorus of over 1400 voices were singing the national anthem. As their Excellencies proceeded bouquets of every shape, size and color, were cast towards the vice-regal party. When the singing was finished, Mrs. Gillen, on behalf of the children, presented the following address:

To His Excellency the Earl of Dufferin, Governor-General of Canada, deo.

We, the pupils of the different schools of this town, without distinction of creed, desire to thank your Excellency for the kindness you have shown in allowing us to present you with this address, and to express to you our love for our Gracious Queen, whose purity of character and goodness of heart, affords us a worthy example for imitation, which we trust many of us will follow and profit by, so that we may grow up sterling men and women. Although we have never before had the pleasure of seeing your Excellency, we have not failed to hear of your many high and noble qualities—especially of your eminent success as an author and scholar. Of course, none of us can hope to attain the exalted position which you hold, but we humbly assure your Excellency we are earnestly striving to advance ourselves in our several studies, and we feel encouraged by this token of consideration on your part, to redouble our efforts and nobly go our duty.

We have, as your Excellency well knows, every advantage and facility offered to us to prepare for the duties of life. And we are sincerely grateful to those whose patriotism has secured us these blessings. Our school accommodation is large and convenient, our teachers are kind, intelligent and industrious, and the fault will be our own if their earnest labors are not plentifully rewarded.

We cannot fully express our gratitude to Lady Dufferin for accompanying you to our grounds, and we beg to assure her her presence here to-day will stimulate us in no small degree in our strivings after knowledge.

We assure your Excellency and the noble Countess of Dufferin, that this visit will be indelibly impressed on our young minds, and will tend to cultivate that spirit of loyalty and attachment to the crown and constitution of Great Britain which forms so strong an element in our parents' affections.

On behalf of the separate Schools,

E. BIAN.

On behalf of the Public Schools,

LIZIE KING.

His Excellency responded very

displayed about the building. The grounds were all in splendid order, with a large fountain playing in front of the balcony where the vice-regal party were stationed. Mr. Robertson, the President, presented the following address to the Countess:

To Her Excellency the Countess of Dufferin:

MAY IT PLEASE YOUR EXCELLENCY.—The President and Directors of the Brantford Young Ladies' College in connection with the Canada Presbyterian Church desire to express the pleasure we have felt in following the tour of His Excellency the Governor-General and Your Excellency through this section of the Dominion and our happiness at the visit of Your Excellencies to Brantford and its neighborhood, a portion of our country which we believe you will find to be one of the fairest in the Dominion.

We are specially gratified and honored by the visit of your Excellencies to this College, which will shortly be opened under auspices of the highest promise, and we beg most warmly to thank Your Excellency for your condescension and kindness in consenting to lay the inscription Stone of the Institution, a gracious act which the stone itself will preserve in lasting remembrance.

The beautiful location of the College, its beautiful grounds and surroundings together with the arrangements and embellishments of the building contribute to make it a fitting and attractive home for young ladies.

It is the object of the promoters to make the College rank as a school of the highest class, eminent amongst its sister institutions of our country for a sound and thorough culture necessary to prepare its pupils for the various duties of life and to adorn the hearth and homes of our land.

The careful moral and religious training of the young ladies will be steadfastly kept in view, as of paramount importance, and as the sure foundation for usefulness and all true happiness.

We invoke Heaven's choicest blessing on His Excellency the Governor-General, Your Excellency and upon all the members of your family.

On behalf of the College.

A. ROBERTSON,

President.

Lord Dufferin on behalf of Her Excellency replied:

MR. PRESIDENT, LADIES AND GENTLEMEN.—I consider it a high privilege that I should have been commissioned by Her Excellency the Countess of Dufferin, to whom you have been good enough to present the interesting address to which we have listened with pleasure, to reply in her behalf. There are few subjects which interest Lady Dufferin, and myself more than that of education, and more especially the female education of the higher classes in Canada. In the proper education of the female portion of the community we must depend to a great extent for that high tone of moral feeling—that abnegation of sentiment—that emancipation from whatever is mean or base, which constitutes at once the glory and the pride of a nation. We must all be aware that female education is a subject about which we may fall into error, and concerning which it is the duty of the people of Canada to watch with the greatest care and jealousy. There are in Canada some circumstances which might militate against the domesticity of female education. In a country where somewhat sparsely settled the people live less in private than in the custom in Europe. There is less opportunity of maintaining unimpaired the home influence necessary to the training of young girls. We cannot keep them too long lazier. This happens more frequently than is to be desired. But in Canada I hope we will all be convinced of the necessity of simplicity of dress, of thought and of feeling, to prevent the youthful members of our families from becoming prematurely sophisticated. If men can carry into middle age the innocence and freshness of childhood so much the better, but it is still more applicable to those who

We beg to call your Excellency's attention to this copy of the Holy Bible and a set of plates for the administration of the Communion, gifts of Her Majesty's Anne, to Her Indian Chapel of the Mohawk.

In this sacred edifice the Indians have instructed in the doctrines and duties of Christian religion, and, doubtless, they have been much benefited by their attendance on the ministrations of the church, though the Indians have removed from neighborhood and now seldom worship many of their children who are educated the New England's Company's excellent situation regularly attend Divine Service this place.

Many of the Six Nations are truly pious, strongly attached to the English Church, as a body have always been distinguished by their unswerving loyalty to the English crown.

We beg to express our gratitude for deep interest which your Excellency has manifested in the welfare of the Indians, and high appreciation of the kindness of Lady Dufferin and yourself in visiting the settlement of the Six Nations.

We beg, in conclusion, to assure you of ardent aspirations for the welfare of your Excellency and Lady Dufferin both here and hereafter.

ABRAHAM NELLES,
ADAM ELLIOTT,
JAMES CHANCE,
ROBERT J. ROBERTS,
ALBERT ANTHONY.

Mohawk Parsonage, Aug. 25, 1874.

Earl Dufferin replied somewhat follows:

Rev. Gentlemen, Ladies and Gentlemen: I would express in my own behalf, and on behalf of the Government I represent, as the Government of this country, and of all loyal subjects, the deep sense of the obligations we owe to your efforts for the amelioration of the condition of the Indian tribes. It would be difficult to overrate the benefits which you dispense in the labors which you are engaged. It is extremely interesting to Lady Dufferin and myself to find ourselves in a locality surrounded with so many historical associations. We will ever remember the kind wishes you have expressed towards us in the address now presented.

The procession having reformed, a dusty drive was taken to the Reservation, at the entrance to which on the Newport road, an arch tastefully decorated was passed, with the inscription, "The Six Nation Indians welcome the Governor-General to their Reserve." At other points were passed tasteful arches bearing mottoes such as "Six Nations pleased," "Pray remember the Six Nations," "The Six Nations Rejoice," and others of like character. At Onswicken, the Indians under command of Chief Johnson, and accompanied by Indian bands, were met, and the party proceeded to the Council House, which was handsomely decorated and adorned with portraits of Rev. Peter Jones, Chief Johnson and other Indian warriors and notable persons. A large quantity of Indian warlike relics was exhibited, and examined by their Excellencies before entering on the heavier duties of the occasion. After all had sufficiently rested they moved to the leafy harbor behind the Council House where the proceedings were to take place. As the royal party advanced to the door the whole mass of Indians assembled sang "God Save the Queen." An address was then presented by Chief Jacob General in the Indian language, which being interpreted by Chief Johnson was somewhat as follows: "Though I am young compared

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consisted of His Excellency and Lady Dufferin, Col. Cumberland, A. D. C., Col. Fletcher, A. D. C., and Lady Harriet Fletcher, and Captain Ward. Their Excellencies occupied the Mayor's carriage, and were followed by the members of the corporation and county officials. The Fire Brigade in full uniform with the Hook and Ladder Cart gorgeously decorated. Then private carriages in immense number. As the procession moved up Colborne St., the streets were lined by eager throngs anxious to catch a view of the royal representative. On reaching Victoria Square the party dismounted, and the Mayor on behalf of the citizens presented the following address:

To His Excellency the Right Honorable Frederick Temple, Earl of Dufferin, K. P., K. C. B., Governor-General of the Dominion of Canada:

We, the Mayor and members of the Municipal Council, in the name and on behalf of the citizens, respectfully tender your Excellency and the Countess of Dufferin a cordial and loyal welcome on the happy occasion of this, your first visit to the town and neighborhood of Brantford.

We beg to assure your Excellency of our devoted and loyal attachment to the person and throne of her most Gracious Majesty Queen Victoria, and the constitutional Government of which she is the head. Permit us at the same time to convey to your Excellency as the representative of Her Majesty, our high appreciation not only of the manner in which you have administered the Government of Canada, since your arrival in this country but also of your personal character and of your unusual literary skill and attainments — accomplishments inherited from ancestors whose versatility and brilliancy have passed into history. The ceremonies in which your Excellency and Lady Dufferin have kindly consented to participate, inaugurating as they do enterprises in which you have ever manifested a lively interest may serve to convince you that the citizens of this town, the largest in the Dominion, are resolved not to lag in the rear, but to maintain their position in the van of the march of progress. It affords us great pleasure to invite the attention of your Excellency to the manufactures of the town, its flourishing mercantile establishments, the admirable system of water-works with which it is supplied, its commodious Public School buildings, the ample provisions now being made for the purposes of higher education, and the Institution for the instruction of the Blind, which constitutes one of the finest and most conspicuous ornaments of Brantford. We trust your Excellency may long continue as the viceroy of our Beloved Queen in this the first colony of the Empire, and that when in the course of events you may be called to another sphere of Imperial duties you and your esteemed Countess and family will ever have cause to remember with pleasure Canada and its people.

Brantford, Aug. 21, 1874.

His Excellency replied somewhat as follows:

MR. MAYOR AND GENTLEMEN.—I am indeed glad to have had an opportunity of becoming acquainted with you, Sir, one of the oldest inhabitants of the town of Brantford, and with those around me who so frequently chase it for their residence, and have assisted to raise it to its present pitch of prosperity. I find it difficult to describe the pleasure, even exaltation, with which I pass from town to town and find everywhere prosperity and contentment, social and political. Each town seems to surpass its neighbor in everything which contributes to the wealth and well being of its inhabitants, and I feel sure that such a pleasing fact depends much upon that civility of which you are the proud inheritors. In nothing apparently is Brantford behind hand. Situated in the midst of a rich agricultural district, whose fields are either ripe to the harvest, or have been garnered, with splendid railway accommodation, and the centre of a varied collection of manufacturing interests

briefly as the address was not upon the programme, expressing his great pleasure at meeting so large an assemblage of the rising generation, and wishing the Principal to convey to them his high appreciation of their appearance, and the kind wishes expressed in the address.

The procession then proceeded down Charlotte street to Darling along Darling to George street, and down George to the Kerby House, where luncheon had been prepared for the Governor-General and suite.

At three o'clock the procession again moved off up Colborne street to the location on Cockshutt's flats which had been chosen to turn the first sod on the Brantford, Norfolk and Port Burwell Railway. Mr. G. H. Wilkes, the President of the Company, then presented the address as follows:

To His Excellency the Right Honorable the Earl of Dufferin, K. P., K. C. B., Governor-General of the Dominion of Canada, &c.:

On the part of the Brantford, Norfolk and Port Burwell Railway Company, I have to express to your Excellency the great satisfaction which we feel in your Excellency's kindness in performing for us the important ceremony of turning the first sod of this new railway, which when completed will form a continuous line from Lake Erie to the City of Toronto, on Lake Ontario. This spot has been selected as being the site of the abutment of the railway bridge over the Grand River, and this tablet has been prepared to commemorate this most auspicious event and will be placed in the masonry of the bridge when completed. As President of the Company, I take the opportunity also of tendering to your Excellency and the Countess of Dufferin a hearty welcome to the Town of Brantford, and trust that upon the next visit of your Excellency to this part of the Dominion my Company may have the opportunity of inviting your Excellency to perform part of your journey upon our then completed line of railway.

(SRA.)

Brantford, Ontario, August 24th, 1874.

His Excellency replied that he considered it a very great privilege to be allowed to take part in the ceremony of to-day, and that his name should be identified with such an undertaking. The link to be made by this connection was a very important one, inasmuch as it will unite by three several ways the town of Brantford with the three great lakes of which we are so justly proud. He wished success to the undertaking although he presumed that that was assured. He would merely express the great pleasure he derived from participating in such a ceremony, and in furthering the material interests of Ontario. He then turned the sod, and wheeling it in the barrow the whole length of the plank deposited it upon the ground amid the cheers of the spectators. Cheers having been given for the Queen and the Governor-General the carriages then proceeded up Dumfries street to the new Ladies' College, in order that Lady Dufferin might lay the inscription stone of that institution.

On the way we noticed that

THE EXPOSITOR.

BRANTFORD, AUGUST 28, 1874.

THE VICE-REGAL VISIT.

Splendid Weather and Immense Crowd.

HIS WORTHSHIP CIRCUMVENTED.

GRAND GALA DAY.

Last Monday marked an epoch in the history of Brantford. Everybody was astir betimes and the amount of hurrying to and fro and general bustle created by the anticipated visit of His Excellency and suite have seldom or never had a parallel in our town. At an early hour the country people began flocking in, and the streets were lined with vehicles of every style and description up till noon. The beautiful sunshine of the morning materially added to the loyal zeal of the merchants and citizens, who entered heartily into the work of decorating their shops and dwellings with bunting and evergreens. Beginning at the Great Western depot, which was tastefully decorated, and passing up Colborne street the sight presented was gay and pleasing. The corporation arch at the intersection of George and Colborne streets was of course the "biggest thing," if not the handsomest, of the many pleasing artifices of the day. Mr. Cockshutt and the Young Men's Christian Association exhibited their interest in the occasion by a good spread of red, white and blue. Mr. W. Cleland and Mr. Morton also had streamers stretched across the street. Mr. Thomas McLean's fine store front was a mass of tasteful bunting; Mr. Comerford had a display of evergreens; Mr. McIntosh had the front of his beautiful store neatly decorated

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1874

Since the above was written the Orange Young Britons and the temperance people have thrown their colors to the breeze. Messrs. E. L. Goold, W. J. Searle and John Jenkins have also added their quota to the already large display. In a world the efforts of private citizens to give the twice-regal visitors a pleasing impression of the town deserves the strongest praise.

At two o'clock the special train conveying the vice-regal party arrived at the Great Western station. They were met by the Reception Committee and a procession was at once formed—the Grand Trunk Brigade and the Buffed Cavalry, led by the Grand Trunk Band, comprised the guard of

On the conclusion of Earl Dufferin's reply, "after numerous instructions, the procession reformed and drove to the Central School, where the children to the number of about 1,600, were ranged on raised platforms on either side of the entrance. The children sang in chorus with splendid effect "God Save the Queen" and the "Red, White and Blue."

Arriving at the Central School, the Governor-General, noticing the carpeted passage way on each side of which the children were ranged, descended from his carriage with Lady Dufferin, and advanced up the aisle while a chorus of over 1,600 voices were singing the national anthem. As their Excellencies proceeded bequets of every shape, size and color, were cast towards the vice-regal party. When the singing was finished, Mrs. Gilkin, on behalf of the children, presented the following address:

We, the pupils of the different schools of this town, without distinction of creed, desire to thank your Excellency for the kindness you have shown in allowing us to present you with this address, and to express to you our love for our Greenback Queen, whose purity of character and nobleness of heart, affords us a wonderful example and inspiration--which we trust many of us will treasure and profit by, so that we may grow up sterner, braver, and more woman. Although we have never before had the pleasure of seeing your Excellency, we have not failed to hear of your many high and noble qualities--especially of your eminent success as an author and scholar. Of course, none of us can hope to attain the same position which you hold, but we humbly trust that your Excellency will be earnestly striving to develop our minds in several studies, and we feel encouraged by this token of consideration on your part, to redouble our efforts and nobly do our duty.

We cannot fully express our gratitude to Lady Luferin for accompanying you to our grounds, and we beg to assure her her presence here to-day will stimulate us in no small degree in our strivings after knowledge.

On behalf of the Separate Schools,
E. BRAN.
On behalf of the Public Schools,
LIZZIE KING.

On the way we noticed that Mr. Brethour's Mr. Cleland's and other private residences on Brant Avenue were handsomely decorated. Over the entrance way to the College was an arch bearing the word "welcome," and flags and bunting were displayed about the building. The grounds were all in splendid order, with a large fountain playing in front of the balcony where the vice-regal party were stationed. Mr. Robertson, the President, presented the following address to the Countess:

MAY IT PLEASE YOUR EXCELLENCY.—The President and Directors of the Brantford Young Ladies' College in connection with the Canada Presbyterian Church desire to express the pleasure we have felt in following the tour of His Excellency the Governor-General and Your Excellency through this section of the Dominion and our happiness at the visit of Your Excellencies to Brantford and its neighborhood, a portion of our country which we believe you will find to be one of the fairest in the Dominion.

The beautiful location of the College, its beautiful grounds and surroundings together with the arrangements and embellishments of the building contribute to make it a fitting and attractive home for young ladies.

The careful moral and religious training of the young ladies will be steadfastly kept in view, as of paramount importance, and as the sure foundation for usefulness and all true happiness.

On behalf of the College.

Mr. PRESIDENT, LADIES AND GENTLEMEN.—I consider it a high privilege that I should have been commissioned by Her Excellency the Governor of Ontario to whom you have been good enough to present the interesting address to which we have listened with pleasure, to reply in her behalf. There are many subjects which interest Lady Dufferin and myself more than that of education, and more especially the female education of the higher classes in Canada. In the proper education of the female portion of the community we must depend to a great extent for that high tone of moral feeling—that delicacy of sentiment—that emancipation—from whatever is mean or base, which constitutes at once the glory and the pride of a nation. We must all be glad to share the view that you are a subject about which we may fall into error, and concerning which it is the duty of the people of Canada to watch with the greatest care and jealousy. There are in Canada some circumstances which might militate against the desirability of female education. In a country somewhat sparsely settled the people are less in private than in the institution in Europe. There is less opportunity of maintaining unimpaired the degree of innocence necessary to the training of young girls. We cannot keep them too long in the country, for the whole world as young adults. This happens more than in other countries to be desired. But in Canada I hope we will all be convinced of the necessity of simplicity of dress, of thought and of feeling, to prevent the youthful members of our families from becoming prematurely sophisticated. If we can carry into middle age the innocence

The instructions issued by the Crown to the governors of the Colonies respecting the Indians were as follows:—
"To consider how the Indians may be instructed in and invited to the Christian Religion, it being both for the honour of the Crown and of the Protestant Religion itself, that all persons within any of the Colonies, though not so numerous, be taught the knowledge of God, and be acquainted with the mysteries of salvation, and the laudable spirit which prompted our memorable instructions, has been possessed by every British Sovereign down to the present time, and perhaps be more than by our own most Gracious Queen."

In this sacred edifice the Indians have been instructed in the doctrines and duties of Christian religion, and, doubtless, they have been much benefited by their attendance on the ministrations of the church, though the Indians have removed from neighborhood and now seldom worship many of their children who are educated at the New England's Company's excellent situation regularly attend Divine Service this place.

We beg to express our gratitude for the deep interest which your Excellency has manifested in the welfare of the Indians, and our high appreciation of the kindness of Lady Fern and yourself in visiting the settlements of the Six Nations.

ABRAHAM NELLES,
ADAM ELLIOTT,
JAMES CHANCE,
ROBERT J. ROBERT
ALBERT ANTHONY.

Rev. Gentlemen, Ladies and Gentlemen
I would express in my own behalf, and on behalf of the Government I represent, my appreciation of the Government of this country, and its interest in all loyal subjects, the doing of which obligations we owe to your efforts for the betterment of the condition of the Indians. It would be difficult to overestimate the benefits which you dispense in the labor which you are engaged. It is extremely interesting to Lady Dufferin and myself to be in a locality surrounded by so many historical associations. We would remember the kind wishes you have expressed towards us in the address now presented.

The procession having reformed, a military drive was taken to the Reservation, at the entrance to which, on the Newport road, an arch tastefully decorated was passed, with the inscription, "The Six Nation Indians welcome the Governor-General to the Reserve." At other points were passed tasteful arches bearing mottoes such as "Six Nations pleased," "Pray remember the Six Nations," "The Six Nations Rejoice," and others of like character. At Oshweken, the Indian command of Chief Johnson, accompanied by Indian bands, welcomed the party, and the party proceeded to the Council House, which was handsomely decorated and adorned with portraits of the Rev. P. ter Jones, Chief Johnson and other Indian warriors and notable persons. A large quantity of Indian warlike relics was exhibited, and examined by the excellencies before entering on the happy duties of the occasion. After having sufficiently rested they moved in the early afternoon behind the Council House where the proceedings were to take place. As the royal party advanced, the drums the whole mass of Indian assembled sang "God Save the Queen." An address was then presented by Chief Joseph General in the Indian language which being interpreted as follows:

Brantford and Port Huron Railway.

To the Editor of the Expositor :

Referring to our letter and your comments thereon, which appeared in your weekly issue of the 21st ult, you stated that in a few days you would place a statement of the affairs of the so-called Railway Company before the public. We have been looking forward to the contents of such statement with considerable interest but it has not yet appeared in your columns. Can you get it? If so why the delay in publishing? A rumor is in circulation to the effect that no less a sum than ten thousand dollars will be asked from the town of Brantford by the Directors at an early date in aid of the road as part of the \$70,000 bonus granted. We have no positive evidence that such is the case, but even if we had, there is no cause for alarm, as the Town Council will pay no heed to their request. Again we ask the question, granting that the road may be built, has any Trunk line agreed to run the road? The answer is, no such arrangement has been made. Is it right that valuable farms should be cut up to the great injury of the farming community in the township of Brantford, and all this we are informed without the owners of the farms receiving a cash payment for the right of way; their only compensation being the anticipation of payment in the distant future. Is it right that the people's money should be recklessly spent and squandered in carrying out the visionary schemes of building a railway without first entering into an agreement with a responsible company to run and equip with rolling stock the road after it is built? Most assuredly not, and the verdict of the town and county if recorded, now would unmistakably condemn the course pursued by the directors of the so-called railway company, who have not that stake in the county which entitles them to the position they hold. It is very much to be regretted that men having large interests here are not at the head of the railway company; if such was the case we venture to assert that the people's money would remain untouched until such time as they could make satisfactory arrangements for the running of the road. By all means let the long promised statement be produced.

MERCHANTS.

BRANTFORD, Sept. 8, 1874.

Thus far we have been unable to procure the statement referred to in the above communication. We hope the Directors will consider that the town has a large stake in this railway, and that the community have a right to know how the company stands. To ask the Council for a loan of ten thousand dollars, if such is the intention, appears a little too much to ask. With the liberal bonuses voted, the stockholders should surely meet all preliminary expenses necessary before they are to be paid over.—ED. EXPOSITOR.

September 4
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Brantford and Port Burwell Railway.

Canada, or more strictly speaking, Ontario, is just now emerging from what has not inaptly been designated "railway fever." It is impossible not to observe the comparative indifference now manifested by the public at large regarding the success or failure of railway projects generally; and the caution with which most municipalities to-day approach the subject of bonuses proves clearly that the charm which used to arouse them into enthusiasm at the mention of a new railway project has been dispelled. The causes which have brought about this remarkable change in public sentiment are neither mysterious nor difficult of understanding. In this peninsular there are already double the number of railways necessary for the local trade, and yet others are being built or projected. It is true the Great Western lines and the Canada Southern are essentially through routes from west to east, but they afford almost at all times ample means for the prompt removal of local freight. It is also true that these roads don't touch at every town in this Province, and therefore every town not touched by them has a perfect right to build a road of its own. Woodstock is building, with the assistance of other municipalities, a line to Port Dover; Toronto men, aided by municipal and Government grants, are constructing a line from their city westward to it is impossible to say where; Stratford is projecting a road to connect with that at Woodstock and which is to run through to Lake Huron; and Brantford is pushing one towards Tillsonburg. All these roads have the not very pleasing prospects before them of never paying directly one cent on the capital invested in them; and indeed we question very much if some of them will be run even though they should be presented bodily and unconditionally to one or other of the established trunk line companies capable of furnishing them with rolling stock.

We admit and quite understand the danger, and in most cases questionable policy, of disparaging railway enterprises. They are indispensable to the success and growth of large and populous towns and should be encouraged to the utmost of the ability of such communities. They can, however, be bought too dear. This is so obvious, that it needs not amplification. Brantford has not held back in the matter of furnishing funds for railways. It gave largely to the Buffalo and Lake Huron road—in fact as good as built half of it—and its liberality towards the Harrisburg Branch of the Great Western is but an event of yesterday and fresh in the minds of our readers. To-day it is pledged to pay \$70,000 to the Brantford, Norfolk and Port Burwell railway when that road reaches a certain stage of completion along the whole line between this town and Port Burwell. That it is wrong to encourage the latter scheme by so large a money grant we do not pretend to assert. The proposed road has many features to recommend it to the hearty and substantial support and encouragement of our citizens. The policy pursued towards the public by the gentlemen, whom we suppose we may style the directors of the Company, has not, however, it seems to us, been either wise or prudent. The road is not a private enterprise. On the contrary it is pre-eminently a public under-

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quietly the work is done in the most slipshod and hasty manner, while a majority of the Board are worked upon or cajoled, and the money goes to the detriment of the community and of the general public. Witness the pretty mess in which the brick walk contracts are. Both the material and the workmanship are such that no private individual would submit to it for a moment. Yet we presume the money will be paid when the bills are rendered. And so it is with other contracts of which we may say more hereafter. Such being the case, is it to be wondered at, that many of the ratepayers refuse in any way to recognize the doings of the council by voting for a by-law to distribute a debt, which should have been met by ordinary expenditure, over twenty years? We think the by-law should have carried, as the only way for the town to get out of the dilemma without needily taxing the people, and its defeat will only complicate matters by driving the council to some other means of getting the money, as the contracts are going on and the money must be paid. There is now, some ten or fifteen thousand dollars less than nothing in the treasury upon which we are paying interest, and if the requirements of the year are to be met by direct taxation it will necessitate a rate of something like three cents on the dollar. For ordinary expenditure the council could only levy two cents as the maximum, but they can add the school tax to this which would possibly make the rate what we have named. It is an ugly business, and we should not wonder if some of the councillors are found advocating a draw on the stock set apart to pay the bonus to the Brantford and Port Burwell, R. R. and leave the next Council to manage the bonus as best they may if it is required. A move was made the other evening to sell the stock, and if this is done, ratepayers may rest assured where the money will go if it is at the credit of the town in the bank. The defeat of the by-law may be considered, more than anything else, a vote of want of confidence in the Council, and a refusal to assist or co-operate in any way with a reckless and careless Council in their management of the municipal finances. Certainly, if the Council had been careful in their actions and desirous of working out the best interests of the town, the ratepayers would never have blocked their efforts in such a way on account of necessary and requisite improvements. The damage has been done, however, now, and the money must be raised, so to compel the Council to levy three cents on the dollar on account of the malfeasance and extravagance of some of its members, would scarcely be for the welfare of the town. If it will teach Councillors, however, to be a little more careful as custodians of the town exchequer, the lesson will not have been without its moral. It is about time some men learned the meaning of the word, "economy," and it may be a favor to drive them to do so.

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Brantford, Norfolk and Port Burwell Railway.

The Directors of the Brantford and Port Burwell Railway have through the Board of Trade asked for an advance of five per cent on the bonus of \$70,000, to be expended in purchase of right of way. Under the Company's Act the town can legally grant this amount towards the preliminary expenses, and the Directors are doing nothing illegal in asking it. The report shows that all the previous expenditure has been liquidated by the contractor, and that the only moneys now required by the company before the completion of the Railway are for the purchase of right of way between here and Tilsonburg, which is estimated to amount to \$12,400. Of this sum the town of Brantford is asked to contribute \$3,500. Whether it is in the interest of the town to make this advance, is a question concerning which there exists a great diversity of opinion. Many who discuss it seek to revive the whole matter of the by-law granting the bonus, just as if it might be again submitted to the people. It must be remembered, however, that the rate-payers have by their votes placed this money beyond any further control of the town, and set it apart for this particular purpose. The money has got to go to the Company just so soon as they fulfil the conditions of the By-law. When the grading and bridging is finished as far as Tilsonburg \$85,000 has to be paid over, and when the iron is laid upon the same portion the balance becomes due. The grading between here and Tilsonburg is said to be of the easiest kind while extensive bridging will not be required, the largest and most expensive being that over the Grand River at Brantford. The Directors as well as the contractor have thus every inducement to complete the Tilsonburg portion in so far as to enable them to receive the bonuses, if it were only to save themselves in a measure for past expenditure. It must be taken for granted that the town will have to hand over the \$70,000 bonus to the Company. Whether then it would be worth while to make any objection to the payment of \$3,500 of the bonus before it becomes properly due, in order to facilitate matters, is what our Town Council are called upon to decide. The report states that the road will be graded and bridged by the first of December, but from the length of the road,

the road. It is well known that the railway fever which is now abating, has covered the country with branch and side lines which will not at present pay running expenses and that leading lines are shaking them off as useless excrescences. The career of the Great Western shows how this running of side lines can be carried too far. Without such a guarantee, we consider the town and the council would be quite justified in saying that we cannot do more for you than we have promised. We are committed to a liberal bonus, which you can have the moment you comply with the terms upon which it was given. The amount you now ask is small; your credit and that of your contractor is good, you say, and the prospects are excellent. Then why come down for an advance where a liberal bonus has been given, and upon the most favorable condition? We consider the demands of the Directors untimely, and calculated to create distrust in those who have liberally supported the road. It cannot be out of the way to expect the stockholders to have some faith in their own line, and tide over the purchase of right of way, when they will be recouped so soon, and which is in the end to be secured by the light bonded debt which is to be placed upon the completed road.

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bonuses, if it were only to save themselves in a measure for past expenditure. It must be taken for granted that the town will have to hand over the \$70,000 bonus to the Company. Whether then it would be worth while to make any objection to the payment of \$3,500 of the bonus before it becomes properly due, in order to facilitate matters, is what our Town Council are called upon to decide. The report states that the road will be graded and bridged by the first of December, but from the length of the road, and the short time the contractor has been at work, we consider it quite unlikely that any draft will be made regularly under the by-law upon the bonus money until next year. It is a favor the Company ask from the town, and all that would be given away would be the interest on \$3,500 for perhaps six or eight months. The material asked from the town is small, and if it would assure a speedy and effective running of the road, very little objection could be raised against it; for if any benefit is to be derived from the concern Brantford and the townships through which it passes must receive it. But the demand about to be made opens up the previous dealings of the Company with the town, and the probability of the road becoming an active and profitable enterprise. Brantford has granted a very liberal bonus for the building of the road, and one which should guarantee to the town a live railway. Such being the case the by-law should have provided much more stringently than it does do, for the equipment and running of the road to an outlet on Lake Erie before the whole amount was paid over. A perusal of the by-law, however, will convince anyone that all the odds are in favor of the Company. The mere grading and laying of iron as far as Tilsonburg entitles to the bonus. Of course the Company can say that that was the town's business and not ours, but still the general impression which went out was, that the road should be finished through to Port Burwell before the \$70,000 was all paid over. The section from Tilsonburg to Port Burwell, though much shorter, is a more difficult and more expensive road to construct than that between Brantford and Tilsonburg, and unless the bonuses come, the Directorate intimate that they will do as they like about it. The mere connection with the Canada Southern is not going to pay running expenses to any Company. The clause in the amended act with reference to the advance of five per cent. for preliminary outlay, is a clause not found in other Acts, and one which altered the effect of the by-law, voted upon by the people entirely without their knowledge or approval. The people knew nothing of it until it was mooted in order to act upon it at a former meeting of the Board of Trade. Notwithstanding, the Directors make light of it, we believe there is some force in the objection that they have not secured any agreement with a Trunk line to run

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Public Meeting

THE FIVE PER CENT. QUESTION

A public meeting was called on the 17th, to discuss the advance of the five per cent. on the bonus of \$70,000 by the town of Brantford to the Brantford, Norfolk and Port Burwell Railway. There were quite a number of ratepayers in attendance. The Mayor was called to the chair, and Mr. H. Lemmon was appointed Secretary. After reading the requisition calling the meeting, a letter of apology was read from Mr. C. H. Watrous expressing himself in favor of the payment. Mr. Imlach then read the report of the Directors of the Railway to the Board of Trade lately published in our columns, and the resolutions of the Board thereon. Mr. Elliott moved, seconded by Mr. Buck, that this meeting fully endorse the action taken by the Board of Trade in recommending the Town Council to grant the five per cent. of the bonus (being \$3,500) to the Brantford, Norfolk and Port Burwell Railway, to assist in the payment of the right of way, and as ratepayers we would urge upon the Council to carry out the recommendation.

Mr. Elliot in moving the resolution said he did it in the interests of the town of Brantford. It was of importance to the town that we should get to Lake Erie. As far as fuel was concerned we will be able to compete with Toronto and Hamilton, and this would be an important acquisition to a manufacturing town like Brantford. A good many railways had been built by bogus directors as responsible men did not wish to take the risk of such roads running. He thought no directors could have carried on the work more economically than these Directors have, and they and the contractor ought to be backed up as much as possible by the town of Brantford. He believed the work was going to be accomplished.

Mr. Buck heartily approved of the resolution. Could see of no argument against it. We had agreed to give so much money for the completion of the work, and the efforts of the Directors ought to be seconded. If it would help them, it could not be wrong to give that assistance. The people of this town are interested in the road and a little assistance at this time might materially aid it. The building of the road will be beneficial to the town, and enhance the value of property.

Mr. Henry defined his position with reference to the question. His opposition had been conscientious and he was still of the same opinion. When the bonus was submitted to the ratepayers, it is true the terms of it were inserted in the published advertisements, but still it was publicly proclaimed by those who were active in the matter that the bonus was required to send a road through to the Lake. Now we find that the road need only to be built to Tilsonburg to obtain the required bonuses from Brantford and the townships, and we have no guarantee that it will ever be run through to the Lake. Mr. Elliot had spoken of the benefit to be derived from the road in the matter of fuel, but we are now in direct communication with the Pennsylvania coal mines through Buffalo and we could obtain coal cheaper from this direction than by Port Burwell. The amount asked now was small, but he thought it wrong in the Legislature to insert such

hands of the Directors. He understood that \$25,000 had already been expended by the contractor and this was sufficient guarantee to the town. If years ago we had not started the old Buffalo and Brantford road in a risky way, we would never have had the road at all.

Mr. Flew was in favor of giving \$3,500 out of the bonus at this time. He entered into the early history of the company, and how he and others had spent \$3,500 in hard cash, to obtain control of the charter. He believed that the road would be built, and it would be folly to withhold the \$3,500 when the bonus would be payable so soon. It would only be building up other municipalities at the expense of Brantford. With regard to Mr. Henry's objection that no trunk line had agreed to run the road, the Hamilton & Lake Erie road had been built in that way, and it had been a great benefit to the City of Hamilton. It cost Hamilton a large amount of money to get even the bonuses, which shows how interested the city was in attaining it. He trusted the people would grant the \$3,500.

The resolution was then carried unanimously—and the meeting adjourned at the unusually early hour of 9:30.

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Mr. J. D. Clement stated that the question of the benefits or otherwise from the road to the town should have been settled long ago before the bonus was voted upon. He could not conceive that an intelligent man should take such a contract and advance so much money for preliminary expenses, unless he saw clearly that the road was to be built and run to Tilsonburg. He was one who thought we could help the Directors by giving them \$8,500. If Brantford gave it, five per cent. of other bonuses would be probably obtained, and the money was to be paid out for right of way, by the town Treasurer. It did not go through the

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BRANTFORD, ONTARIO, FRIDAY, OCTOBER 23, 1874.

Along the Line.

TOUR OF INSPECTION OVER THE BRANTFORD, NORFOLK AND PORT BURWELL RAILWAY.

HOW THE LAND LIES.

A party of gentlemen, including Mayor Mathews, G. H. Wilkes, President of the Company, J. D. Clement, Councilors Costello, Hardy and Van Norman, Mr. Gatchell, chief of the engineering staff, H. F. Gardiner, of the Hamilton Times, W. J. Imlach, Secretary of the Company, W. C. Trimble, of the Exposures, and Edmund Yeigh, of Burford, left town on the 8th, in carriages, for the purpose of making a tour of the new line of railway. The day, although heavily overcast and threatening in the morning, became bright and pleasant towards noon and remained so until the approach of evening. The route chosen was one which crossed the line on an average of about once every mile, and, therefore, the party had ample opportunity of observing the very forward state which the grading has reached and the remarkably level grade which has been secured through the care and forethought exercised in locating the line. Some twenty miles are now almost ready for the ties, leaving but ten miles of grading yet to be done between this town and Tilsonburg—the western terminus of the line, for the present at least. In many places we found teams and squads of men busily engaged in cutting and grading, and everything seems to betoken the speedy completion of the road.

It is no great stretch of imagination to suppose that most of our readers are experimentally conversant with the "lie of the land" along this railway; but even though this be never so true, they will pardon a remark or two on this head. He would be singularly matter-of-fact and sadly wanting in taste for the "beautiful in nature" who could pass out of our fine town and up the "back street," and along the brow of the heights on the "old London road," which affords so glorious a view of the tree-capped hills and verdant valleys which dot the landscape far as the eye can reach, and see nothing in it but good sheep pasture. No such utter depravity was exhibited by the party whose peregrinations we are chronicling, but on the contrary, Worcester was ransacked for terms poetic enough to fitly express their thorough appreciation of landscapes so unapproachably grand. As the sun rose higher, and as the day gave signs of being half gone, poetry and raptures over fine landscapes, and dreamy gazing, it is needless to state, gradually gave place to interested and deeply anxious enquiries regarding where we were "going to dine?"—and how far we were distant from the place?—and did the landlord expect us?—and was it likely he would have dinner ready? These innocent speculations dispersed like the baseless vapor of a dream as the party drew up at Brady's Hotel, Norwich; at one o'clock, and found mine host awaiting its arrival. No one required a second intimation that dinner awaited his pleasure, neither was any particular urgency necessary to compel the most modest and retiring member of the company to "fall too." Viands never

Coupled with this toast were the names of W. Mathews, Esq., Mayor of Brantford, and J. D. Clement, Esq. The Mayor spoke for a half hour, giving his experience of railway building, and detailing the difficulties necessarily encountered by those undertaking such projects. He referred in cheerful terms to the progress being made by the B. N. and P. B. Company stating that the rapidity with which it was pushed forward its road is little less than a mystery even to the company themselves. He closed by promising the Port Burwell people that an early effort would be made to carry the road to the lake.

Mr. Clement followed in a practical speech in which he described the difficulties surmounted by himself and others in securing bonuses from the western townships for the Brantford, Buffalo and Goderich line when its construction was a matter of doubtful speculation. He referred to the benefits which invariably follow in the wake of railways in advancing the value of real property, &c., and wound up his remarks amid the hearty applause of those present.

The vice-chair gave the next sentiment, which was "Success to the Brantford, Norfolk and Port Burwell Railway." The President of the road, Mr. George H. Wilkes, responded to the toast, giving an outline of the project from its inception to its present advanced state. He spoke of the warm friends the company had secured in Brantford as well as of the zealous antagonists who had, in the same town, arrayed themselves against the scheme. He was proud, however, to say that the Company were overcoming every opposition at home and abroad and would soon bring to completion the public work for the construction of which they had so long worked with earnestness and disinterestedness. Mr. Wilkes made a lengthy and telling speech and was loudly cheered many times during its delivery.

W. J. Imlach, Secretary of the company, also spoke to this toast, and made an address which was as appropriate as it was happy and amusing. He did not beat about the bush, but frankly avowed the impecuniosity of his company and warned the people not to be surprised when they are called upon to make advances from their bonuses to aid in the purchase of right of way. Mr. Imlach also reviewed the struggles the company had made to accomplish their purpose, and remarked that when he looked back it surprised him how they had done so much amid the difficulties which had surrounded them on every hand. The road, however, was going ahead and would go ahead until it was finally completed.

When the stated toasts had all been duly honored—and there were too many of them for us to particularize in this article—the health of every conceivable institution and class came in for attention and the wee sma' hour was long gone by ere the last strain of eloquence had died away.

The Queen's breakfast bell gave numerous invitations on Friday morning before the last of the excursionists was in readiness to partake of his frugal meal. Those of them who had risen earlier employed their spare moments in scouting about the town and viewing the extensive mills and factories of Mr. Tilson—from a distance. The carriages drew up to the door at a little after nine o'clock, and after taking leave of those who had gathered to see us

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Tilsonburg, which was reached at six o'clock, is a thriving town of some eighteen hundred inhabitants. It is a mile from the depot of the Canada Southern Railway, at which depot it is intended the Brantford road shall tap the Canada Southern should the latter line take kindly to our new road. Of this the directors feel sanguine and it ours but to hope they are not reckoning without their host.

The party put up at the Queen's Hotel, which is a large, airy house and is kept by Mr. D. Merrill. At half-past eight o'clock they were invited by the Corporation to partake of a dinner which was served up in the dining hall of the Queen's. About fifty persons sat down, including the excursionists and many of the leading men of Tilsonburg. Port Barwell and South Norwich. Among those present we noticed W. McDonald, Mayor of Tilsonburg, (who occupied the chair); Dr. Sinclair, (who filled the vice-chair); A. H. Frown, Reeve of Tilsonburg; J. N. Mathews, W. North, John Thompson, John Dewar, W. Allen, Mr. Hare, John Secord, Town Clerk; W. S. Law, vice-President of the Company; W. A. McCollum, Tilsonburg; W. McBride, W. Emory, John Quincy Adams, E. Freeman, Port Barwell; A. Wilcox, Reeve; E. Yarrington, H. Shattock, South Norwich. The dinner was a credit to the purveyor and was heartily partaken of by an appreciative assemblage. On the removal of the cloth the usual loyal toasts were duly honored—if not more so—when the chairman gave "our guests."

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The railway, however, cuts across one corner of this land taking off about half an acre, worth according to assessment about forty-five dollars. Mr. Quinlan of course had to be paid for it, and demanded for this half acre no less a sum than \$1,000. Had Mr. Quinlan asked \$100 for it, he would be getting a magnificent price, as any one who is acquainted with the property will know. The Railway Company has not any very tender conscience, but \$1,000 for the land was altogether more than the Directors could swallow.

Mr. Quinlan was obstinate about it, and the matter had to be referred to arbitration. The arbitrators were Mr. Elliott, Mr. Sutton and Mr. Tutt. Mr. Quinlan's arbitrator was Mr. Sutton—the same, by way of parenthesis, who had the Grand River Improvements contract, and for whom Quinlan fought so zealously at the Council the other evening for a bonus of \$2,000 over the contract price. The award has been made, and Mr. Quinlan has been awarded \$527 for the land while the costs of the arbitration amount to about \$170, in all nearly \$700. Any one could arrive at the value of the piece within ten dollars in a few minutes, and \$100 would be giving the odds to Mr. Quinlan. We understand that the Company called but two or three witnesses while the claimant called about a dozen, and the computation was arrived at by averaging the whole estimates. We can easily imagine the value which the witnesses Mr. Quinlan would call would put on it.

It may be said that this is a private matter between Mr. Quinlan and the Company, but when we consider that public moneys are building the road, and that the Town is contributing \$70,000 towards it, it will be admitted that the corporation has no small stake in the matter, and that if all property-holders were Quinlans, it would ruin any road to buy right of way. *Ex uno disce omnes* is a motto quite applicable just here. There are wheels within wheels and plots within plots, and the elephant that is pulled and turned and sweated, till scarce a drop of marrow is left under his hide is the Town of Brantford. It will be a long time before the "winter of our discontent" is made "glorious summer," unless a wholesome remedy is applied to a desperate disease, and as long as the ratepayers play merry-go-easy over the matter, the progress of the epidemic is not likely to be checked.

the corporate weal, we propose to show by a single instance, which has but just come to a head, and which we have been watching for a little time. It will be remembered that when the Port Burwell Railway Company applied to the Council for an advance of five per cent. on the bonus, it found no more staunch opponent than Joseph Quinlan. Through a whole special meeting, called for the purpose—through amendments and re-amendments—he spoke strongly and voted steadily against the application. Two or three weeks ago, when a special meeting of the Council was called suddenly, on a Monday morning, to vote away \$12,000 to the same Company, the man who had so vigorously opposed a perfectly legal advance of \$3,500 was found moving the illegal resolution to hand over a further sum of \$12,000 to the Railway, before they had any claim on it. Such an astonishing course might have created surprise had it been any other person than Mr. Quinlan, but those who have given any attention to his public career could not fail to discover that he always acts upon one guiding principle—a principle analogous to that which animated the Vicar of Bray, of historic memory. Whatever position he may occupy, municipal or otherwise, he never permits himself for a moment to lose sight of the interests of Joseph Quinlan. That individual primarily has to be looked after, whatever else may suffer. Bearing this proposition in mind, subsequent facts may enable the uninitiated to understand Mr. Quinlan's sudden conversion in regard to the Port Burwell Railway. It seems he owns about nine acres of land near Davis' hop-yard and just within the limits of the town. It is assessed for \$800, and we presume that before a Court of Revision he would have been prepared to testify that it was worth no more.

December 8
1874

Mr. Quinlan and the Port Burwell Railway.

Mr. Quinlan is a Councillor of the Town of Brantford, and is seeking re-election for another year. We presume he will accomplish his desire, for there is a large class of ratepayers who have not the moral courage to refuse support to a candidate who is early in the field, and makes a close personal canvass. What kind of a man Joseph Quinlan is to legislate for the corporate weal, we propose to show by a single instance, which has but just come to a head, and which we have been watching for a little time. It will be remembered that when the Port Burwell Railway Company applied to the Council for an advance of five per cent. on the bonus, it found no more staunch opponent than Joseph Quinlan. Through a whole special meeting, called for the purpose—through amendments and re-amendments—he spoke strongly and voted steadily against the application. Two or three weeks ago, when a special meeting of the Council was called suddenly, on a Monday morning, to vote away \$12,000 to the same Company, the man who had so vigorously opposed a perfectly legal advance of \$3,500 was found moving the illegal resolution to hand over a further sum of \$12,000 to the Railway, before they had any claim on it. Such an astonishing course might have created surprise had it been any other person than Mr. Quinlan, but those who have given any attention to his public career could not fail to discover that he always acts upon one guiding principle—a principle analagous to that which animated the Vicar of Bray, of historic memory. Whatever position he may occupy, municipal or otherwise, he never permits himself for a moment to lose sight of the interests of Joseph Quinlan. That individual primarily has to be looked after, whatever else may suffer. Bearing this proposition in mind, subsequent facts may enable

the uninformed to understand Mr. Quinlan's sudden conversion in regard to the Port Burwell Railway. It seems he owns about nine acres of land near Davis' hop-yard and just within the limits of the town. It is assessed for \$800, and we presume that before a Court of Revision he would have been prepared to testify that it was worth no more. The railway, however, cuts across one corner of this land taking off about half an acre, worth according to assessment about forty-five dollars. Mr. Quinlan of course had to be paid for it, and demanded for this half acre no less a sum than \$1,000. Had Mr. Quinlan asked \$100 for it, he would be getting a magnificent price, as any one who is acquainted with the property will know. The Railway Company has not any very tender conscience, but \$1,000 for the land was altogether more than the Directors could swallow. Mr. Quinlan was obstinate about it, and the matter had to be referred to arbitration. The arbitrators were Mr. Elliott, Mr. Sutton and Mr. Tutt. Mr. Quinlan's arbitrator was Mr. Sutton—the same, by way of parenthesis, who had the Grand River Improvements contract, and for whom Quinlan fought so zealously at the Council the other evening for a bonus of \$2,000 over the contract price. The award has been made, and Mr. Quinlan has been awarded \$527 for the land while the costs of the arbitration amount to about \$170, in all nearly \$700. Any one could arrive at the

December 18
1874

The Beverly Bonus.

To the Editor of the *Experimenter*:

Allow me a short space in your columns to lay before the ratepayers of Beverly a few facts connected with the Brantford, Norfolk and Port Burwell Railway. The *Galt Reporter*, which seems to take a deep interest in our welfare, and endeavours to prove that the proposal to grant a bonus of \$30,000 was a falacy, as twenty-two miles of road could never be built for any such amount. He had better bring into his own service a little of that common sense that he recommends others to use, and know the facts before writing. It was never proposed that such an amount would construct the road any such distance. Beverly was only asked to contribute for the work in the Township a distance of about 10 miles, and full and careful provision was made in the by-law to protect our interests as the money would be spent in the Township and not payable to the company until the work was completed. He also implies that the company is a *bogus* concern. Now, Sir, this "bogus" company has already completed the grading and bridging on thirty-one miles from the Town of Brantford to Tilsonburg and are contracting for the iron, and ready to pay for it on delivery. One curious circumstance connected with this would-be "bogus" company is that the *Galt Reporter* and others are desirous of diverting the line to Galt so as to form a junction with the Credit Valley at that point instead of in Beverly, and hence would gladly see the by-law defeated. He winds up his article by a recommendation to the people "to put their feet on it and crush it out beyond the power of resurrection." I know that there is too much vitality in the concern to be crushed out as easily as he would wish. There is no doubt, and every farmer in the Township admits it, that when this road is completed, and connected as it will be with the Canada Southern it must be of great advantage; but the idea is prevalent that the road will be built anyway, and we will have the benefit of it, without contributing to its aid.

No better index of the importance of a scheme such as this could be asked for by its promoters than the opposition it meets with from other sections that would gladly avail themselves of it; therefore, such articles as the *Galt Reporter's*, and circulars distributed from Hamilton, are helping the cause rather than obstructing it. I feel satisfied the ratepayers will see through it and judge for themselves. I am glad to learn that the engineers will be along in a few days to locate the road, so as to determine the route before again submitting the By-law.

This branch line seems of so much importance that even the *St. Thomas Times* cannot help having a fling at it also. I would recommend him also to adhere more to facts, and study distances, and he will find instead of the roundabout line he would make it, that this line, as connected with the Canada Southern, will make by far the shortest route to Toronto. The writer would imply that this scheme is in opposition to the Credit Valley. Such is not the case, as nothing has ever been done by its promoters in the slightest degree to obstruct the progress of that line, or in anyway to divert it from its course. All that has ever been sought by the B. N. & P. B. Railway is to form a connection with that road to reach Toronto, instead of having to construct another independent line into that city, which their charter would give the power to do.

In conclusion I would say to our numerous enquiring friends from a distance, that we in Beverly feel highly complimented by their kind and disinterested attentions, and would inform them that we have no fear whatever as to the ultimate success of the By-law and construction of the road through this Township.

Yours, &c.,
BEVERLY.

December 18

1874

Brown, thought that a most favorable arrangement had been made, not only for the construction of the road, but also for such advances (as one of the conditions of the contract) as would have placed the Company in such a position that they would have been enabled not only to pay for the whole right of way, but also the ordinary incidental expenses. The contractor, as is well known, was not able to carry out these conditions, hence the cause of the present difficulties of the Company.

Since the failure of Mr. Brown to complete his contract, the Board of Directors have lost no opportunity of seeking for a new contractor, and on many occasions have been encouraged to think that they had secured one. But all negotiations have ended through the difficulty of procuring the necessary funds until the work was completed and the municipal and other bonuses became available. An effort was also successfully made to induce some of the leading merchants here to assist—which, had it not been for the stringency of the money and the banks refusing to furnish the necessary means on the the most reliable names and securities, the work would by this time have been in a forward state. Another of the difficulties contended with was the fact that the municipal bonuses were only payable on completion of the whole line ready for traffic, thus making

it necessary that the whole amount required had to be furnished by the contractor, who would receive nothing until his whole work was completed.

It must also be borne in mind that this project was undertaken purely as a local road in the interest of the various municipalities, and not as a matter of speculation, as those who have taken an active part in promoting the scheme have received no private benefit therefrom, nor is there any probability of their doing so. In fact thus far it has been a loss, as no less a sum than \$15,000 has been contributed from private resources to defray incidental and other expenses, which can only be refunded when the road is finished.

The financial position of the undertaking as follows:

The grading and bridging completed, leaving debts due to subcontractors and Mr. Brown to amount of.....	\$ 27,0
Required to complete the balance of the work, including iron, ties, fencing, stations, &c., and repairs of G. R. Bridge, will be.....	220,0
Outstanding claims in acc., &c.....	8,0
Amounts due on right of way.....	12,0

\$267,00

BONUSES AVAILABLE ON COMPLETION.

Brantford Town.....	\$ 32,350
Burford and Norwich.....	60,000
Tillsonburg.....	8,000
Government subsidy.....	64,000

\$164,350

Less discount....\$158,00

Leaving a balance to provide for....\$109,06

It will be seen from the foregoing statement that it will be necessary before the work can be completed that provision be made for the sum of \$150,000. Now, in the construction of all roads aided by way of municipal bonuses it is not expected that the whole cost of construction be provided from this source; but in ordinary times and with less stringency in the money market, roads have been enabled to raise a proportion of their cost by way of the issuing of bonds on the line. As this is now impossible in the case of the road, hence the great difficulty to be overcome before the work can be proceeded with.

But, if possible, (and in the interest of all concerned) the Directors now propose to issue fresh mortgage bonds, to the extent of \$150,000—being a mortgage on all the works—to be made to three, reliable and responsible trustees, to hold the same and administer the trust in the interest of the bondholders. As it is the intention of the Directors to only issue such amount as is actually required to make up the deficiency the sum will be so comparatively small that the working or leasing of the line must insure its payment, thus leaving this branch road with probably the smallest bonded debt of any road in Ontario. Tending, to insure this result, the Directors have been in correspondence with the following trunk lines, viz.: Canada Southern, Great Western and Grand Trunk Railways, and (the Directors) are pleased to be able to report that from opinions and assurances received from the said companies, there will be no difficulty in so arranging for the future of this road, as to insure the payment of interest and principal of so small a bonded debt, thus at once on the completion of the road will a

MAY 21 1875

The B., N. and P. B. Railway.

To the Editor of the Expositor :

Sir,—I learn from yesterday's *Expositor* that the contract for the construction of the Brantford, Norfolk and Port Burwell Railway has been let, and that the contractors have returned to Brockville to complete the monetary arrangements for carrying on the work, and will return in a few days to commence operations. Now, Mr. Editor, I would like, and I am sure the property owners of Brantford generally would like very much to know what arrangement, if any, has been made with one of the responsible trunk line companies, to equip and run the road after it is built. Or does the company now in charge of it intend to equip and run it themselves. I think, if my memory serves me right, that the understanding was when the subject of building a road was first brought before the ratepayers, "that unless the Grand Trunk, Great Western, or Canada Southern, would accept the bonuses, together with the Government grant, and take the responsibility of building, equipping and running the road, the scheme was to be dropped." Unless such an arrangement had been made, or can be easily made, with one of the above companies, I see cause for grave apprehension. I am not an alarmist.

JUNE 15

1874

B. N. and P. R. Railway.

We publish elsewhere a letter from Mr. Cockshutt in reference to the position and prospects of the Port Burwell Railway, which must commend itself to those interested in the road. A re-perusal of the "Merchants" letters referred to, will convince that their aim was to obtain a statement of the position of the road for the benefit of the public, at a time when the Company were about asking for an advance on their bonus. That statement has since been made. It has been accepted by many leading ratepayers who previously had grave doubts as to the success of the road. Mr. Cockshutt will also find that he has a mistaken idea with reference to the insinuation of bankruptcy. The insinuation, if insinuation there was, merely amounted to an expression of "lack of confidence" in those who had the control of the large amounts referred to as assets. Considering, too, that the public were in ignorance of the terms of the contract, we fail to see how the credit of the contractor could have been injured thereby. We are highly pleased to find such influential ratepayers cordially endorsing the directors, and would have been better pleased still if some of them had seen fit to retain their stock and take an active part in the promotion of the undertaking.

September 25

1874

The Port Burwell Railway.

We mentioned the other day that a deputation of the directors and others met by invitation the authorities of the Canada Southern at St. Thomas. Mr. Rucker, the General Manager; Mr. Thompson, Vice-President; and Mr. Flagg, the Chief Engineer, were present on behalf of the Canada Southern. We understand from the deputation that the discussion, lasting over two hours, was of the most satisfactory nature. The future prospects and policy of the road were fully and fairly discussed, and a definite plan of action agreed upon. The Canada Southern people expressed themselves as not only ready and willing to furnish the rolling stock, and operate the road when completed on fair and equitable terms, but as anxious also to see the road carried forward to some point on the Credit Valley and so connect with Toronto by an independent line. We confess we are glad that the directors are thus enabled to speak so hopefully of the future. We, in common with many others, had our fears that when the time came there would be found some difficulty in getting any trunk line to run the road. There can be no doubt that the best interests of the enterprise will be subserved by a union with the Canada Southern. A continuation of the road to the Credit Valley, a distance of some eighteen or twenty miles, will provide a most direct line to Toronto. The distance by this route from here to Toronto will be only forty-nine miles, which would require a journey of only two hours to overcome. An examination of the map will show that this route from the west by the Canada Southern to Toronto is shorter by some miles than any other. The charter of the Port Burwell company gives the power of extending the road to Toronto, but there would be no necessity of going so far unless the Credit Valley interposed some unreasonable objection to using their line from Beverly. That this line will be one of importance for the Canada Southern to control is quite evident. It offers what that company requires—a direct connection with the capital of the Province and that too, through one of the finest sections of the country. We hope that nothing will occur to prevent the early completion of the section from here to Tilsonburg. We are told that the grading is all completed except about three miles. The directors have laid the matter before the people of Beverly, and in a few days a by-law is to be submitted, granting a bonus of \$30,000. This will no doubt be followed by other Townships. We think the directors should now push this part of their enterprise with energy and get the necessary bonuses granted as soon as possible.

November 13
1874

Brantford and Port Burwell Railway.

We have received several communications from correspondents with regard to the manner in which the contract for the construction of the Port Burwell Railway is being carried out. We have not considered it advisable for the present, to publish any of these letters, but if there is any truth in the statements made, matters are in a most shameful condition, under the management of those who have contracted to build the road. Were the railway a private enterprise, it would matter little to the public whether the contractors honorably carried out their obligations entered into for the construction of the road or not—whether when sub-contracts were completed, a settlement was made with the sub-contractors within a reasonable time, or otherwise. But when it is generally looked upon throughout the line of the road that the town of Brantford is one of the chief promoters of the railway, and that the corporation has paid out to the contractor on account of construction the large sum of \$35,000, it is certainly of great importance to this town, that the interests of the road are not prejudiced by mismanagement on the part of those who have stipulated to complete it. There are large numbers of farmers and others belonging to this and neighboring counties, who have furnished supplies in various ways either to the contractor or sub-contractors, who cannot afford to be kept out of their dues for any length of time. Proper treatment is due such, as it will be highly prejudicial to the road if they are compelled through long delays to await the compliance of procrastinating and careless paymasters. It is due to the town that the directors take cognizance of the wretched state of affairs, if they have not already done so, and place the matter on a proper footing. We dislike to refer to such looseness in business matters, as those interested always raise a "howl" that we are endeavoring to hurt the prospects of the road by so doing, but when it is considered that the municipalities are contributing the funds to build this Railway, it is in the public interest of those municipalities that the directors and contractors should conduct the project on sound business principles, instead of fostering an out-crop of law-suits between employer and employee of all grades connected with the enterprise. Every cent of money necessary for construction will come in due time from the bonuses; therefore, we see no reason why matters should be in as unsatisfactory a condition as they are at present.

April 2
1875

of the Company, the Directors have come to the conclusion that unless the creditors can assist by taking a proportion of the first mortgage bonds in payment for their claims the work cannot be proceeded with, and in such case it would result in total loss to the creditors.

The proposal the Directors are now prepared to make is, (first) that outstanding claims against the late contractor amounting to some \$27,000 be settled with the bonds of the Company; and for all work yet to be completed—such as ties, fencing, &c.—a proportion of the bonds be taken as may be mutually agreed upon; and after such arrangement has been satisfactorily conducted, and the amount still required to be made up of the \$150,000 is ascertained, it is then the intention of the Directors to lay a statement before the various municipalities interested, and ask them to assist to make up the deficiency by issuing debentures and receiving the first mortgage bonds in security therefor.

In making this proposal the Directors are fully satisfied that it is to the interest of all concerned that it be adopted, as it is the only means in the present state of the money market whereby the road can be completed and the creditors secure their claims. The Directors would call the especial attention of the creditors to the small amount of bonded debt that will be placed upon the road; and that while they have the power to issue a much larger amount of bonds, they confine themselves to the actual amount required and make this issue of the \$150,000 as the first mortgage over the whole works—thus giving the creditors the first lien upon the road, and which must result in the payment of all just claims against the project.

In conclusion, the Directors would call to the notice of the creditors that this proposal is not made with a view of compromising the amounts due, but simply for the purpose of gaining time, and making use of such resources as are available to the company. By the plan proposed every creditor will eventually receive one hundred cents on the dollar of his claim. The Directors must now leave the matter in the hands of the creditors to consider if it is not to their interest to accept these proposals, as the holding of the bonds of the Company would be a more tangible security than the Company's notes, the former being a first mortgage on all the works. If this can be done it will insure the completion of the road this season, but without some such arrangement there is no probability of the road being built for an indefinite period. The Board had but one desire in calling a meeting of the creditors, and that was to see the work completed, as they feel assured that by this means, and this alone, they will be able to settle the claims against the Company.

All of which is respectfully submitted.
GEORGE H. WILKES,
President.

Brantford, May 19th, 1875.

The above report was submitted to a meeting of the creditors of the B., N. & P. B. Railway on the 19th inst. There was a good attendance, and the feeling among those present was that it was to the interest of the creditors to accept the proposals therein contained. After a fair discussion of all matters connected with the road, it was thought advisable to adjourn till Tuesday next, the 25th inst.; which was agreed to on a motion to that effect, moved by Mr. Levi Lewis, of Waterford, and seconded by Mr. M. McDermitt, of Brantford. It is hoped that all parties interested will be present at the next meeting, as it is very important, if the road is to be completed this season, that a decision be come to as soon as possible.

The Brantford, Norfolk and Port Burwell Railway.

The Directors of the Brantford, Norfolk and Port Burwell Railway Company, in consideration of the great difficulty they have experienced during the present stringent state of the money markets in the country to find a contractor who was willing to furnish the necessary means for completing the work, have thought it advisable, and as a matter of justice, to call the creditors of the late contractor and those of the Company together, to lay before them a full report of the line and to consult with them as to the best means that can be devised for the finishing of the road, and thereby insure the payment of all claims.

The Directors, on letting the contract for the completion of the whole line to Mr. B. C. Brown, thought that a most favorable arrangement had been made, not only for the construction of the road, but also for such advances as one of the conditions of the

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and not as a matter of speculation, as those who have taken an active part in promoting the scheme have received no private benefit therefrom, nor is there any probability of their doing so. In fact thus far it has been a loss, as no less a sum than \$15,000 has been contributed from private resources to defray incidental and other expenses, which can only be refunded when the road is finished.

The financial position of the undertaking is as follows:

The grading and bridging completed, leaving debts due to subcontractors and Mr. Brown to amount of....	\$ 27,065
Required to complete the balance of the work, including iron, ties, fencing, stations, &c., and repairs of G. R. Bridge, will be.....	220,000
Outstanding claims in acc., &c.....	8,000
Amounts due on right of way.....	12,000
	<u>\$267,065</u>

BONUSES AVAILABLE ON COMPLETION.

Brautford Town.....	\$ 32,350
Burford and Norwich.....	60,000
Tillsonburg.....	8,000
Government subsidy.....	64,000
	<u>\$164,350</u>

Less discount....\$158,000

Leaving a balance to provide for....\$109,065

It will be seen from the foregoing statement that it will be necessary before the work can be completed that provision be made for the sum of \$150,000. Now, in the construction of all roads aided by way of municipal bonuses, it is not expected that the whole cost of construction be provided from this source; but in ordinary times and with less stringency in the money market, roads have been enabled to raise a proportion of their cost by way of the issuing of bonds on the line. As this is now impossible in the case of the road, hence the great difficulty to be overcome before the work can be proceeded with.

But, if possible, (and in the interest of all concerned) the Directors now propose to issue fresh mortgage bonds, to the extent of \$150,000—being a mortgage on all the works—to be made to three reliable and responsible trustees, to hold the same and administer the trust in the interest of the bondholders. As it is the intention of the Directors to only issue such amount as is actually required to make up the deficiency the sum will be so comparatively small that the working or leasing of the line must insure its payment, thus leaving this branch road with probably the smallest bonded debt of any road in Ontario. Tending to insure this result, the Directors have been in correspondence with the following trunk lines, viz.: Canada Southern, Great Western and Grand Trunk Railways, and (the Directors) are pleased to be able to report that from opinions and assurances received from the said companies, there will be no difficulty in so arranging for the future of this road, as to insure the payment of interest and principal of so small a bonded debt, thus at once on the completion of the road will a value be set upon these securities and make them negotiable and thereby insure the payment of all outstanding claims.

After a careful consideration of the position

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The Norfolk and Port Burwell Railway.

Elsewhere in ~~The Express~~ will be found a document over the signature of Mr. George H. Wilkes, president of the Brantford, Norfolk and Port Burwell Railway Company, which purports to be a statement of the present position of that road. The "report," as it is designated, is couched in somewhat indefinite terms, and deals largely in generalities. It states the liability of the road to Mr. B.O. Brown and the sub-contractors at the sum of \$27,065. Besides this amount, "outstanding" claims, whatever they may be, are placed at \$8,000; and the balance due on right of way is \$12,000—in all \$47,065. To these ~~sums~~ is added what it is estimated—how, we know not—will be required to complete the undertaking to make it ready for the rolling stock, being no less than \$220,000—footing up \$267,065. When to this aggregate you further add the sum of \$38,550 already paid over by the municipalities of Brantford and Tilsonburg—a sum ostensibly spent on the work—the entire cost of putting the road in shape for rolling stock appears in round figures to be \$306,715. From all present sources the amount available to meet the requirements of the road is but \$168,000, which leaves a handsome sum to be raised—if the calculations be correct—before the project can be completed. The Company propose to raise \$150,

000 by mortgaging the line. The details of floating this loan, as proposed by the Directors, will be found in the report—and we only hope they are not reckoning without their host. For the settlement of the \$27,000 due Brown and the sub-contractors, the Company propose to hand over these "first mortgage bonds;" and further—to exchange as many of them for ties, &c., as possible in all future transactions. The present creditors are quietly informed that if they are not satisfied to receive these bonds as security for the company's indebtedness they can go to—Jericho, and they will never get a cent. The language of the Directors is not to be mistaken on this point—and we are glad we are not sub-contractors! This paper also makes some vague illusions to the prospects—"glorious prospects," as the *Courier* would say—which the various trunk lines of railways held out, and are ready to pour into its lap, so to speak, as soon as all things are lovely in the trifling matter of the road's completion. Again, we hope there is no admixture of *ignis fatuus* in all this highly colored picture of the happy future awaiting the B., N. and P. B. R. R. There is another paragraph in the report which strikes us as deserving of notice. It refers to the patriotic motives which induced the present board to undertake the job. They have not, never had and do not expect to have any remuneration for all their efforts—they have in fact been all this time engaged in a labor of love for the municipalities. Considering the amount of abuse they have stood, the difficulties they have had to face and the impecunious swarm of creditors they have for months had to find plausible excuses for—all for unselfish patriotism—is in itself sufficient to give them a place among heroes of modern times. But we must refer our readers to the report itself for fuller particulars.

August
13
1875

Norfolk Railway.

There was a meeting of the Board of Trade Monday night at which a document, drawn up by the Secretary of the Brantford, Norfolk and Port Burwell Railway Company, was read. The meeting was fairly attended and the report of the Directors of the Railway—as the said document was called—was quite satisfactory, seemingly, to those present. We publish elsewhere a brief synopsis of the report in question, to which we respectfully direct the reader's attention. The Company have no present intention of appealing to this Corporation for more money—and therefore it is that our remarks are as brief as they are. The idea is to raise by private effort the necessary funds to put the line in running order, or, at least, to so advance the work upon it that the assets will be available. This is a little more like the proper thing, and will have the effect of renewing public confidence in the scheme. It seems pretty certain, too, that the required funds will be secured and the work upon the line proceeded with at once. The Company are now in need of the assistance and countenance of our leading business men, and the scheme they propose is to all outward appearances fair and legitimate. We hope they will be well seconded in their efforts and that no unnecessary obstacle will meet them to prevent the successful culmination of their present plans. It is proposed to have the line in running order this fall if all goes well, and there seems no reason to suppose that the Canada Southern will not run it as soon as ready—unless indeed Mr. Muir, the new Manager, should adopt a policy contrary to that formerly in favor with that company. We must say this railway now looks more like being carried through than it did at any former time, and we fervently hope our opinion, based as it is upon last night's report, is well founded. The sum of \$40,000 in cash will meet all present and prospective demands until the road is ironed and ballasted, and as \$30,000 of that sum is as good as secured, the remaining \$10,000 will, we doubt not, easily be got from our leading business men, after the Directors have shown them the present position of the road's affairs. This being so there is no sufficient reason at present apparent why the work should not be at once prosecuted with vigor to final completion.

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BRANTFORD, AUGUST 20, 1875.

The Port Burwell Railway.

It would be difficult to say exactly or what object the public meeting was held Monday night to ventilate the affairs of the B. N. & P. B. Railway. The statements of its affairs presented to the ratepayers were substantially the same as came before the Board of Trade and given to the public. It was not pretended that the town were to be asked to become surety for the paper of the Company, or to render any further aid in the way of overhauling the balance of the bonus. What is wanted is that our business men come forward and endorse the paper of the Company to the extent of \$10,000, until the completion of the road will enable the Directors to recoup the amount from the bonuses. For this object the presentation of the report to the Board of Trade ought to have been about all that was required. It would have brought the question as fully before those who were expected to assist as did the public meeting last night. At best, the assistance required will have to be eventually secured by the private action of the Directors among those whose names are good with the bank. It was hinted by more than one of the speakers that the present juncture was a critical one, and the Directors, in view of the town's interest in the concern, were thus throwing the onus

of the abandonment or completion of the work upon the ratepayers. If the business men, with the full statement given, refuse the use of their names in the Bank to the extent of \$10,000, the Directors would refuse to shoulder any further blame or responsibility. This may or may not be the case. The resolution passed by the meeting was, however, a most innocuous one, as far as the municipality is concerned. It merely approved of the report of the Directors and urged upon our business men and others to render every assistance in their power by way of securing the paper of the Company as requested. If private individuals see fit to guarantee the further progress of the work it is clearly not against the interest of the town to have it done. The Woodstock and Port Dover Road are tiding over the work on their road, on endorsed paper, until the completion of the road enables them to draw the bonuses, and the Port Burwell Road is endeavoring to do the same thing, only that the Directors complain that the business men in Brantford and along the route are dilatory in giving it this substantial aid at a critical juncture. Apparently those who would allow their names on the paper of the Company would be amply secured, and the road would then have a prospect of being completed. It is clearly, however, a matter for each individual who is desirous so to do, or is urged so to do, to weigh for himself. As long as the Company do not attempt to forestall the balance of the bonus lying in the hands of the town or ask the corporation to become a surety for future work, the public can have no fault to find. The bonus has been granted and the road is entitled to it, when the conditions necessary to lift it have been fulfilled. This is a foregone conclusion, and as affairs now stand, and presuming that the calculations of the Directors are correct, the risk according to individual guarantors on the margin of \$10,000 required would be small, while at the same time it might be of the utmost importance to the completion of the road at the present time.

August 20
1875

Railway Matters Again.

Public Meeting.

A public meeting of the ratepayers was held on the 26th in the Town Hall on the call of the Directors of the Brantford, Norfolk and Port Burwell Railway, to consider the position of that road and to make a final statement as to relinquishing their attempts to make further progress.

Mr. Allan Cleghorn was called to the chair, and Mr. Wm. Watt, Jr., was appointed Secretary.

Mr. W. S. Law of Tilsonburg, the Vice-President of the Board, being called on, explained the circumstances of the road, in much the same manner as was explained at the last public meeting. He stated that the town of Woodstock had granted the Woodstock and Port Dover road bonuses and bonds amounting to \$70,000, while the business men of that town had endorsed a paper for it to the extent of \$70,000 more. There was no risk in taking such a course while it forwarded the road, and the people of Brantford were responsible if they left the road to go down.

Mr. Alfred Watts assigned reasons for appealing to the public on behalf of the road. The town and townships had given large bonuses, which in ordinary times would have been amply sufficient to build the road, but it had been very difficult to finance so as to complete the railway. The hard times, however, ensured to the benefit of the Company, for Mr. Brown had been unable to complete his contract, and his creditors taking seventy-five cents on the dollar of their claims, enabled to float some \$80,000 in bonds. \$40,000 was wanted to pay the balance of twenty-five cents on the dollar in cash, and to complete the road and lay the iron. We have been able to make arrangements with the Bank, but they require business paper to that amount from those interested in it, as a guarantee of the payment of the bonuses. We have raised all but about \$12,000, and are unable to get that amount of paper. The Directors feel that they are but Trustees in the matter. To-morrow is the last day in which we can take advantage of the arrangements made. We tell the public to-night just how the matter stands, and if we cannot get these few thousand dollars of accommodation paper, we give the matter up, throwing the responsibility on the public. If it falls through, it will probably never be resuscitated. A large amount of money has been spent, which will be a total loss, unless the company get the assistance required to-night. Our southern trade will be cut off, if we lose this connection, and what has been built will be but a monument to the folly of the people.

Mr. Plewes stated that he had seen the statements of the Company, and believed enough in them to give his name for \$1,000. He thought it would be unfortunate if the railway should stick at the point to which it has got. If for the want of \$10,000 or \$15,000 our scheme stops, it is not a matter of increasing our business, but of keeping the trade we have got. If we don't assist the road we will lose our trade. It is imperative that we come forward and assist these men. He did not believe that the Directors would ask for the accommodation from the public if they were not certain that the road would be built. We ought to have a philanthropic feeling in our veins, and this scheme being carried on to completion will secure the expending of the large amount of bonuses in our midst. We get some benefit by having men employed, and thus money expended. I trust that the business men of the town will give them the rest of the accommodation. It would be an everlasting disgrace if it should stop here.

Mr. Roy would be very well pleased to see the railway accomplished, and would have no objection to assisting the railway, provided in doing so, he had a little control of the matter.

Mr. J. H. Hull thought it would not be wise to turn back at the present crisis. As a creditor of the Company he would say that there was a feeling that the Directors were personally responsible for the debts of the contractor and they came forward in an upright manner and endeavored to shield the creditors from the contractor's debts. If the road is completed there is no reason that there should be a dollar's loss to anyone. The people along the line have a right to look to the town of Brantford to sustain this road. The creditors in the country depend upon the town to assist it, as they trusted the road on the ground that Brantford had such a responsible interest in it. The road is of more importance now than when the \$70,000 bonus was granted, for there was no probability the Woodstock and Port Dover road would be built at that time, while now it is nearly completed.

Mr. Fitch said the meeting afforded food for reflection. When the Council were asked to vote part of the bonus, the petition was signed by many of the leading men of the town, who were indignant that the question of making the allowance should be questioned, while now, when accommodation is required it cannot be found. He had given some attention to the matter, and he was confident that the scheme could be carried out. At Simcoe they will now get the Norwich trade and in other directions our trade is being cut off. He was astonished at the difficulty the Directors had experienced in obtaining this accommodation.

Mr. Plewes said he had made a calculation that \$170,000 would be expended on the road if the Directors could get \$5,000 of accommodation paper.

Mr. Paterson, M. P., had come to the meeting as a ratepayer of the town. He believed that the town would be benefitted by the railway.

September 3,

1875

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Mr. Paterson, M. P., had come to the meeting as a ratepayer of the town. He believed that the town would be benefitted by the building of the road. As circumstances now are, railways to the east, west, and south of us, our only hope was to complete this railway. There is a great deal of talk about business men coming forward, but every property owner in the town is just as interested as the business men. The latter have enough to do to finance their own matters at the present time, and property owners are really the parties who are most affected, as increasing the value of their property. There should be a general effort made to raise this amount at the present time, and all should lend their aid to accomplish the work and increase the value of every foot of property in the town.

Mr. Imlach never expected to see the day when he would attend a funeral of such an undertaking as the Port Huron Railway. This is a solemn commercial crisis as far as the interests of Brantford are concerned. He had had a great deal to do with the road since its inception, and in all its history it never stood in a better position than it does to-day. The only reason we are able to get the accommodation is that a customer of a Bank in Toronto holds a quantity of iron for a railway north of Brockville, which has got into difficulties and the Bank is willing to give the accommodation and the iron to relieve their customer. It is only open till to-morrow morning, so that if we cannot raise it to-night the road is gone for some time to come. This is the death knell of the Railway unless we can get a little more money.

An appeal was made to the meeting and several came forward and offered to endorse notes of \$500 each, after which the meeting adjourned with a vote of thanks to the chairman.

September 3
1875

We are informed that the engine of the construction train on the B., N. & P. B. Railway came to grief a few days since by running off the track, about four miles east of Norwich. The result was that the tender was badly wrecked and rendered unfit for future use. Luckily the new engine and train procured for ballasting was in a position to be utilized for track laying, and after a brief delay the work proceeded as usual. To-day the train reaches Burford village, but the demonstration there will not be held until Thursday evening next.

December 24

1875

The Bridge Contract.

Mr. Andrew J. Brown, of Syracuse, N. Y., is the contractor for the masonry work of the new railway bridge over the Grand River at this town. He began the work some months ago and to-day there is not more accomplished than might, with the use of sufficient help and proper energy and skill, have been done in one week from the day he started. This may appear extraordinary; but is true nevertheless. The explanation of the delay—to call the contractor's muddling and puddling by no harsher name—is, that he took the work too cheap and is anxious to get out of the bargain. He is ashamed to throw up the job, *volens volens*, fearing it will injure his reputation as a contractor, and prefers therefore to dilly-dally with it in such a fashion as to compel the Company to make him an offer to quit the premises. Indeed we understand the Company have already promised him \$500 more than his tender if he will only push on and complete the work. He is making no effort to do so, however, and winter is now upon us with the bridge in no condition for work to be proceeded with after ice begins to form. It is quite safe to say that had the masonry been put in the hands of a proper man at the outset the bridge would to-day be completed and ready for the approach of the track-laying engine. As things are, there is no telling when it will be done. The Company are not blind, and if contractors do not come up to their agreements they should if possible be made to do so. To the Company does the public look for success in the work, and the Company will have to bear the blame if failure or needless delay attend it. The Company should therefore come to an understanding with Mr. Andrew J. Brown—significant name in connection with this road, truly—at once, or tell the public not to expect the opening of the Brantford, Norfolk and Port Burwell Railway till January '77.

November 19
1875

THE railway authorities report ten miles of the eastern end of the Brantford, Norfolk and Port Burwell line ready for the passage of ballasting trains. This is quite encouraging. When the bridge across the Grand River will be completed is, however, a problem difficult of solution. About all that has been done so far is the erection of the western abutment level with the bed of the river, and a small part of the coffer dam for one of the piers put in place. Winter will be upon us long before the two remaining piers are up or the eastern abutment touched, and then work will doubtless have once again to be suspended. It may not be possible to make better progress with this bridge contract than is being done, but one cannot observe the operations without a distrust of this idea. One thing is quite certain, more rapid progress must be made if the structure is to be completed before June next.

November 19

1875

Barford.

A RICH TREAT

is in store for our citizens, and this is how it happens: The B., N. & P. B. R. R. has a station one-half mile south of the village, and to reach it a mud-hole must be crossed over or through. It was at once resolved to bridge it over by a good sidewalk. To do this, money is required; and now I come to my subject. The ladies intend helping in the matter, and to give them an opportunity to assist a concert and literary entertainment will be given in the school room on Thursday evening, the 4th of May. I need not attempt to give names or particulars, but the Committee, Messrs. Wooden, Catton, Hearne, Bechtel, and others, are levying tribute from all the best talent available, and everybody knows that when our people give a concert it is *always* a success, and this one will be no exception I am sure. Let there be a bumper house. The object is a worthy one.

LAW LESSONS.

Some weeks since I had occasion to notice the fact that the young gentleman (?) of Cathcart, in this township, had brutally assaulted Mr. Samuel Carter, a quiet and inoffensive person. They were allowed to settle the matter for the parents and friends sake, and it was hoped that the law would be better observed in future, but in this it appears we were mistaken, for again the spirit of ruffianism has been shown, only the victim of the manly persecution is a poor old colored man named Brown. His property is removed, his family assaulted, and on Monday evening last two windows of his home were smashed to pieces. Such conduct is too outrageous to be tolerated, and if officials, whose sons are not mixed up in the affair, get hold of the delinquents a bright and shining example will be made.

BENGOUGH

Appeared before an appreciative audience on Wednesday evening. All were delighted, and especially your correspondent, whose phiz was took "as large as life and twice as natural." We shall treasure it as an heirloom in the family.

THE RAILROAD

Is in *statu quo*, but it does not seem to strike the minds of the Directors that an open explanation of the cause of the delay would be to their advantage. In the absence of reliable statements people get the most absurd rumors afloat. One is that the engine is buried in the mud, and a derrick is required to raise it. Now I need

February 4

1876

The Excursion to Tilsonburg.

Tuesday the Town Council and a number of friends, upon the invitation of the Directors of the B., N. and P. B. Railway, took a trip over the road to Tilsonburg for the purpose of inspecting it as well as for the pleasure of the ride. At ten o'clock about eighty of our townspeople had gathered at the Tilsonburg station in West Brantford, among whom we noticed Dr. Digby, Mayor, Reeve Elliott, Deputy-Reeve Brophay, Councillors Lindley, Hawkins, Stubbs, Hardy, J. Henry, Large, Costello and Forde; W. Paterson, M. P., D. Plewes, Wm. Buck, C. B. Heyd, Jas. Woodyatt, Town Clerk; Jas. Wilkes, Treasurer; Jas. Weyms, Police Magistrate; W. J. Scarfe, Jas. Griffiths, J. Jenkins, P. J. Pilkey, E. Yeigh, W. J. Imlach, Secretary; W. D. Imlach, J. D. Clement, Jos. Jackson, C. S. Mason, John Stapleton, J. J. Hawkins, E. King Dodds, J. W. Grayson, A. J. Wilkes, John Ormrod, Thos. Broughton, A. J. Henwood, Wm. Whitaker, I. B. Merritt, of Scotland; Wm. Mathews, M. Brophay, Henry Wade, John Edgar, Walter Jones, George Watt, B. Hunn, Wm. Watt, Jr., Geo. King, George Glasco, Henry Lemmon, Chief Means, A. Bunnell, J. McIntosh, John Tanton, John Fisher, and many others. Very shortly after ten the train whistled into the station, and most of the party were accommodated in the commodious and comfortable Grand Trunk coach, which at some trouble had been specially provided for the occasion by the affable and obliging passenger and freight agent of the road, Mr. I. T. Torrey, who accompanied the party. Under the guidance of conductor J. B. Haynes, the excursion party was soon making rapid headway through the townships of Brantford, Burford and Norwich, taking on new accessions as it passed along, including Mr. Cox, of Burford, Mr. W. D. Bennett, Reeve of Burford; R. A. Duncan, of Norwich; A. B. McWilliams, of Harley, Dr. Carroll, and Mr. Wilcox, of South Norwich. The general opinion appeared to be, as we glided along through the well tilled farms and evident prosperity on every side, that the road passed through a good country, and that the state of the track itself was much better than expected. Although perhaps not so good as some of the old roads, still it is as smooth as some others, and after a little further ballasting will be all that can be desired. Although the train was twenty-five minutes late in leaving Brantford, the delay was made up on the road, and Tilsonburg was reached on time, about half-past twelve o'clock, where Mr. G. H. Wilkes and Mr. A. S. Hardy, M. P. P., who had come through on the Canada Southern, leaving Detroit at half past two in the morning, were awaiting the arrival. After the disposal of refreshment for the inner man, in large quantities, Tilsonburg and its suburbs were invaded by the excursionists, and the inhabitants persuaded to show all the good points of this rising place. It has several

July 3
1876

proved a rich treat to his audience. At times the lecturer indulged in a sally of wit, exciting a roar of laughter, but the larger portion of the address was replete with instruction imparted in a pleasing manner. The excellent choir of the church sang some choice selections, Miss Emma Wooden presiding at the organ. W. G. Nelles, Esq., filled the chair, and by his well timed remarks contributed much to the success of the entertainment.

THE CANADA SOUTHERN.

The action recently taken by the Directors of the Brantford & Norfolk Railway in transferring the road to the C. S. has given universal satisfaction. Already we feel the advantage of the change. Not only has the mere addition of a good coach added very much to the comfort of the travelling public, but the freight department has apparently received an impetus; at our station may be seen cars from various points west, such as Saginaw, Toledo, Detroit, Chicago, etc., and now we begin to realize that we are indeed a part of the great system of railways of our country.

ONE INSTANCE

of the advantage conferred by the road to our doors is found in this, that while I write Mr. J. A. Smith, manufacturer of brooms, is now unloading three cars laden with broom-corn, which come direct from Chicago, and at a cost of fifty-two dollars per car, while the Great Western terms were fifty-five dollars per car to Paris, with nine miles to team the corn to the factory.

A CHANGE OF TIME

in the running of trains is spoken of, but we sincerely hope no change will be adopted with a view to connections on the main line, at the sacrifice of the local business. Brantford is our objective point, and if only the matter can be so arranged, as to give time for the transaction of business and return the same day, all will be serene, and the C. S., as well as we who gave our bonuses, will reap the benefit anticipated. But if connection with trains on the main line could only be accomplished, (however desirable in itself), the resources of the road will be but partially developed, and disappointment will ensue to all concerned.

MUNICIPAL ELECTION:

I am now informed that Mr. I. B. Merritt, 1st Deputy-Reeve, will contest the Reeveship with Mr. Reeve Bennett. There is no denying the fact that a strong reaction has occurred since last year against Mr. Bennett, but to what extent can only be determined by a vote. I would advise Mr. Bennett to read the fable of "The old man and his ass," and he will find out that he is not the first one who in trying to please everybody pleased nobody. Mr. Huffman will run for 1st Deputy instead of 2nd Deputy, which he holds at present. Mr. McIrvine is a careful councillor, but he had better be contented with that. A. B. McWilliams, Esq., of Harlev, is spoken of as a possible candidate for office. He is active and successful in business and would make a capital official. Mr. Thos. S. Ruth-erford is also mentioned, but if he attempts to run the Grange ticket he will stay at home, although a good man.

December
1876

The Railway in Norwich.

An occasional correspondent of North Norwich writes to the *Woodstock Review* as follows regarding the feeling in his township towards the Brantford and Port Burwell Prailway: Your Norwich correspondent of last week, seems to imply that the people of Norwich were not anxious for the coming of a second railroad into the Township. If such is his opinion, I believe he does not know the mind of the inhabitants. I believe they would be glad to see the road completed and running from Brantford westward. That there was no demonstration was not the fault of the villagers. They were willing to welcome the second road as warmly as the first, but I understand the leaders of the enterprise here threw cold water upon the idea. Perhaps they are modest and prefer to blush unseen and waste their fragrance on the desert air. However that may be, I regret to say there has been for the last week or two a feeling of distrust in the Township which has culminated in the circulation of a petition to our Reeve praying him to refrain from signing the certificate authorizing the Trustees who hold the debentures for the amount of bonus granted to the Norfolk Railroad, until he is satisfied that the spirit and intention of the by-law granting the bonus has been complied with. The petitioners pray that the Reeve will be well satisfied that the road is well fitted for traffic before he signs the certificate; and the reasons they give are that they understand and believe the material used in laying the track is very inferior, and the workmanship defective. What the people want is value received. They have voted a bonus to aid the Norfolk road, and they are willing to pay for a good one, but not for a worthless thing, built of material more than half worn out. You will perceive that North Norwich is not the only place along the line that is dissatisfied. The following article from the *BRANTFORD EXPOSITOR* of Nov. 26th explains itself and if you would find space for it in your next issue you would confer a great favor upon the freeholders of North Norwich.

December 10
1875

Railway Dinner.

OPENING OF THE G. W. R. STATION AT HAMILTON.

On Saturday evening the new passenger station of the Great Western Railway at Hamilton was inaugurated by a supper held in the dining room of the building. It is located immediately in the rear of the one just demolished, in order to give more room for tracks and a better arrangement for taking care of the wants of the public. The building which faces north and south, is 350 feet long by 36 wide—100 feet of the centre portion being two stories high. The principal material used in the construction is red pressed bricks. The windows and doors have pointed arches, with stone dressings and heavy stone sills, and the general appearance of the entire structure is pleasing, while each detail seems to be in complete harmony with the architectural beauty of the whole. The roofs are pitched to an angle of forty-five degrees, and are covered with an ornamental dark blue, green and red slates, the ridges being surmounted by cast iron cresting of neat design. The introduction of prettily designed dormer windows in the upper roof adds materially to its appearance, as also do the neatly executed chimney-tops. The verandas (which extend nearly the whole length of the building on each side) and the ornamental barge boards are handsome and elaborate. The waiting rooms and dining rooms are well proportioned, and have lofty ceilings, neat cornices, and good ventilation, while the baggage rooms are perfect in their arrangement. The whole of the woodwork is well executed, the material being principally pine, ash, and walnut. The wainscoting, which is placed in every room in the building, and is from four to six feet high, and the counters, are especially worthy of mention. The floors in the waiting-rooms, dining-room and refreshment room are laid with narrow strips of ash and walnut alternately, and look very well. The upper story will be occupied as offices by the General Superintendent and the General and Assistant-General Freight Agents. The building is furnished and fitted throughout with all the modern improvements in the plumbing and gas fitting trades. Travellers cannot but appreciate the station and its convenience, while the people of Hamilton must be pleased at the addition of such an architectural ornament to their city. At the supper, the usual toasts having been given, Mr. Broughton gave the toast of "The Employes of the Great Western Railway," which was responded to by Messrs. Percy, Hobson, Ross, Orlton, Hall, Watson, Butlers, Meston, White and Craft.

December 31
1875

B. N. & P. B. Railway.

INTERVIEW WITH THE GOVERNMENT.

A deputation from the counties interested in the construction of the Brantford Norfolk, and Port Burwell Railway, waited on the Attorney-General Friday afternoon to ask for an additional subsidy to the road. Mr. Crooks, Mr. Frazer and other gentlemen were present to receive the deputation, which was introduced by Mr. A. S. Hardy, M.P.P.

Mr. Imlach, the Secretary, explained the position of matters, giving the amount expended in completing all but the ballasting and rolling stock from Brantford to Tilsonburg, a distance of thirty-four miles; showing that the funds already expended had been most economically applied.

Capt. McBride spoke of the necessity of the work being extended to Port Burwell and that greater difficulties of construction rendered an additional grant necessary to its completion.

Mr. Yeigh alluded to the fact that the deputation now present started from Tilsonburg at 5 a.m. this morning, reaching Toronto at 11 a.m., thus proving that the difficulty in mail matter from Toronto reaching the southern tier of counties, will be completely overcome by this route, as the train will leave Brantford on the arrival of the morning train, and thus Scotland, Kelvin, and other post offices which have been twenty-four hours behind by the Canada Southern route, will be most favourably situated, getting the Toronto papers on the day of publication.

Messrs. Watts, Dr. Carroll, W. S. Law, and others spoke briefly in explanation.

The Attorney-General assured the deputation that their application would be carefully considered. —Globe.

January 21
1876

Over the New Railway.

THE TERMINI AND INTERMEDIATE POINTS—WITH A FEW WORDS ABOUT SOMETHING ELSE—SOME DECENT MEN AND THE POSITIONS THEY FILL—WHAT IS DONE AND WHAT ISN'T—WITH SOME OTHER MATTERS NOT SET DOWN HERE.

In inditing a few lines regarding a trip over the Brantford and Tilsonburg Railway—we are tired of that meaningless string of letters the B. N. and Pt. B. R. R.—we presume many things will necessarily be noticed with which a majority of our readers are thus far unacquainted, and some will receive attention of whose existence they are already, painfully, it may be, aware; for so many unforeseen delays have occurred in the construction of this road, and so numerous have been the difficulties which have confronted the directors at every stage of the arduous undertaking that the numbers of those living along its route who do not know more or less of the chequered history of the project must indeed be small. It is perhaps not too much to say that many of the friends as well as the enemies of the road had grown sceptical regarding the ultimate success of the scheme, and the fact that it is now actually

IN OPERATION

—though in a very incomplete state—surprises, agreeably or otherwise, all who take an interest in its welfare or who have doubted its final completion. The indisputable fact remains, therefore, that the road is in a sufficiently forward state to run a train a day each way. This by way of preliminary.

Let us now attempt the narrative of our

THIRTY-FIVE MILES' RIDE

over this new railway. Leaving Brantford on Thursday evening last by the 5.20 train in company with two or three gentlemen and chaperoned by Mr. I. T. Torrey, the genial and efficient freight superintendent of the road, we were not long in bowling through the hills and dales of Brantford Township to the first station known by the euphonious title of "Back Street," where we saw the celebrated "fast mail" illustrated in miniature. This was done by the superintendent sticking a letter on the end of a rod and holding it out for its recipient to grasp as the train thundered past at, we won't say how many knots an hour.

BURFORD,

the first important stopping place, was reached in thirty-five minutes. The station at this place is situated at the outskirts of the village, whose church spires and cosy homes, surrounded by fields clothed in brightest verdure, inspire one to repeat that old poetic line,

those in his charge be the qualifications most needed in a conductor, Mr. Haines fills the bill to the letter.

IRE,

the jolly brakesman, and the fireman never shirk their duty, and by their geniality always secure a kind thought and a good word from all.

TILSONBURG,

our new cousin, must of necessity claim a brief sketch at this time, but we must defer a notice of many of its industries for another occasion. The town is situated at the confluence of the "Big Otter" with "Clear" Creek, and as those streams flow down through a deep ravine a wealth of water-power is afforded which has been largely utilized, but which will admit of further development.

E. D. TILSON, ESQ.,

in whose honor the town is named, is one of the most enterprising of its citizens. His active mind seems to grasp every feasible plan for the development of nature's resources and consequently he directs and controls enough to turn the brain of a less vigorous man.

THE SAW MILL

first attracted our attention. It is driven by the never-failing power of the Big Otter, having a head of 14 feet fall. The mill presented a busy scene; three circular saws—with the necessary accompaniment of edging saws and other machinery by which every portion of the timber is used, either for lumber or lath—run at full speed.

4,000,000

feet of lumber are now lying in the yards, ready for sale, much of it thoroughly seasoned, and ready for immediate use. The thought came forcibly to our mind, that here is a chance for our builders and contractors to procure supplies of material at a moment's notice.

Mr. Tilson has a vast quantity of standing timber near his town, which, at a moderate estimate, he thinks will measure

25 MILLION FEET.

The mill cuts annually 4,000,000 feet, but this can be increased to 6,000,000.

THE SASH AND DOOR FACTORY

was next visited. This industry is not pushed to its full capacity, but it is fitted up with all the modern improvements, and the work produced is of the best material and neatly executed.

THE GRIST MILL

is also driven by the "Big Otter," and truth compels the admission that we never saw a better appointed, or more neatly fitted up flour mill. There are

OTHER MILLS

in town, one being owned by Mr. Going, and another by Mr. Hamilton, all of which seem to be doing a good business.

AN OAT-MEAL MILL

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now many knots an hour.

BURFORD,

the first important stopping place, was reached in thirty-five minutes. The station at this place is situated at the outskirts of the village, whose church spires and cosy homes, surrounded by fields clothed in brightest verdure, inspire one to repeat that old poetic line,

"'Tis distance lends enchantment to the view."

Mr. Stinson is the accommodating station agent here.

HARLEY

is the next point on the way-bill, and from the number of passengers who alighted there—and we may just say that our coach load of some thirty passengers was greatly thinned out at the two last named places—it was manifest that they avail themselves largely of the convenience of a railway to their doors. This is only as it should be, and is a commentary which should cause those who so persistently opposed the road to make a few quiet reflections on their past conduct.

NORWICH,

the most important intermediate point upon the line, is reached by a tangent through a section of country low and level, but apparently fertile. A heavy growth of timber on both hands as you pass along is sufficient to make a well-taxed citizen of Brantford dream of cheap fuel in inexhaustible supply for many a year to come, should this railway have the temerity to act toward the public as no other has ever yet been known to do: accommodate it by supplying the means for laying down cordwood in our midst at reasonable rates of freight. We found in Norwich many signs of prosperity, and our whole company was unanimous in pronouncing it a town with a "manifest destiny." We have not time to speak minutely of this growing locality at present, as the train is already approaching the village of

SPRINGFORD,

This last named suburban hamlet is yet without a station, for the very good reason that the township in which it is situated, South Norwich, has thus far given no bonus to the railway. We hope it will rectify this dereliction of duty speedily.

TILSONBURG,

The western terminus of the road at present, is a growing town of some two thousand inhabitants and is situated in the township of Dereham. It is unquestionably well supplied with railway facilities, having the line of which we are speaking, the Canada Southern, and the Great Western loop line—but minutiae anon. The run was made between the termini in one hour and forty minutes; and we may here say a few words regarding the

CONDITION OF THE ROAD.

It may be superfluous to remark that the road-bed is at present somewhat uneven, and that the operation of "lifting" or "ballasting" is in a very backward state, rendering the more swampy portions which have sunken during the spring a little unpleasant to ride over for the nervous old lady passenger and the ancient male traveller in search of knowledge from the columns of his news-

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OTHER MILLS

in town, one being owned by Mr. Going, and another by Mr. Hamilton, all of which seem to be doing a good business.

AN OAT-MEAL MILL,

owned by Mr. Tilson, is driven by water power derived from "Clear" Creek. The generous and obliging "Otter" is, however, called upon to assist when the waters of the former are inadequate, and for this purpose an iron pipe connects the two, and thus an unfailing supply of power is secured.

At the risk of creating a demand which shall exhaust the supply we safely assert that the

QUALITY OF THE MEAL

made by Mr. Tilson is very superior, being of uniform color and perfectly free from hulls and foreign substances. One or two of our dealers have already discerned its qualities and others will soon find it necessary to secure a stock.

A BRICK YARD

is another of Mr. Tilson's pet schemes. This is situated in the heart of the town, and where, beneath the sand, is found an inexhaustible supply of clay for the manufacture of very good white brick. The clay grinding process is performed by power from the pent up waters of a rivulet, where a fall of 35 feet is secured.

GENERAL IMPROVEMENTS.

We might go on to enumerate other projects, originated and carried on by Mr. Tilson, but space forbids. We may say, however, that his undertakings are exceedingly numerous, as he never hesitates on account of cost to do what he considers beneficial to his own interests or those of his town.

THE WATER WORKS,

constructed on the Holly or Waterous system, are an illustration in point. To these he contributed largely of money and labor. Agricultural buildings, too, have been erected, to which he gave \$700; a gravel road to Courtland, 5 miles, is being made by him; and the bridging of ravines in town, the opening of new streets, &c., indicate in some slight degree how inseparably Mr. Tilson's name is connected with this thriving place and how necessary his energy and pluck are to its prosperity.

OTHER INDUSTRIES.

Mr. Waterhouse runs a very excellent woolen mill here, and three moderately expensive carriage shops are carried on by Messrs. Borland, Miles and Norton & Dutton respectively.

THE HOTELS.

Almost the first query of the tourist always is "which is the best hotel?" Now we do not propose giving an answer to this question as regards Tilsonburg, but will simply say that the guests of the "Queen's," over which the Messrs. Merrill, father and son, preside, find nothing to complain of unless it be an excess of kindness; and from the "bell boy" upwards, all connected with it are attentive and accommodating. The rooms are well ventilated and his must be a troubled

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It may be superfluous to remark that the road-bed is at present somewhat uneven, and that the operation of "lifting" or "ballasting" is in a very backward state, rendering the more swampy portions which have sunken during the spring a little unpleasant to ride over for the nervous old lady passenger and the ancient male traveller in search of knowledge from the columns of his newspaper. What is very much needed is a couple of well appointed gravel trains and the ably directed services of one hundred navvies for the space of thirty days. Then an ordinarily comfortable coach and a reasonably prompt conductor, like the one now in charge of the train, would render the trip of thirty-five miles between the two ends of this road a brief, safe, and pleasant one.

It must be admitted, however, that the present position of the undertaking, though far from completion—and when we say far, we mean that \$100,000 will be needed to finish and properly equip it—still, as it is, it is already of vast importance to the people of this town, and to those resident in the sections through which it passes, and will hourly grow more and more necessary and indispensable to them. We have not been slow to

EXPRESS DISAPPROVAL

of the manner in which the scheme was inaugurated and in which it was carried through its other stages, feeling always that we had a reason, and a good reason, for all we did and said concerning it, but no one can carefully review the past history of the project without feeling that the directors deserve some praise for the pluck and energy they exhibited in prosecuting what to many seemed a forlorn hope. While therefore the company cannot yet be said to be "out of the woods" and had consequently better be cautious in their demonstrations of delight, they are much nearer the clearing than not a few thought they would attain. That the

PERSPECTS OF THE ROAD

are looking up it may be mentioned in confirmation that one gentleman who accepted bonds in liquidation ~~the~~ claim which he had against it a short time ago remarked: "I am certain that the bonds are worth their face value, and I will not sacrifice one cent by selling them." The passenger traffic opens auspiciously, and the officials feel certain that when the run to Brantford can be made in one hour and a quarter, and connections with other roads have been fully secured, a large accession to the freight and passenger traffic will ensue.

ONE GOOD SIGN

is the sensible view taken by the Port Dover and Woodstock people, negotiations being now in progress by which a reciprocity between the two roads will be secured. A switch will shortly be placed at the junction, near Norwichville, and an exchange of freight and passengers effected.

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A mineral spring, unintentionally, and perhaps unwillingly, discovered may yet prove an attraction and source of profit to the place of its existence. In boring for oil in Tilsonburg a stream of water was struck which is forced up to the top of the hill, some 50 feet, by its own pressure. The water is strongly impregnated with mineral qualities, but as no analysis has been made its properties are not distinctly known. The supply of water is inexhaustible and it will doubtless soon be conducted to the hotels.

Two blocks of brick stores are now completed and occupied and which are owned by Dr. Sinclair and Mr. Tilson respectively. In a short time another block of four stores will be completed near the Queen's Hotel.

There may be more populous towns than Tilsonburg, but probably none contain more genial and open-hearted citizens. Dr. Sinclair, the Mayor and President of the Y. M. C. A., is one; J. C. Secord, Esq., formerly a Brantford boy, but now a successful Barrister, is another, and has a home designed with taste and presided over by one whose hospitality tempted to a prolonged stay. There are numberless others, but we cannot stay to name them.

The Canada Southern Railway officials—what shall we say about them? A brief trip over the road to St. Thomas and a visit to the head offices gave an opportunity for forming the acquaintance of most of them, and regarding whom we may say we would much like to know more. Whether you meet James Webster, Esq., Div. Supt.; Mr. Fortune, chief clerk in the Manager's office, at St. Thomas; conductors Maccomber and Rodgers, or Mr. Geo. Sinclair, station agent, Tilsonburg; all will vie with each other in efforts to make your visit a pleasant one; and we need hardly say that their efforts were successful and heartily appreciated by the party who met them last week.

PROF. SAMUELS.

of the Western League, London, was on a visit to Tilsonburg while we were there. It appears that an effort to apply the Dunkin Act in Oxford is to be attempted. Mr. Samuels, whose salary is paid by Mr. Gough, is just the man to push such a movement and compel success.

AT ST. THOMAS

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MR. SCOTT,

the freight superintendent of the Port Dover Road, was on the train Thursday evening, returning from Brantford, where he had been to secure the co-operation of our road in the scheme. We need scarcely add that no difficulties present themselves to prevent the consummation of reciprocal action. This is right, and no disagreeable rivalry should be allowed to exist between those whose interests are identical. Mr. Scott is a quiet, unobtrusive gentleman, but one who evidently "understands the situation" and leaves no stone unturned to further the interests of his railway.

THE EMPLOYEES

of the Brantford and Tilsonburg line deserve a word of commendation.

I. T. TORREY, ESQ.,

the general freight agent, whose name we mentioned before, is one of those practical, keen-sighted men who have grown up with, and in a sense out of, our railway system. His experience is extended and varied, and as he is enthusiastic over the new road, urging its claims on every possible occasion, it will be easily understood how much he can accomplish in securing profitable connections. Furthermore, if Mr. T. understands the running of a railroad as well as he does an excursion party, the new line will soon become, what he aims to make it, a first-rate public thoroughfare.

MR. W. H. DOWES,

the engineer, is as vigilant as a hawk, and though his duty involves daily labor of 15 or 16 hours, yet his eye is ever on the alert to discern the ever-recurring exigencies of a poorly ballasted track.

MR. FINES,

the Conductor, has quickly adapted himself to his new position—and with unwearied patience and a constant care for the comfort of

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AT ST. THOMAS

we found ample material for another article as long as this one. The hospitality of the Lisgar House won our respect; the immense bridge on the Canada Southern, 1,400 feet long and 95 feet high, occupied an hour in its contemplation and secured our admiration; and then a fraternal call on

MR. MCLAUGHLIN,

of the *Home Journal*, occupied the moments so pleasantly that "train time" came all too soon. The *Home Journal* is a live newspaper, and one whose utterances are always on the side of right in government and morals.

The London press occasionally perpetrates a little fun at the expense of their neighbor, St. Thomas—"Smokey Hollow," as they call it—but the latter has no reason to blush in the review of its history. Its present population is about 6,000, and with its excellent railway facilities, cannot fail, under proper municipal government, to go on towards greater prosperity.

The other impressions of our trip must, however, occupy a future article, as this has grown on our hands to inordinate dimensions.

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The Brantford and Port Burwell Railway.

As appears from a report in another column of a meeting, the Directors of the Brantford and Port Burwell Railway are about making arrangements to transfer the road into the hands of one of the trunk lines. The scheme will doubtless receive the most hearty approval of the people of the town and county, opening up as it does, a prospect of the road being run efficiently and well. From what can be gathered the facts are these. A preliminary agreement has been signed with the Canada Southern, leasing the road for a term of years to this Company, whereby the best terms for freight are guaranteed to the town, the present Company receiving a percentage of the net earnings of the road. No money, however, passes to the Brantford Company, and, as is well known, it is head over ears in financial difficulties. With the making of an arrangement with the Canada Southern, the Grand Trunk and the Great Western both come forward, it is hinted, desiring to get the road, and making most advantageous offers. The Company conceive that the interests of the town demand that the Canada Southern should have it, but they say they must have money to extricate themselves from their pecuniary troubles. We must have the bonus money from the Town at once, otherwise, they say, we will get relief from one of the other Companies, and let it take the road. This is just about the position of affairs, and the Directors throw over upon the town, the responsibility of their closing with the Southern, conditionally upon the bonus being paid at once, or they will give the road to either the Grand Trunk, or the Great Western, obtain the money they want, and then get the balance of the bonus from the Town, at such time as the road is completed in accordance with the by-law. The general opinion appears to be, and we endorse that opinion, that it would further to a much larger extent the interests of Brantford for the Canada

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Railway Meeting Last Night.
THE B. N. & P. B., AND CANADA
SOUTHERN
THREE COMPETING LINES FOR BRANT-
FORD.

A public meeting of the ratepayers was held Wednesday night in the Council Chamber to hear statements from the Directors of the B. N. & P. B. Railway respecting the disposition which had been made of that road. A large number of citizens of the town were present.

On motion of Mr. Elliott, the Mayor, Dr. Digby was called to the chair, and Mr. William Watt, jr., appointed Secretary.

Mr. Alfred Watts, the President of the road, being called on, stated that the Directors had called the meeting to give an account of their stewardship regarding the road. They had long been trying to get one of the Trunk lines to take the road and run it. Favorable arrangements had now been made with the Canada Southern, and they wished the endorsement of the ratepayers in the matter. As regards the road, the people of Brantford were principally interested, in the first place that the road should be successfully run, and secondly, that the mercantile and manufacturing interests of the town were duly protected. The Canada Southern taking the road in hand would be a sufficient guarantee as to the first, and as to the second, by the agreement made, the rates are not to exceed the rates on the main line of the Canada Southern for similar business, and rates to competing points with the Canada lines are not to exceed the same rate per ton per mile as are given on the through traffic of the Southern. The agreement has been signed by the Directors of the two Companies, and now only requires the ratification of the stockholders of each to be complete. We do not think it wise to make all the terms of the agreement public before it is all settled, but the main points interesting the people of Brantford have been stated. Mr. Paterson and Mr. Cockshutt have both read the agreement and can speak as to the bona fides of the transaction.

Mr. Paterson, M. P., said he could say little more than Mr. Watts has said regarding it. He thought it was merely a matter of courtesy that the ratepayers had been consulted, or that he had been shown the agreement. As a citizen of the town he conceived that the town's interest had been sufficiently guarded. Most of the agreement was taken up with the financial arrangements between the two Companies, and of that of course, he could not speak. Individually, he had always thought it would be in the interest of Brantford for the Canada Southern to have the road, as probably their object would be to extend the railway to Toronto, thereby giving us further facilities.

Mr. Cockshutt said the agreement which had been made was not far amiss. The town had given the bonus of \$70,000 to the

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...was the best that could be made. He hoped the Directors would get as many trains as possible, and have the road thoroughly finished.

Mr. Costello thought every one would be satisfied that the Canada Southern should have it. There should be a morning and evening train run, however.

Mr. Watts said no doubt two trains at least a day would be run, and it would be agreed to. As no money was paid down, it would be a great assistance if the town would pay over the balance of the bonus at once. It would assist very materially in completing the financial arrangements.

Mr. Paterson though not an apologist for the road and having no interest in it, still thought a good deal of scepticism was prevalent in regard to the Board of Directors. They had been burdened with an undertaking almost greater than they could bear. It would be well if the Council, the interests of the town being always fully protected, could see their way to assist the Company in giving them the balance of the bonus. It seems the town would be in a better position with the agreement with the Canada Southern binding, than at present, for the Directors of the Port Burwell could command the bonus on finishing the road, without running it at all, according to the by-law. He did not expect that the question of the bonus would be brought up however, at the meeting at all.

Mr. Cockshutt endorsed Mr. Paterson's remarks.

The Mayor thought the Council could only be justified in acting where the interests of the Town were fully protected. He thought it unwise to discuss the bonus question just now.

Mr. Elliott deemed it necessary for the Directors to bind themselves personally to the Town if the bonus was advanced.

Mr. Watts said there was a scheme the Directors could take up at once and get relief, without desiring the bonus, but the interests of the town would probably be in the Canada Southern having the road.

Mr. Webster thought the better way would be for the Company to apply to the Council in the usual way and have the application referred to the Railway Committee to enquire into.

Mr. Flatt, a Director of the Company, and a resident of East Flamboro, said he had better offers from other Companies, and for his part he did not desire the Canada Southern to get the road. If the bonus was not advanced at once, he should endeavour to get the offers of other Companies closed with.

Mr. Imlach suggested that the railway Committee of the Council meet to-morrow.

It was moved by A. Harris, Esq., seconded by Geo. Watt, Esq., that after the full explanation given by the Directors of the Brantford, Norfolk, and Port Burwell Railway, it is the opinion of this meeting that it is decidedly in the interests of Brantford, that the offer of the Canada Southern Railway for the future working of the line be accepted, and would therefore urge upon the Directors to accept such offer, and further, that the Directors in such agreement secure the running of one or more trains per day each way, over said road.—Carried.

The meeting then adjourned.

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NOVEMBER 24, 1876.

Town Council.

COUNCIL CHAMBER, NOV. 17, 1876.

A special meeting of the Council was called this afternoon to consider the proposal of voting the bonus to the B., N. & P. B. Railway in connection with the disposal of the road to the Canada Southern. The following members were present: The Mayor, and Messrs. Elliott, Wilkes, R. Henry, Lindley, Hawkins, Webster, Stubbs, J. Henry, Hardy, Large, Costello and Forde.

The following petition was read:

To the Mayor and Council of the Town of Brantford:

The undersigned ratepayers believing that there is a prospect of the Canada Southern Railway Company running the B., N. & P. B. Railway, and believing that the connection of the Town with the Canada Southern Railway is of the utmost importance to the manufacturing, mercantile and railway interests of Brantford, and also knowing that delays at the present time are dangerous to the interests of this Corporation, would respectfully ask that a special meeting of the Council be called, and that it be requested to pass a resolution to pay over the balance of the bonus given in aid of said road so soon as an agreement is entered into between the Canada Southern and the B., N. & P. B. Ry. for the proper working and running of said last mentioned road.

Brantford, Nov. 17, 1876.

(Signed) L. COCKSHUTT, and 25 others.

Mr. Lindley, from the Railway Committee, presented a memorandum to the effect that a binding agreement should be entered into with the Canada Southern (1) binding the Canada Southern Co. to finish the line to the east side of the Grand River; (2) to put the road from Tilsonburg to Brantford in good running order; (3) that it would be better if the Canada Southern were bound to run the road and keep it in good repair for a longer period than one year; (4) that not less than one first-class passenger train shall be run every day (except Sunday) each way, said passenger train to run through to St. Thomas, or make close connection at Tilsonburg, with east and west bound express trains.

That the Board of Directors of the P. B. B. Co., shall give a bond or guarantee to the Council of the Town of Brantford, relieving them from all responsibility in the event of their paying over the balance of the bonus before the by-law has been fully complied with.

Mr. G. H. Wilkes said the proposition of Mr. Lindley from the Railway Committee was that after certain things were done the Council would act. The way the matter stands he did not think it had properly come before the Railway Committee. The Direc-

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B. Co., shall give a bond or guarantee to the Council of the Town of Brantford; relieving them from all responsibility in the event of their paying over the balance of the bonus before the by-law has been fully complied with.

Mr. G. H. Wilkes said the proposition of Mr. Lindley from the Railway Committee was that after certain things were done the Council would act. The way the matter stands he did not think it had properly come before the Railway Committee. The Directors belonging to the town did not feel like taking the responsibility of guaranteeing the Corporation. If there was any risk to be run the Council should as well take it as anyone.

Mr. Costello said if the Company wanted the town to forego part of the by-law they should give an equivalent for it—some guarantee.

Mr. Wilkes said the Company were not asking anything from the Council. It was a matter between the citizens and the Council.

Mr. R. Henry said there was nothing before the Council. Someone should make a resolution. Mr. Elliott and the Mayor said the meeting had been called to hear the opinion of Councillors on the petition which was before them.

Mr. Stubbs wanted to know what was going to be done with the creditors. He had \$1500 against the Company and he wanted to know how he and others like him were going to get their money.

Mr. Cockshutt was heard by the Board, who said the object was to forward the interests of the town of Brantford, and to advance the interests of those working on the road. The two plain questions were (1) for the Council to make their agreement with Mr. Muir; and in the next place to satisfy themselves as to the security, which they could do by taking the \$40,000 worth of notes of the citizens in the Toronto Bank of Montreal which would be relieved by the bonus money.

On motion of Mr. Forde, Mr. Muir the Manager of the Canada Southern was heard by the Board.

Mr. Muir stated that when he came to town, he had no hopes of being present at a meeting of the Council. The Southern wanted to come to Brantford, and go through it to Toronto. Believe we can do more with the road than either the Grand Trunk or the Great Western; we stand ready to make a lease with the Directors of the Port Burwell Railway; we have regarded fully the interests of Brantford, and have agreed not to pool freights at competitive points.

Mr. R. Henry said he was in favor of the road being sold out and out. When the company came to the Council asking favors, the Council should have evidence before them so that they could tell which line it would be most to the advantage of the town to run the road.

Mr. Law, of Tilsonburg addressed the Council on the question.

Mr. Flewes also spoke strongly in favor of granting the bonus.

Moved by R. J. Forde, seconded by John Elliott, that as soon as a satisfactory agreement is entered into between the Canada Southern Co. and the B. N. & P. B. Ry. protecting the interests of Brantford as fol-

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Mr. Plewes also spoke strongly in favor of granting the bonus.

Moved by R. J. Forde, seconded by John Elliott, that so soon as a satisfactory agreement is entered into between the Canada Southern Co. and the B. N. & P. B. Ry. protecting the interests of Brantford as follows:

1. Binding the C. S. Co. to finish the line to the east side of the Grand River.
2. To put the road from Tilsonburg to Brantford in good running order, and run it for five years at least.
3. That not less than one first-class passenger train be run every day each way.
4. That satisfactory security shall be given to the Council relieving them from all responsibility in the event of their paying over the balance of the bonus, before the by-law has been fully complied with, then that the balance of the bonus be paid over.

Moved by Mr. R. Henry seconded by Mr. Hawkins in amendment, that a committee consisting of the Mayor, Elliott, Lindley, Webster and Costello be a committee to confer with the Directors of the P. N. and P. B. Railway Company with a view of investigating the negotiations with the Canada Southern and examine into the nature of securities &c. and report on Monday.

The amendment was lost.

Yeas—Messrs. R. Henry, Lindley and Hawkins.—3.

Nays—Messrs. Elliott, Wilkes, Webster, Stubbs, J. Henry, Hardy, Costello, Large and Forde.—9.

The original motion was carried.

Yeas—Messrs. Elliott, Wilkes, Webster, Stubbs, J. Henry, Large, Costello and Forde.—8.

Nays—Messrs. R. Henry, Lindley, Hawkins and Hardy.—4.

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1876

The C. S. Railway in Brantford.

Friday morning a special train left St. Thomas at 7 o'clock, conveying W. K. Muir, Esq., General Manager, Mr. Webster, Supt., Mr. Flagg, Chief Engineer, Mr. Weatherston and others, to Brantford via B. N. & P. B. Railway. The object of the visit is to complete if possible, the negotiations for its transfer of the latter to the C. Southern.

It is a most gratifying evidence of the promise of future usefulness of the road, when long established lines like the G. T., the G. W., and the C. S. are willing to assume its control. In the interests of Brantford we hope the C. S. will be successful in their negotiations with the Directors of the road.

November 24
1876

The G. T. R. Strike at an End.

An EXPOSITOR reporter called on the Grand Trunk agent here on Wednesday and received the important information that an amicable compromise had been effected between the Company and the locomotive engineers. At 9.20 a. m. the welcome news sped over the wires that trains would resume running in the course of the day. The whole force of drivers has been included in the compromise, the exact terms of which we have not yet been able to learn. All trains will run as usual from this afternoon, and the travelling public be once more enabled to proceed on the various paths of business and pleasure. Every one will hail with joy the return of affairs to their normal condition, as business was suffering severely from the strike.

SATISFACTORY.—The engine of the B., N. & P. B. R. R. crossed their new bridge for the first time on Wednesday.

January 5 1877

SMASH-UP ON THE CANADA SOUTHERN.—As the morning train on the Brantford Branch of this road was at Ballachy's crossing, near town, Monday, an accident occurred. Two freight cars were badly smashed. Conductor Haynes was thrown off and bruised considerably by his fall. It is thought that one of the trucks broke which caused the accident. The passengers, 25 in number, were brought the rest of the way on the tender.

February 16
1877

conduct negotiations with the Canada Southern in such a manner as to get the whole matter into a complete muddle, and from the time the latter railway took possession one series of demands for repossession have continued.

Matters came to crisis on Saturday night last. People along the line were startled from their slumbers at midnight by the thunder of two heavy trains, having on board one hundred and fifty or two hundred men. It was then fully understood that the C. S. officials were using what the officers of the Northern army, when defeated, called strategy.

The station houses were unlocked in the absence of the agents, books papers, tickets uncerimoniously hustled out and away; tool boxes were opened and tools taken; but the real point appeared to be the ties, wood, rails etc., placed on the line by the Canada Southern, and to this work of removal every man bent his energies.

About two o'clock on Sunday morning two trains arrived in Brantford under charge of Mr. Flagg, Chief Engineer of the Canada Southern; one train at once proceeded across the bridge with a gang of eighty or ninety men, and commenced the work of lifting that portion of the track lying east of the bridge which had been laid by the Southern. The unusual noise alarmed the people in the vicinity, and shortly afterwards the alarm bell rang out, bringing large numbers of the citizens to the scene of action. Coming from the town, the track between Market street and the bridge appeared through the darkness to be lined with lanterns moving to and fro, and every few moments came the thud of the rails as one after another was thrown on the car. The citizens were so taken by surprise that they scarcely knew what to think of the matter. They thought, however, something must be wrong in the pulling up of the track at that time on Sunday morning, and the people therefore insisted upon the men stopping the work they were engaged in, and threatened them with all sorts of things if they did not do so. The men desisted, but the foreman pushed them to work again until matters came to pretty close quarters. The road master most strenuously engaged in keeping the men at work was arrested by one of the police. The Chief Engineer then sent the train across the bridge to West Brantford with the rails and ties already taken up, and then ordered the gang to work loosening the remaining rails and ties. The Sheriff then stepped in, and through Mr. Jackson, ordered the men to leave the road alone, claiming it under executions. The Mayor also ordered the stoppage of the work in order that a riot might not be provoked. Mr. Flagg, however, persevered in his action, and ordered the men to work and the release of his road master; but as soon as they would touch the rails Mr. Jackson and a posse of citizens surrounded them and hindered them from going on. At last daylight came, the citizens tired of

April 13
1877

B. N. & P. B. Railway.

The following resolution was passed at the late meeting of the Great Western in England in reference to the B. N. & P. B. Railway.

The PRESIDENT proposed, and the VICE-PRESIDENT seconded :—

“That the Directors are hereby authorized to make and conclude arrangements and enter into the necessary agreements with the Brantford, Norfolk, and Port Burwell Railway Company, and with the shareholders thereof, for the purchase of the capital stock of that Company, the leasing of its railroad and the guarantee of all or any portion of its bonds, on such terms and conditions as the Directors in their discretion may think best, but subject to the priority of the loan capital of the Company.”

The resolution was carried.

MAY 11 1877

1877.

Great Western Energy.

THE CANAL BRIDGE.

"Many hands make light work" was never better illustrated than in the work of connecting the G. W. and P. B. Railways. The connection will be effected sooner than anticipated and it is being done in the most substantial manner. The old spiles are being driven down to a solid foundation, and the super-structure and iron are being placed in position at the same time. The time is evidently at hand when the road to Tilsonburg will perform for this city and the adjoining country all its most sanguine promoters anticipated. The immense grain trade of Norwich, South Oxford, Windham, Dereham, etc., must naturally find an outlet via Brantford. We are pleased to know that no difficulties are likely to arise to prevent the consummation of the transfer of the bonus from this city to the G. W. Railway. The action of the Council in this matter was evidently the most expedient under the circumstances, and we believe the result will fully justify their course.

September 14

1877

The B., N. & P. B. Railway.

We understand a deputation from the City Council and the Directors of the B., N. & P. B. Railway had a conference with Hon. Mr. Childers, President of the Great Western, in Hamilton, on the 6th, with reference to the transfer of the road to the latter company. The agreement is likely to be carried out, with one or two alterations, in accordance with the resolution adopted by the Council last week in reference to the payment of the balance of the bonus coming from the city. The Western desire the time for the completion of the connection with the Air Line to be extended to two years, instead of six months, they paying interest in the meantime on the balance of bonus. They intend we believe to go on at once with the work, but do not wish to bind themselves to its completion in six months, as, although it is but a mile of road, it necessitates some difficult and expensive work. It will probably, however, be finished considerably sooner than the two years, as it will be to the interest of the Western to have connection with the Air Line by this branch as soon as possible. As soon as the Council endorses this change, the proper agreements will be entered into by the Western guaranteeing the completion and running of the road. The work between the present B. N. & P. B. Station, and the Great Western is fast progressing and the connection will be made very shortly.

September 14
1877

IT IS SINGULAR
how many persons knew perfectly well that
the bridge would fall some day, and yet they
were willing to risk their own lives on it and
never warned others, until too late.

A PRESENTMENT.

One lady, who was on the doomed train,
was so unwilling to go that her friends
laughed her out of her fears and induced her
to do so. Before she went, however, she
gave verbal directions as to the disposal of
her worldly affairs "if they all went into the
river." She will believe in presentments
after this.

ON WHOM THE LOSS WILL FALL,
or when the structure will be rebuilt more
substantially, are questions that cannot be
answered now. The blow will be a serious
one to a road which has had to contend with
many difficulties from its inception.

MESSRS LEWIS AND LAW
the conductor and express agent were in the
baggage car and took the perilous leap.
How they escaped instant death is a miracle
but we have not been able to interview
them as to their dreadful experience. Both
were slightly injured.

THE GOVERNMENT INSPECTOR
passed over the road three days since and
saw no cause for alarm. We may well ask
of what use officials are if they cannot de-
tect the utter inefficiency of such a structure.

NOVEMBER 12 11
1877

Appalling Railway Disaster.

A TRAIN PRECIPITATED INTO THE
GRAND RIVER.

MIRACULOUS ESCAPE OF THE PASSENGERS.

STATEMENTS OF THE EMPLOYEES.

THE BRIDGE A DEATH-TRAP.

About 4 p. m. last Friday, the rumor spread like wild fire through the city, that a terrible accident had occurred on the western bound train on the B., N. & P. R. R. Men, women and children hurried to the scene. The most contradictory reports were heard. As we hastened to the bridge over the Grand river, a glance at the ruins told a tale more terrible than words can depict. One whole span of the bridge had crumbled to splinters, and the puffing engine, tender, baggage car and one freight car, were lying in inextricable confusion in the bed of the river. The passenger coach, containing 30 or 40 passengers, was standing on the second span, with the platform actually over the chasm and the wheels were within a few feet of inevitable destruction.

Before we go into details, we may say that the accident was not caused by the rottenness of the structure, the speed of the train, nor any displacement of the track, but simply because "some one had blundered," and had erected a mere cobweb of such a flimsy nature that every timber and bolt was as completely crushed and twisted as though a mountain had fallen upon it.

The bridge was first built in the fall of 1874, and consisted of three spans of 100 feet each. In the following spring the freshet undermined the piers, and two of the three spans undertook to navigate the Grand River. During the summer of 1875 the whole was rebuilt by Mr. Waterman of Buffalo, and for some months past the trains have been crossing and recrossing daily. No indication was given of the approaching calamity, unless the fact that a deflection of four inches was noticeable every time the engine passed over.

THE ENGINEER'S STATEMENT.

Wm. Pitt, the engineer, an intelligent careful man, was carried to Chas. Farrell's hotel, where our reporter interviewed him

November 16
1877

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THE ENGINEER'S STATEMENT.

Wm. Pitt, the engineer, an intelligent careful man, was carried to Chas. Farrell's hotel, where our reporter interviewed him next morning. He was found on the bed, quite willing to give all possible information. When the crash came his hand was on the whistle valve, and he was whistling for the crossing on the stone road. Both he and the fireman, James Crosby were sitting at the windows of the caboose, the one on the right and the other on the left hand, looking ahead. Both went down so quickly that no warning word was spoken. Pitt went into the water where it is about seven feet deep, and immediately rose to the surface. He grasped a floating timber from which he slipped, and again went under, but was rescued and drawn on the engine again. Pitt suffered a severe scalp wound on one side of his head, and his face is much bruised. Drs. Digby and Philip stitched the wound, and the sufferer is cheerful and hopeful. Mrs. Pitt was at once telegraphed for at Hamilton, and arrived Saturday.

JAMES CROSBY,

the fireman, is severely scalded on the left side and down the hip, but it is thought he is not fatally injured. The depth of water was the salvation of both the engineer and fireman, for the rushing steam would have enveloped them in its deadly embrace, only that it had to pass through the cold water to reach them. Crosby received a scalp wound, which was dressed by the doctors before mentioned.

J. B. Haines, formerly conductor on the road, was on the engine a minute or two before the accident, and had just passed to the passenger car. His escape was miraculous, as he intended to return to the engine in a few moments.

THE WRECK.

The engine stands nearly perpendicular against the western abutment, the height of which is about 20 or 22 feet. It is reported that the abutment will have to be removed, and an inclined plane constructed to rescue the engine. The freight car stands against the pier in a similar position. The whole presents a scene of desolation which has been reproduced by the photographer's art, and will be, doubtless, secured by many.

IT IS SINGULAR

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November 16
1877

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November 16
1877

DAY, NOVEMBER 30. 1877.

Council Meeting.

(COUNCIL CHAMBER,
Nov. 23, 1877.

The Council met in special session this evening in reference to the by-law relating to the B. N. & P. B. Railway and the Great Western Railway.

PRESENT.—The Mayor and Aldermen J. J. Hawkins, Fearn, Large, Keogh, Lindley, D. Hawkins, Ormerod, Hardy, Burns, Fisher, Costello and Elliott.

Ald. J. J. Hawkins presented the report of the Finance Committee, recommending,

1. That the third reading of By-Law No. 293 be now proceeded with, all possible objections having now been removed, the Directors of the B. N. & P. B. R'y Co. having satisfactorily arranged with the Great Western Railway Co for the insertion in the agreement to be made between the city of Brantford, the B. N. & P. B. Railway Co., and the Great Western Railway Co., in which the said G. W. B. Co. guarantees the reconstruction of the railway bridge across the Grand River with all possible despatch.

2. That your Committee respectfully recommend the consideration of the proposed agreement in furtherance of the objects contemplated by the by-law, which was adopted by the Council before the submission of the said by-law to a vote of the ratepayers, also the insertion of the accompanying additional clause providing for the rebuilding of the Grand River bridge.

All of which is respectfully submitted.

(Signed) J. J. Hawkins,
Chairman.

The following is the additional clause:

"And the Brantford Company do further covenant, promise and agree to and with the said city of Brantford to proceed forthwith to rebuild the bridge across the Grand River on their line of railway, to complete the same in a substantial manner, ready for traffic within a reasonable time from the date hereof."

The report was adopted.

The Council went into Committee of the Whole on the agreement, Ald. Lindley in the chair.

Mr. Hardy, city solicitor, explained the terms of the agreement, and that the city was fully protected under it.

The agreement was duly passed through committee. Mr. D. Hawkins objected that a petition signed by 50 ratepayers, had not been presented to the Council before the submission of the By-law. On request, Mr.

November 30
1877

the chair.

Mr. Hardy, city solicitor, explained the terms of the agreement, and that the city was fully protected under it.

The agreement was duly passed through committee. Mr. D. Hawkins objected that a petition signed by 50 ratepayers, had not been presented to the Council before the submission of the By-law. On request, Mr. A. S. Hardy stated that such a petition was altogether unnecessary in the case.

Ald. J. J. Hawkins moved, seconded by Ald. Scarfe, that the agreement between the City of Brantford, the B. N. & P. B. Ry. Co., and the Great Western Ry. Co., be, and the same is hereby sanctioned, and the Mayor is authorized and required to execute and deliver the same upon and subject to the terms of the resolution of this Council, passed on the 10th of September last, creating a trust fund, and that he do pay over the balance of the bonus in said resolution mentioned upon and subject to the same terms in said resolution set forth, subject however to the payment over of the said moneys to the deduction thereout of the expenses of the submission of the By-law and of one half the expense attending the preparation and execution of the said agreement, regard being had to the proceedings in Chancery. Further, that the said resolution of the 10th September is hereby ratified and reaffirmed—Carried.

The Committee reported the same, which the Council adopted.

Moved by Ald. Scarfe, seconded by Ald. J. J. Hawkins, that \$30 be paid to Mr. J. C. Shannon for damage to his buggy, instead of \$25, as recommended by the Finance Committee, and that the bill be presented to Mr. M. W. Hoyt for payment, the accident being caused by his negligence.—Carried.

The Mayor stated that he had been served with a writ at the instance of Mr. Brockington, for damages sustained by Mrs. Brockington, on account of defective walk.—The matter was referred to the city solicitors, with instructions to defend the same.

The Board then adjourned.

Police Court.

JAMES WEYMS, Presiding.

Saturday, Nov. 25th.

LARCENY.

Wm. Messon was placed in the dock, charged with the larceny of three quilts, two flannel sheets, a plane and a hammer. The articles were stolen from the residence of Wm. Blacker, on the Cockshutt road, on Thursday last. Mr. Blacker was moving into a house at the brick yard, near the church. One load of goods had been

November 30
1877

A RAILWAY WAR AND A REVOLUTION.

THE CANADA SOUTHERN A MIDNIGHT
MARAUDER.

THE PORT BURWELL RAIL-
WAY WRECKED AND
ABANDONED.

Nearly a Riot.

THE ROAD IN STATU QUO ONCE MORE

THE NEXT MOVE.

Some years since a poor bantling was born in the Town of Brantford. Its fate, from that time to this, has been one which Oliver Twist might have turned from with disgust, choosing his poor-house starvation instead, or one which would have moved the cheerfulness of Mark Tapley, in "Martin Chuzzlewit." This bantling was and still is the B., N. & P. B. Railway. Even its name is a misnomer, for its line has never touched Norfolk at all. It was built on I. O. U.'S—the very ties belong to hard working farmers who confidently furnished them—the land on which the ties are laid belong to the original owners—the men who constructed the line are yet unpaid — and the employees who have operated the road since, are suffering in consequence of their hard earnings being withheld. This chapter of fatalities was surely enough to blight the prospects of any scheme, but to add to the killing process the Directors managed to conduct negotiations with the Canada Southern in such a manner as to get the whole matter into a complete muddle, and from the time the latter railway took possession one series of demands for repossession have continued.

Matters came to crisis on Saturday night last. People along the line were startled from their slumbers at midnight by the thunder of two heavy trains, having on board one hundred and fifty or two hundred men. It was then fully understood that the C. S. officials were using what the officers of the Northern army, when defeated, called strategy.

The station houses were unlocked in the absence of the agents, books, papers, tickets

April 13
1877

First train, consisting of pay car and engine crossed the new G.W.R. bridge at 12.30, noon, on Wednesday, having on board Mr. Joseph Hobson, Chief Engineer, G. W. R.; Mr. Demville, Loco. Supt.; Mr. Champ, Paymaster, &c. The bridge and approaches are of the usual substantial character got up by the G. W. R. The train passed on to the B. N. & P. B. R. depot and exchanged engines, taking away the one that has been in use on the B. N. & P. B. and left a new (or apparently new) one to run on that branch. In a few days all trains will be run from the G. W. R. depot, which will be a great convenience to the public. As to hours of arrival, we will give them in a future issue.

February 2 1877

SMASH-UP ON THE CANADA SOUTHERN.—As the morning train on the Brantford Branch of this road was at Ballachy's crossing, near town, Monday, an accident occurred. Two freight cars were badly smashed. Conductor Haynes was thrown off and bruised considerably by his fall. It is thought that one of the trucks broke which caused the accident. The passengers, 25 in number, were brought the rest of the way on the tender.

February 16
1877

his home from a cottage prayer-meeting in company with Mr. Tapscott. When nearly opposite Mr. Tapscott's residence they heard shouts; a woman's voice calling for help—"let me go," was repeated more than once. The first thought was that some frequenters of McGills, a notorious place near, were in trouble, but hastening forward they found a young woman—Miss Barwell—in the clutches of a ruffian named J. McCaffery. We may add this Miss Barwell is a member of Mr. Alexander's Church and a daughter of Deacon Barwell. Of course the first thought was to rescue the girl, but to this McCaffery demurred, and at once attacked Mr. Alexander for interfering. He was like a child in the hands of a Hercules, and McCaffery made short work of his victim. The torn and soiled garments testify that the treatment Mr. A. received, while blows thick and fast rained upon his back and head, though, happily, no severe marks or contusions are left. Mr. Tapscott very pluckily "went in" to help his pastor in this sudden and unexpected emergency, but with one blow like a sledge hammer, with steel knuckles, he was "sent to grass" or rather mud, in the middle of the street. McCaffery now would have had a clear field to dispose of Mr. Alexander, whom he was trying to arrest in the "Queen's name," had not help come from an unexpected quarter. A young man, believed to be one Martin, rushed up, and quickly asking "which is Mr. Alexander," got at McCaffery and administered to that worthy and chivalrous gentleman a blow which drew blood copiously from the side of his head. Just about this time a young man named Schotsburg took a hand in, and he just held McCaffery in his grasp like a vice until the girl and her friends got out of reach of further molestation. We cannot speak too highly of the pluck and energy displayed by Messrs. Alexander and Tapscott. We desire in this connection to call attention to that place known as McGills. It is a source of continued annoyance and lawlessness. Cannot something be done to rid our city of such a cesspool of iniquity? McCaffery is a moulder by trade and is well known in the eastern part of the city. He has not been arrested yet, but will probably be very soon.

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1877

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April 13

1877

The Western and Port Burwell.

Mr. Yates has been at the half-yearly meeting of the Great Western Railway Company, and found much fault with the Home Board for buying the Port Burwell road. We confess to some surprise that Mr. Yates should manifest such an interest in Great Western affairs. We, in Canada, at least, know pretty well for what road Mr. Yates has always worked, and out of which he has amassed a handsome competence. We know, too, from whence came the great opposition to the Western getting the Brantford road, manifested through the columns of the *Courier*, and how zealously Mr. Yates has always labored for the Grand Trunk. The President, Mr. Childers, happily understood the position, and satisfied the stockholders that if the road was such as Mr. Yates represented it, it was strange that the Grand Trunk and the Southern were both so anxious to get it. The *Courier*, too, in commenting on it, tells us that the road has been "a laughing stock and a bug-bear in this community, for years." Now, what an interest this *Courier* of ours evinces for the city and county of which it pretends to be the exponent. What a patriotic thing it is to call it the *rottenest road in the Dominion*, put Mr. Yates on the back for abusing it at the Great Western Board, and assert that for many years it won't begin to pay working expenses. Admitting for the moment that these statements are facts, what a noble thing it is for the *Courier*, in the interest of the city, the county, the creditors, and the stockholders to do its little best to prove to the Western and the world that the road is worthless. The practical consequence of the *Courier's* line of argument would be, if carried out, that the road should be discarded altogether, that the city would lose its \$70,000, the stockholders their means and labor, and the creditors their hard-earned moneys. Any man, any ratepayer, who has one particle of interest in the city or county, should scout at once a journal, that, to serve the most selfish of selfish interests, could and has forsworn every statement it ever made regarding this road, and is willing, yea, anxious, to sacrifice the welfare of the community, and ruin, if possible, everyone who has pledged his means to the successful completion of this railway. Happily, the day has gone by when such mendacious, unscrupulous journalism can affect the Port Burwell or the Great Western roads. The agreement with the Western is now fully completed, and it will soon be shown that the road will become a paying feeder to its large and increasing trade.

January 4
1878

The B. N. & P. E. R. R.

A trip over this road affords unmistakable evidence that no time is being lost in replacing the old iron with new and otherwise improving the road bed. By the middle of April the track will be laid across the C. S. to the town of Tilsonburg. When the bonus question was being discussed in Burford a strong feeling of antagonism was shown and it was only by the most earnest and repeated efforts that the by-law was carried by a small majority. Now all is changed and men who were strongest in their opposition are loudest in their praises. Mr. John Shillington, of Harley was so bitterly opposed to the road and the bonus, that he spurned every argument in its favor, as an insult, but now he declares that no inducements would be strong enough to get his consent to the stoppage of the trains. Mr. Shillington's case is that of hundreds and it only remains for the G. W. to complete the connections at each end of the line to render this one of the most popular and useful roads in the Province.

MARCH 29
1878

From Brantford Westward.

WHAT I SAW AND HEARD.

OTHER MINOR MATTERS MUCHLY MIXED.

Becoming possessed of Samantha Allan's "cast-iron determination to go on a tower," I left Brantford last Thursday morning, amid the fond farewells of a few favorite friends, flavoured with a feeling of "forget-me-not," bound for Chicago. A great many others have passed over the same route, but perhaps I can note something of interest to your readers.

As there is nothing to be noticed between Brantford and London, I will skip that portion of the journey.

Hearing of the beauty and wealth, &c., of

ST. THOMAS,

I decided to run over, and left London on the Port Stanley branch. This road, although quite old, is very rough, but, as newties are being put in, it will, no doubt, soon be in better running order. Having only a few hours in St. Thomas, I proceeded to do the town at once. The first thing on the programme was to go to the

CANADA SOUTHERN STATION.

A magnificent brick building. The ground floor contains elegant waiting rooms, ladies, dressing rooms, lunch and dining rooms, reading room, barber shop, &c. All the general offices, fourteen in number, are in the second story. Each room is richly carpeted and magnificently furnished. I here met Mr. George Fowler, an old Brantford boy, who has charge of the telegraph department. A run through the

CAR SHOPS

Is worth noticing. 200 men are employed. The machinery is driven by an 80 horse power engine. The fly wheel is 30 feet in circumference, and three feet across its face, a large steam hammer is in operation, capable of striking a 1500 pound blow. All the shops are very light, clean and airy.

THE C. S. BRIDGE

Over Kettle Creek is one of the largest wooden structures in Ontario, if not in Canada. It is 1,475 feet in length and 95 feet high.

TALBOT STREET

Is the principal business street, and contains some very nice blocks, the most prominent being the Oddfellow's and Arkell's. The Holly system of water works are used. The Court House, High School, English and George street Methodist Churches are very fine edifices. Building preparations are very active. The sod is being turned for the ground for the new Alma College.

THE PRESS.

is well represented. The *Home Journal* and the *Times* publish semi-weekly and weekly editions. A low, scurilous sheet called the *Item* is printed in an old shanty. It resembles the old *Daily News* published in Brantford, for its libellous articles.

THE CHURCHES

are all large and influential. There are eleven in all. The George street Methodist Church are putting in a \$2,500 organ.

KETTLE CREEK

partly encircles the town. The country around is very hilly and deep gullies are quite numerous. Take it altogether, St. Thomas is a handsome, thriving little town, they are however, in a state of excitement, at present, over the C. S., as to whether the Offices and car shops will be removed or not, they have their C. S. Park, C. S. broad, C. S. stoves, &c. And it would indeed be a serious loss to the town if the shops were removed.

April 17 1878

In consequence of an open switch, a G.W.R. engine attempted the impossible feat of travelling on the ties, on Tuesday. The experiment having proved a failure the engine was replaced on the track, no serious injury having been done.

The train on the Tilsonburg Branch of the G. W. R. will commence running across the new bridge to-morrow (Thursday). Passengers will therefore not be required to go to West Brantford but to the G. W. Station, on Colborne Street.

April 19

1878

A Trip in a Palace Car.

OVER THE HILLS TO TILSONBURG.

MR. BROUGHTEN AND HIS GUESTS.

On Tuesday, Mr. Ferguson, the energetic G. W. Ry. Station Master, came into our office and in a few words explained that he wished a representative of THE EXPOSITION to accompany F. Broughton, Esq., General Manager of the G. W. R., Mr. Stiff, General Superintendent, and other officials on a trip over the B. N. and P. B. branch to Tilsonburg. The picture of a palace car, occupied by railway magnates and corporation dignitaries, and with the usual accompaniment of "goodies" was too much to resist and, catching a memorandum book and borrowing a pencil, we rushed for the train. The sharp signal to start was given and, in a very undignified scramble, all got on board. Mr. Broughton was sitting carelessly in his easy chair engaged in business and the whole surroundings indicated that he was taken by surprise. This appearance was fully confirmed as G. H. Wilkes, Esq., did the amiable and introduced W. J. Imlach, Esq., W. J. Searle, Esq., the Mayor, Wm. Paterson, M. P., J. Edgar, Esq., Mr. Yeigh, of THE EXPOSITION, Alfred Watts, Esq., T. Elliott, Esq., J. Elliott, Esq., C. H. Waterous, Esq., and others.

When the ceremony was over the train was moving in a very lively manner and Mr. Broughton evidently realized that he was likely to have company and, in a very dignified and gentlemanly manner put the query to his unexpected passengers what they were there for. It did not take the form of words but it was put as unmistakably. "By ginger," (he didn't say ginger, tho') gentlemen, this is an awful mistake. When I ask friends to accompany me on a trip I make some preparation for their entertainment." "Arthur, Arthur," called Mr. B. to his attendant, "have you got anything to eat or drink?" "Not a drop nor a morsel," was the answer from the perplexed Arthur, as he looked at the hungry officials who were already getting a "nip" in anticipation. Mr. Broughton made his guests feel as comfortable as possible under the circumstances and we have no doubt that all passed a very agreeable day. As the train reached West Brantford we (only one) sprang upon terra firma and returned to the humble duties and companionship of daily drudgery.

It is only fair to Mr. Ferguson to say that he acted entirely in good faith, and the error arose from a misinterpretation of a letter from Mr. Stiff in which he had spoken of inviting a few friends to a trip over the road, but did not mean, it seems, the present informal affair.

THE CONNECTING LINK.

On the arrival of the train at its destination the party was met by the Mayor of Tilsonburg and several town officials. A most flattering address was presented to Mr. Broughton to which he replied in fitting terms. After this formality the ceremony of turning the first sod of the railway to connect with the Air Line was performed by Mr. B., assisted by Mayor Henry, of our city. Both gentlemen spoke briefly but eloquently.

Carriages were in waiting and the whole party were conveyed to various points of interest. The mills, factories, water works etc., were scrutinized in turn, and when thirsty all partook of a hearty draught from the Mineral spring. The fire Brigade turned out in full uniform and gave an exhibit-

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August 16
1878

When the ceremony was over the train was moving in a very lively manner and Mr. Broughton evidently realized that he was likely to have company and, in a very dignified and gentlemanly manner put the query to his unexpected passengers what they were there for. It did not take the form of words but it was put as unmistakably. "By ginger," (he didn't say ginger, tho') gentlemen, this is an awful mistake. When I ask friends to accompany me on a trip I make some preparation for their entertainment." "Arthur, Arthur," called Mr. B. to his attendant, "have you got anything to eat or drink?" "Not a drop nor a morsel," was the answer from the perplexed Arthur, as he looked at the hungry officials who were already getting a "nip" in anticipation. Mr. Broughton made his guests feel as comfortable as possible under the circumstances and we have no doubt that all passed a very agreeable day. As the train reached West Brautford we (only one) sprang upon *terra firma* and returned to the humble duties and companionship of daily drudgery.

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August 16
1878

THE RAILWAYS.

GREAT WESTERN.

HARRISBURG BRANCH.

Trains leave Brantford, connecting with trains at Harrisburg, as follows:

7.30 a.m., connecting with trains for the east.

9.15 a.m., with trains east and west and W.

G. & B. Branch.

9.45 a.m., with trains east and west.

2.50 p.m., with trains east and west and W.

G. & B. Branch.

5.30 p.m., with trains west and W. G. & B. Branch.

Trains arrive at Brantford at

8.50 a.m., from east and west.

10.25 a.m., from east and west and W. G. & B. Branch.

11.20 a.m., from east and west.

4.55 p.m., from east and west and W. G. & B. Branch.

7.00 p.m., from the east.

7.50 p.m., from west and W. G. & B. Branch.

*These are the Tilsonburg trains.

GRAND TRUNK.

GOING WEST—

No. 2, Express, 11.33 a.m.

No. 4, " 3.28 p.m.

No. 6, " 3.55 a.m.

No. 10, Mixed, 10.45 p.m.

GOING EAST—

No. 5, Express, 2.40 a.m.

No. 7, Mixed, 7.00 a.m.

No. 3, " 4.33 p.m.

B., N. & P. B. RAILWAY.

A train leaves Harrisburg at 4.30 and Brantford at 5 p.m. for Tilsonburg, arriving there at 7 o'clock.

Returning, leaves Tilsonburg at 7.00 a.m., arriving here at 9.15 a.m., and at Harrisburg at 9.40.

A train leaves Harrisburg at 10.05 and Brantford at 10.30 a.m., for Tilsonburg, arriving there at 12.30 noon.

Returning, leave Tilsonburg at 2.30 p.m., arriving at Brantford at 4.25.

The Weekly Expositor.

BRANTFORD, NOV. 15, 1878.

November 15
1878

The Port Burwell Railway

To the Editor of the Expositor:

DEAR SIR.—As it will interest the numerous creditors of the B., N. & P. B. to know that all financial arrangements with the G. W. are now finally completed, I would therefore ask a short space for the following, viz.:

The cheques for the various amounts are being prepared; some have already been paid; the others will be forwarded as quickly as signed.

Those who have signed for right of way claims will also receive their amounts as soon as their deeds are got ready.

As the claim of the Bank of Montreal is paid, the notes that have been held as a collateral, will be returned to the parties at once, by the manager, Mr. Yarker.

The cheques will be forwarded to the Post Office address of each claimant.

Those few who have not as yet signed for their claims can still do so, and they will be payable on or before the 15th of January next, so the sooner the list is completed, the sooner will they receive their pay. I would urge upon those having claims for right of way, to sign as soon as possible, so that there may be no delay in preparing their deeds.

Yours truly.

W. J. IMLACH.

Brantford, Dec. 31st, 1877.

December 14
1877

Railway Progress.

The Great Western Railway Company are very energetically pushing the work of completing the branch between Tilsonburg and Brantford. The temporary bridge over the Grand River at Brantford will be ready for traffic to day, 19th, when trains will run in to the G. W. Ry. station, connecting with trains for Hamilton and Toronto, and points east and west on the main line. During the summer the eastern abutment of the bridge will be rebuilt, and the present spans replaced by a iron structure of the very best construction. At this end the grading of the line passing under the C. S. Ry. is complete, and the ties and rails are being laid, so that in a fortnight or so trains will run from the station near the market. This new work is well worth the inspection of our citizens. The location of the line made by Mr. Hillman, the engineer in charge, is excellent, and is where the line should have been in the first place; while the work done by Mayor R. P. Tomassek, the Contractor, is a model for railroad builders to follow. Engineer and Contractor seem to have vied with each other as to which should do their work best, and thus working together have built the best piece of roadway in Canada. The extension to the Air Line is, we believe, located across the town, immediately north of, and parrallel with, Hale street, and will probably be built there if the town will provide the right of way for it; otherwise it may cross north of the tenth concession. We trust our Council will see to it that the location best calculated to advance the interests of the town shall be adopted, if any moderate sacrifice on their part can secure it. From present appearances the line will be completed during the present summer. Tilsonburg will then have one of the most valuable lines, in a local business sense, in the Province, with several trains daily to and from Hamilton and Toronto, and direct railway connection with the whole railway system of Ontario. It will pay our business men to patronize this road for travel and freight, as both time and money will be saved thereby.—Tilsonburg Observer.

April 26
1878

Railroad Extension.

A rivalry seems to be springing up between the G. W., and C. V. Rys., as to which shall succeed in reaching Port Burwell. A survey has been recently made in the interests of the C. V., and which is claimed to be much easier of construction than the one via Tilsonburg for the G. W. The Credit Valley charges the G. W., with moving in the matter to checkmate them (the C. V.) and others do not hesitate to say that the C. V. is making a feint to frighten St. Thomas into voting a bonus. A new survey has been also made by the G. W. and it is said that it is much better than the one made by the Port Burwell Railway. To us, there can be no doubt, the extension from Tilsonburg would be for our best interests and we hope the scheme may be soon carried to completion.

August 2
1878

Fatal R. R. Accident.

AN EMPLOYEE OF THE G. W. INSTANTLY KILLED.

A young man named Stein was almost instantly killed on the Burford branch of the G. W. R. last Friday under the following circumstances:— The ballast train left the city at 7 o'clock with a number of employees on board. The flats were ahead of the engine and on the front car was young Stein alone. As the car crossed the Stone road it was thrown completely over, crushing beneath it its only occupant. When released from his position he said: "I'm hurt all over, let me die" and in a few minutes the stalwart form was still in death. Stein belonged in Hamilton, where his parents reside and to whom the sad intelligence was conveyed. He was only sixteen years of age and a picture of manly power. Coroner Webster was notified to hold an inquest. Verdict—"Accidental death."

August 30
1878

Edison as a Boy.

At twelve he began "The world—as train-boy on the Grand Trunk Railroad, of Canada and Central Michigan. To one who has noted the precocious self-possession, the flippant conversational powers and the sharp financial dealings of the young persons who for the most part abound in it, it does not seem a profession for the cultivation of a spirit of quiet research, or the most thorough acquirement of the sciences and arts. But it is fair to presume that Master Edison at this time had no very comprehensive scheme of development prepared. It offered the most available means of a livelihood. He went into it with such a will that in course of time he became an employer of labor, having four assistants under him for the disposal of his wares. He is not averse to recur to the humors of this part of his life.

"Were you one of the kind of train-boys," he had been a kid, "who sell figs in boxes with tatters half an inch thick?"

"If I recollect right," he replied with a merry twinkle, "the bottoms of my boxes were a good inch."

There exists a daguerrotype of the train-boy of this epoch. It shows the future celebrity as a chubby-faced fellow in a glazed cap and smoller with papers under his arm. The face has an expansive smile,—not to put too fine a point upon it, a grin. Yet there is something honest and a little deprecating in it, instead of impudence. He was, as will be shown, an eccentricity among train-boys, and was no doubt sensible of it. He looks like a fellow whose glazed cap a brakeman would fumble over his eyes in passing, while thinking a good deal of him all the same.

His peculiarity consisted in having established in turn, in the disused smoking-section of a springless old baggage-car which served him as head-quarters for his papers, fruits and vegetable ivory,—two industries little known to train boys in general. He surrounded himself with a quantity of bottles and some retort stands,—made in the railroad shops in exchange for papers,—procured a copy of "Fresenius's Qualitative Analysis," and, while the car bumped rudely along, conducted the experiments of a chemist. By hanging about the office of the *Detroit Free Press*, in some spare hours, he had acquired an idea of printing. At a favorable opportunity he purchased from the office three hundred pounds of old type, and to the laboratory a printing office was added. It seems to have been by a peculiar, good-natured, hanging-around process of his own, with his eyes extremely wide open and sure of what they wanted to see, that his practical information on so many useful subjects was obtained. He learned something of mechanics and the practical mastery of a locomotive in the railroad shops, and acquired an idea of powers of electricity from telegraph operators. With his printing-office he published a paper—the *The Grand Trunk Herald*. It was a weekly, twelve by sixteen inches and was noticed by the *London Times*, to which a copy had been shown by some traveller, as the only journal in the world printed on a railway train. The impressions were taken by the most primitive of all means, that of pressing the sheets upon the type with the hands, and were on but one side of the paper. Baggage men and brakemen contributed the literary contents. In 1862, during the battle of Pittsburg Landing, the enterprising manager conceived the idea of telegraphing on the head-lines of his exciting news and having them posted on bulletin boards at the small country stations. The result was a profitable venture, and the first awakening of interest on his side in the art of telegraphing, in which he was destined to play such a remarkable part.

During this time he continued his reading with unabated industry. His train carried him into Detroit where there were advantages he had never enjoyed before. An indication of his thirst for knowledge, of a naïve ignoring of the enormous difficulties and of the completeness with which the shaping of his career was in his own hands, is found in a project formed by him to read through the whole public library. There was no one to tell him that all of human knowledge may be found in a certain moderate number of volumes, nor to point out to him approximately what they are. Each book was in his view a distinct part of the great domain, and he meant to lose none of it. He began with the solid treatises of a dusty lower shelf and actually read, in the accomplishment of his heroic purpose fifteen feet, in a life. He omitted no book and skipped nothing in the book. The list contained among others Newton's "Principia" Bore's scientific dictionaries, and Burton's "Anatomy of Melancholy."—*Scribner per. Norton.*

November 8 1878

Engine Plunges Into Ditch, Nine Cars Derailed In Wreck

Six box cars, two coal cars, one flat car and one engine were derailed at 10.30 this morning when the pilot engine of the Canadian National Railway Tillsonburg train, proceeding west, jumped the tracks between the Bishopsgate Road and the road the first concession south of the Bishopsgate Road, and nosed down into deep snow into a ten-foot ditch on the east side of the tracks. No one was injured in the accident, except Herb. Griffin, engineer of the pilot engine, who was thrown out of his cab, and landed on his back in the ditch. He received slight bruises.

William Dekeers, R. R. 2, Brantford, onto whose property two cars careened, and his son Robert, noted as the train went

lowed immediately behind the pilot, whereas usually one engine was at the first of the train, and one followed at the end.

Mr. Dekeers told an Expositor reporter that a few minutes later he and his son heard a crash, and seeing that the train had left the tracks, ran over to give whatever assistance possible. They found however, that no one was injured.

When the pilot engine jumped the tracks, it nosed down into deep snow a ten-foot ditch on the east side of the tracks, but did not overturn. The second engine, like the first, was derailed but did not overturn.

Behind the second engine were two cars of coal, which

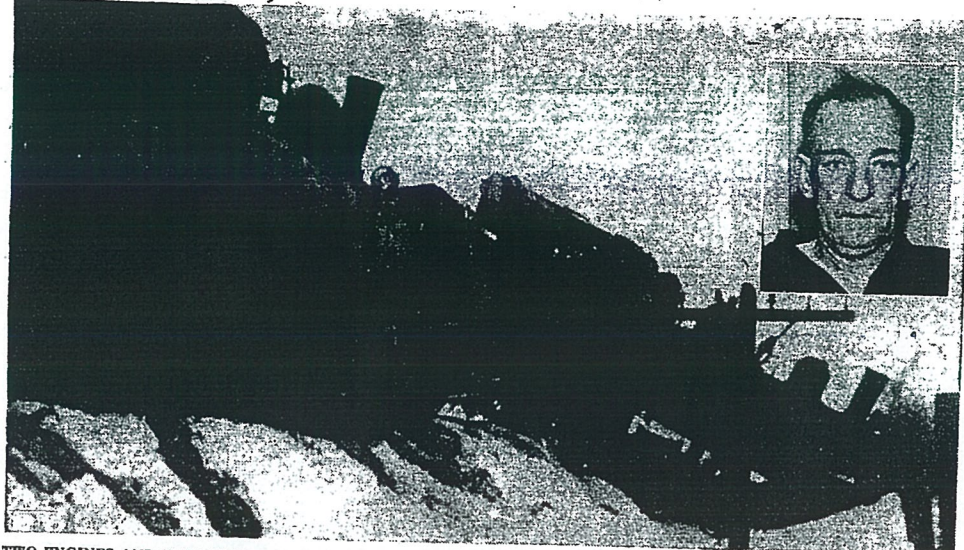
(Continued on page 19, col. 4)

7.30 p.m. tonight. Radio Auction. CKPC. Don't miss it!

Tonight, CKPC! Radio Auction. Bargains . . . fun for all.

February 27
1946 ~~18/11/46~~ Brantford

ENGINEER, FIREMAN INJURED IN TRAIN DERAILMENT



TWO ENGINES AND NINE FREIGHT CARS jumped the tracks Wednesday on the Brantford-Tillsonburg line of the Canadian National Railways near Mount Vernon. The pilot engine plunged into a deep ditch and two box cars jackknifed into a field. H. W. Griffin, Brantford, engineer on the lead engine,

suffered shoulder and leg injuries when catapulted out of the cab and John Newman, Hamilton, the fireman, had his back injured. Edward McHardy, engineer, and Walter Fleet, firemen, on the second engine, were shaken up. Both are from Brantford. Inset is Engineer Griffin.

February 27 1946

ENGINE PLUNGES INTO THE DITCH

(Continued from page 1)

stayed upright. The following two box cars jackknifed, hurdled the ditch on the west side of the tracks, crashed through a fence and went into a field on the farm of Mr. Dekeers, where one overturned on its side. The second remained upright beside it.

Four box cars and one flat car, carrying a load of train wheels, were also derailed.

On board was one passenger, heading for Springford, Ont. He was not injured.

The rails were torn up for some distance behind the ditched engine. A C.N.R. engine from Brantford responded to a call, and towed away seven cars.

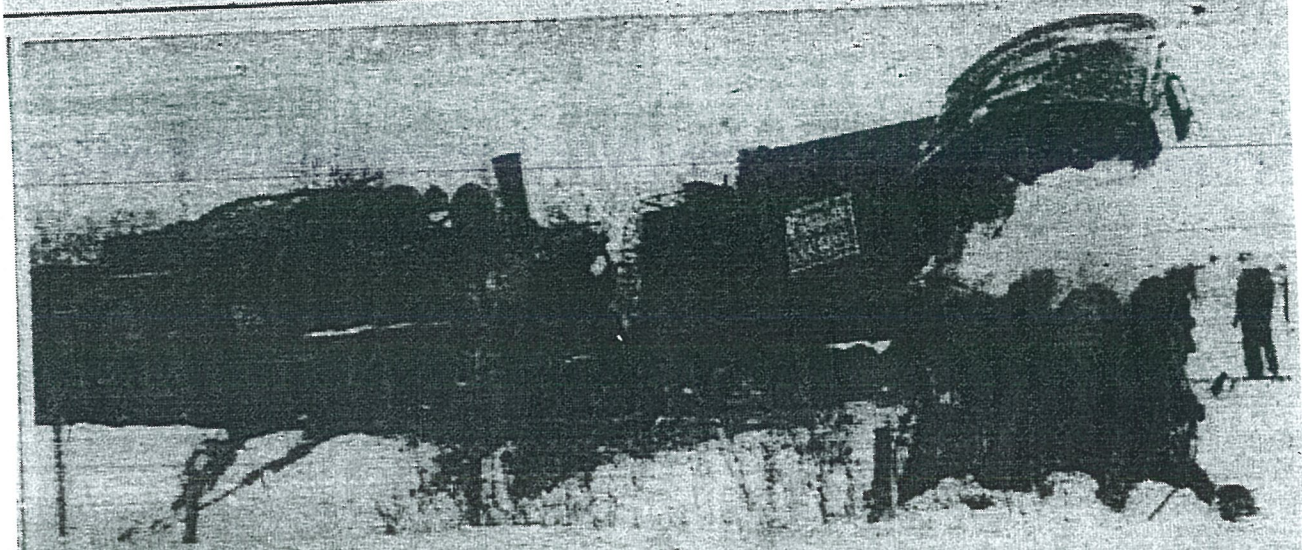
The train was in charge of Conductor B. J. McAvoy, Brantford. Provincial Constables Eugene Rose and Reg. Regnolds are investigating the mishap.

February 28
1946



Packed snow was blamed when this C.N.R. two-engined freight left the rails near Mount Vernon yesterday, injuring H. W. Griffin, Brantford, engineer, and John Newman, Hamilton, fireman. Griffin was hurled 20 feet through the air when the front locomotive plunged over an embankment. Edward McHardy and Walter Fleet of Brantford, engineer and fireman on the second engine, received lesser injuries. Eight cars were derailed and several feet of track damaged.

February 28
1946
Globe



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