

EARLY
TRAINS
TO THE
BRUCE.

THE TORONTO
GLOBE

STORY OF THE SLEWED

The Story of the Slewled Travel- lers on the Northern Railway— Great Struggle.

Jones of Fergus wants to talk to the local editor. The summons came from the long-distance phone, and Jones of Fergus wanted no time in protesting.

"Say," he cried, "I'm talking for about forty Toronto travellers who have been snowed up in Wingham for the past two days. Couldn't get out, sleeping three in a bed, all sorts of trouble, and our people at the warehouses probably wonder what's wrong. Have not seen anything in the papers from Toronto about the weather up here. I sell fishing tackle; pretty bad season to talk fishing tackle. You tell The Globe's readers that the Tecumseh and Durham branches are snowed up tight, and that on the C.P.R. Orangeville and Mount Forest branch there are sixteen locomotives and three snowploughs lost in the snow. And, by the way, you might say, too, that it's snowing outside still to beat the band."

"Who are we?" Oh, well, I can't give you them all offhand, but there's Frank Menzies, R. Christie, Will Thompson, V. Finch, Jack Graham, I think, George Jones and about thirty more. It's all snowing here."

Just then the phone rang again and Mr. Jones was called on. He was all right, but the snow was still there and he was not going home yet. And why worry about it? He will be home to-morrow night.

March
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1901

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JONES OF FERGUS

The Story of the Snow-bound Travel- lers on the Northern Railway—A Great Blockade.

Jones of Fergus wants to talk to the local editor. The summons came from the long-distance phone, and Jones of Fergus wasted no time in preliminary.

"Say," he cried, "I'm talking for about forty Toronto travellers who have been snowed up in Wingham for the past two days. Couldn't get out, sleeping three in a bed, all sorts of trouble, and our people at the warehouses probably wonder what's wrong. Have not seen anything in the papers from Toronto about the weather up here. I sell fishing tackle; pretty bad season to talk fishing tackle. You tell The Globe's readers that the Tecumseh and Durham branches are snowed up tight, and that on the C.P.R. Orangeville and Mount Forest branch there are sixteen locomotives and three snowploughs lost in the snow. And, by the way, you might say, too, that it's snowing outside still to beat the band."

"Who are we? Oh, well, I can't give you them all offhand, but there's Frank Mackin, R. Christie, Will Thompson, W. Finch, Jack Gorton, I Smith, George Jones and about thirty more. It's still snowing, and—"

Just then the phone went "click" and Mr. Jones was satisfied. But this will explain why the Toronto travellers are not being bothered yet now, and why many of them will not get home in a hurry.

March 22
1901

Toronto
Globe

C.P.R. ROUNDHOUSE BURNED

TWO FIRES AT TEESWATER;
SAWMILL WIPED OUT.

Seventy-five Thousand Dollar Loss at
Calgary—Soap Works Destroyed
—Several Farmers Lose Build-
ings.

(Special Despatch to The Globe.)

Teeswater, Sept. 27.—The C. P. R. roundhouse and the W. R. Thompson Company's sawmill, the one at the southern extremity, and the other near the north end of the town, were burned to the ground on Saturday night. About 10.55 o'clock the roundhouse, a frame structure, was discovered to be on fire. An alarm was turned in and there was a quick response of the fire brigade, but in a few minutes the whole building was wrapped in flames, and all that could be done was to prevent it from spreading. In this the fire-fighters were successful. A freight engine that had come in a few hours before was destroyed, and a snowplough standing on the track was scorched. This is the third roundhouse to be burned on this site. It was a substantial building, erected two years ago to replace one destroyed by lightning. There is no accounting for the fire. By 1 o'clock the fire had burned out, and a number of men were detailed to watch if other fires should be started by the millions of cinders that had fallen all over the town.

At 3.30 a.m. fire was seen at the

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CREDIT VALLEY RAILWAY

Tour of Inspection Over the Northern Branch.

In response to invitations of the Company, a numerous party of gentlemen assembled at the new station of the Credit Valley Railway, Queen-street West, on Saturday morning, to make a trip over the Northern or Orangeville branch of the road, which is now nearing completion. Among the party were several directors and officers of the Company, and a number of others who have also interested themselves (but to a less extent than those mentioned) in the construction of the line. The weather was delightful, and the trip resulted in pleasure and profit to all, everything having passed off in the most pleasant and agreeable manner.

The train carrying the party left the station shortly before twelve o'clock, being drawn by the engine "H. W. Elliot," which is named after a popular director of the company. The run to Streetsville Junction was made in a short time, considering the rough state of the road, which has not yet settled down. Here the train was switched into the Northern branch, and the locomotive "Angus Morrison" substituted for the one that had come from Toronto. The branch line runs from Streetsville to Orangeville, its course being

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October
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The train carrying the party left the station shortly before twelve o'clock, being drawn by the engine "H. W. Elliot," which is named after a popular director of the company. The run to Streetsville Junction was made in a short time, considering the rough state of the road, which has not yet settled down. Here the train was switched into the Northern branch, and the locomotive "Angus Morrison" substituted for the one that had come from Toronto. The branch line runs from Streetsville to Orangeville, its course being almost due north, through the townships of Toronto, Chinguacousy, and Caledon. Its length is about 36 miles. It passes through a fairly good country of rolling land until the Caledon mountains are reached, where, of course, the country is wild and rugged. But what is lost in arable soil is made up in scenery—the views at every turn in the ride up the mountains being striking and exceedingly picturesque. Having climbed the heights, the road runs over table land to Orangeville, the soil all along being well adapted for farming purposes. At a place known as "The Cataract," about eight miles south of Orangeville, another line branches off to Elora. Work is being vigorously prosecuted on both branches, where there are altogether upwards of 1,100 men employed. The Orangeville branch was graded in 1875, and therefore very little of this kind of work needs to be done now. The rails are laid to within eight miles of the terminus, which distance will be covered in less than a month. Gravel is obtained in large quantities from a pit at Cooksville, where a steam shovel is at work, and the ballasting keeps pace with the track-laying. On the other branch the grading is done more than half-way to Elora, and the

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less than a month. Gravel is obtained in large quantities from a pit at Cookville, where a steam shovel is at work, and the ballasting keeps pace with the track-laying. On the other branch the grading is done more than half-way to Elora, and the work of track-laying has commenced and is being rapidly pushed forward. There are some pretty deep cuttings being made on this branch, and a large bridge is in course of construction over the Grand River at Douglas village, eight miles from Fergus. However, by far the heaviest part of the work on both branches has been done, and the prospects are that they will be ready for traffic by the middle of December next. A station and freight house has already been built at Brampton, where a grain house is now in course of construction. A station house is also being built at Cheltenham. There has been some rather expensive work over the Orangeville branch. At Meadowvale there is a fine Howe truss bridge, and between Cheltenham, where the height of land commences, and "The Cataract," the cuttings are numerous and generally deep, the estimated cost of of the road over the mountains being about \$40,000 a mile. The ascent is made with a grade of 70 feet to the mile. A piece of workmanship that was very much admired by the party is the trestle bridge at the forks of the Credit River, which was as far north as the train went. The bridge is curved in shape. Its length is 1,268 feet, and the centre pier is 88 feet in height. There was considerably over half a million feet of timber (board measure) used in its construction, and it is valued at \$16,000. It seems to be a very substantial piece of

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There was considerably over half a million feet of timber (board measure) used in its construction, and it is valued at \$10,000. It seems to be a very substantial piece of work. The structure was designed by Mr. J. C. Bailey, chief engineer of the road; the plans were drawn by Mr. H. Crewe and Mr. D. G. Charles, assistant engineers; and the bridge was built under the superintendence of Mr. A. L. Hogg, resident engineer. All the timber used in the bridge was hauled by teams from Sligo, where the Hamilton & Northwestern Railway crosses the Credit Valley. The train stopped at the Forks about half an hour before starting for home. The scenery in this vicinity, as stated before, is very beautiful. The mountains of limestone rise to a considerable height, and in every imaginable form, presenting unique and effective pictures, which are more lovely now than at any other season of the year, owing to the golden foliage of the trees. The views were justly admired, and not a few were loth to leave so soon the spot where nature reigned in such beauty. The trip homeward was made in about three hours, Queen-street being reached at 7:30 in the evening.

CITY NEWS.

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Toronto Globe

from them."

The C. V. Railway have commenced actively the freight traffic between Ingersoll and Ayr, connecting at Woodstock with the Port Dover and Lake Huron Railway for Stratford and all points east and west on the Grand Trunk Railway. The many friends of the line could not wait any longer, and have induced the Company to commence carrying freight.

The Oakley correspondent of the Mus-

The rails on the Credit Valley Railway to
were laid as far as Orangoville yesterday.
The Welland Canal will close for the
later than

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Fergus, Dec. 4.—The track of the Credit Valley Railway was laid to-day inside the corporation of Fergus, and it is expected to be across the Great Western Railway and up to the station grounds of the Company in a day or so. The weather being any way favourable, the road may be expected to be in running order within a week. Although the weather lately has

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been very stormy, still the men have persevered, and to-day were cutting through a hill, and intend to work all to-night to hasten its completion. The officials of the Credit Valley Railway deserve great credit for the way in which the works have been pushed forward.

Uxbridge, Dec. 4.—Mr. D. A. Jones, of Boston, visited Uxbridge to-day in the interests of the Goderich and Ottawa Railway project. He was met by some of our prominent citizens, who entered heartily into the scheme. A public meeting is convened for Monday evening next.

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AND HAS FOR SEVERAL YEARS BEEN CON-
nected with the Grand Trunk Railway.

ELORA.

The Credit Valley Railway track was
laid to the terminus at Elora, and bal-
lasting was completed within two miles,
on Saturday. They expect it to be com-
pleted on Monday. Elora station is
nearly completed. The freight ware-
house and engine house are being pushed
forward. The telegraph line is now com-
pleted to the Montreal Telegraph Co.'s
office here. Michael Mulloney, from
Guelph, while helping to raise the beams
of the engine house on the C.V.R. here
on Saturday, was instantly killed by one
of the pulley ropes breaking. The timbers
fell from about twenty feet on him,
mangling his body fearfully. An inquest
was held, but no blame was laid on any
party. His brother came from Guelph,
and will take the body to that place for
burial.

BELLEVILLE.

December 22, 1879

Toronto Globe

to pay \$2 20 per month.

The Credit Valley Railway bridge at Galt was put to a very severe test on Friday last, in the presence of Mr. Bailey, Chief Engineer, and a number of the Directors of the Company. For the purpose of the test three heavy locomotives had been brought up and coupled together and were run over the bridge, at first slowly, so as to allow any deflection being carefully noted. The three locomotives rested their weight on each span as they passed over the bridge, and no deflection was noticed. This test establishes the connecting link between Toronto and Ingersoll.

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CREDIT VALLEY RAILWAY

Completion of the Work of Construction.

MR. FRANK SHANLEY'S REPORT ON THE CONDITION OF THE ROAD.

A Highly Favourable Exhibit — 150 Miles Completed — Plans for Further Extension — The Difficulties and Triumphs of the Enterprise.

The Credit Valley Railway being now fully opened up for traffic, a statement regarding its construction, its present condition, the facilities it is likely to afford to shippers and the general public, and the prospects of its future extension, may not be inappropriate.

THE COMPANY'S DIFFICULTIES.

The Company have one or two difficulties yet to overcome before they find themselves on a "clear track," but, having in view the rapidity with which the road has been constructed, its first-class character, and the prompt way in which the Company have fulfilled their plodges and met their obligations, the public will no doubt be prepared to exercise a little patience for a short time longer. As Mr. Leidlau, a representative of THE GAZETTE, says: "We have during the year had considerable difficulty in obtaining money. Our bank failed, and it was perhaps our duty to have done so too. But, instead of doing so, we not only went on with our work, but gave our men a York shilling a day more."

We have had some rather serious mishaps,

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has constructed one of the best lines in the world in a shorter time than any other Canadian line has ever been constructed, and the money, instead of being divided among several contractors, has—every cent of it—been put into the railway itself. We have been treated with much consideration by the public. Some who said it would have felt disappointed at unavoidable delays, and our enemies have been prophesying that it never would be built. But the Railway Company have to acknowledge with gratitude—and I do it cheerfully—the consideration that the municipalities and even a legal profession have exercised towards us. We need more patience they will see that we need it. All the expectations the public had when they subsidised it so liberally."

MEMORANDUM TO THE CITY.

With regard to the entrance into the city, Mr. Laidlaw said, "We are of course detained at Queen-street while waiting the action of the Courts and the Legislature. The position we assume in that matter is this: We want from the proprietors of the soil a fee simple right of way from Queen-street to our water frontage. We are willing to leave the settlement of the question to the Parliament of Canada, or to the Privy Council, or to the Court of Chancery. But we are not willing to make a private agreement, under pressure of circumstances as they exist, with either the Northern or the Grand Trunk; neither of them have a fee simple to the land themselves, and we think it is in the interest of the city of Toronto that that whole question should be solved by legislative action. Neither the Grand Trunk nor the Great Western have ever paid a dollar for the fee simple of property they occupy. The Ordnance Department, or that the Northern Railway Company hold from the city. They have had the use of sixty acres of land and water for thirty years for nothing, except municipal taxes. Now they had come to regard it as their own. It is an estate of the city of Toronto worth at least half a million of dollars, and the Credit Valley Railway Company are willing to pay their share of the interest on the money that property may now be valued at. We do not expect to get the use of these lands except by paying, on reasonable conditions, for the extensions the other Companies may have made; but we will not pay them for what they never paid for themselves."

Mr. Laidlaw also stated that the Company were now contracting for the construction of rolling stock,

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may have made, but they never paid for themselves."

Mr. Laidlaw also stated that the Company were now contracting for the construction of rolling stock, and that in three months they hoped to have as good, as handsome, and as comfortable a train service as could be found in the Dominion. He expressed confidence that the railway would do a large business and act as an important feeder in conveying upon Toronto a vast business from the Western peninsula of the Province, which now passed across the Suspension Bridge or was carried by the Grand Trunk to the Province of Quebec. It was their intention, by means of their competition, to compel other railways to give Toronto merchants as good terms as they gave to those of other cities. Mr. Laidlaw attributed the satisfactory way in which the road had been constructed and its affairs managed largely to Mr. James Ross, the Superintendent of Construction, and to Mr. H. E. Buckling, the Secretary-Treasurer. The former has managed 2,000 men employed on the railway with remarkable skill, and the latter, in passing over the works, had carried large sums of money with which to pay the men, frequently at the risk, not only of being robbed, but of losing his life.

PRESENT CONDITION OF THE ROAD.

The following additional particulars regarding the condition of the road have been furnished by Mr. Ross:—

The Credit Valley Railway is completed between the crossing at Queen-street, Toronto, and the town of Ingersoll on the main line, and between Church's Falls and Elora on the branch lines, being a total mileage of 95 miles on the former and 64 miles on the branches. This much of the road is thoroughly ballasted and ready for traffic, and the Company only require the completion of the necessary rolling stock to enable them to open it out through its entire length. Trains are at present running on the main line between the Credit road and Toronto, and on the branches between Toronto and Orangeville, but the Company expect to be able to open the whole system for traffic to the present terminus at this city on the first of January.

During the present year 140 miles of line have

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64 miles on the branches. This much of the road is thoroughly ballasted and ready for traffic, and the Company only require the completion of the necessary rolling stock to enable them to open it out through its entire length. Trains are at present running on the main line between the Beach-road and Toronto, and on the branches between Toronto and Orangeville, but the Company expect to be able to open the whole system for traffic to the present terminus at this city on the first of January.

During the present year 140 miles of line have been completed, although the work was only begun in the middle of April. Since that time 2,000 men have been almost constantly employed, and a large amount of heavy work has been done on both sides of Galt on the main line, including a large bridge over the Grand River. The railway at this point crosses the river at a height of 75 feet above the water. The structure, which is similar in construction to the International Bridge at Buffalo, consists of two spans of 150 feet each, with 200 feet of approach at each end, and a quarter-mile approach over the Grand Trunk Railway. The iron bridge was built by the Toronto Bridge Company, a local concern, composed exclusively of Toronto business men. The bridge, which is the longest iron structure of the kind in Canada, was erected in thirty days, and last week it was tested by the Government and the Company's engineers, and proved to be entirely satisfactory. The test was made by coupling together three of the heaviest engines at present used on the road, and running them over the bridge at the rate of 30 miles an hour, as well as by allowing them to stand upon the centre of the bridge, the result being that the bridge deflected only three-quarters of an inch, or one half of the amount of deflection specified in the contract. The next most important structure on the line is a large bridge over the banks of Credit River on the branch line. It is a quarter of a mile long and at an elevation of 80 feet, and was built by the railway company. The work on that portion of the line ascending the Caledon Mountains from Brampton towards Orangeville was exceptionally heavy, there being some extensive excavations, rock and earthwork, and several high and low bridges. However, all who have examined the works are satisfied with the substantial character of the whole line and its appurtenances, all of which has been constructed by the Company without the aid of contractors, with the exception of a short length of five miles. Near

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of the whole line and its appurtenances, which has been constructed by the Company without the aid of contractors, with the exception of a short length of five miles. Neat and commodious passenger and freight stations have been erected at all the most important points.

The Credit Valley Railway will have frequent and easy connections, thus opening outlets and inlets for shippers at many points along the line. Its course lies through a rich and thickly populated part of the Province, viz.:—The counties of York, Halton, Waterloo, East and West Oxford, Peel, and Wellington. The following thriving towns and villages are situated along its route.—Lambton, Cookeville, Streetsville, Campbellville, Milton, Galt, Ayr, Drumbo, Woodstock, Ingersoll, St. Thomas, Brampton, Cheltenham, Oatnoot, Erin, Hillsburg, Douglas, Fergus, Ktora, Alton, and Orangeville, as well as other places which will in a few years develop into thriving towns and villages. The road also follows and crosses at several important points the Grand and Credit Rivers, two of the finest milling streams in Ontario, and upon whose banks many mills and factories are erected. At St. Thomas direct connections are made with the Canada Southern Railway and its branches, at Fergus with the Wellington, Grey, and Bruce, at Orangeville with the

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The railway has been heavily bonused by the municipalities along its route, one town granting to it as a free gift a sum equivalent to one-fifth of its entire assessment. The city of Toronto, recognizing the importance of the scheme, and feeling satisfied that it would receive additional business enough from the line to compensate it for the outlay, voted the large sum of \$350,000. The following is a list of municipalities which granted bonuses, with the amount given by each:—

Oxford county.....	\$200,000
Wellington county	130,000
Section of Waterloo	110,000
" Halton.....	70,000
" Peel.....	75,000
City of Toronto.....	250,000
Town of Milton.....	30,000
" Brampton.....	20,000
" Ingersoll.....	10,000
" Orangeville....	15,000
" Stratford.....	20,000
Total.....	\$1,035,000

In addition to bonuses, the town of Ingersoll and the villages of Elora and Fergus agreed to exchange their municipal debentures for the bonds of the Company—the first named to the extent of \$50,000, and the two latter to the extent of \$15,000 each. The Ontario Government recognized the importance of the railway to the Province by granting a subsidy of \$3,000 per mile over its entire length. The bonds of the Company are limited to \$12,000 per mile, which is a small indebtedness, and constitutes the only lien on the railway. The average cost of the line to the present time, exclusive of rolling stock, has been \$20,000 per mile.

With regard to rolling stock, the Company now own nine engines and one hundred cars, and expect to have completed and ready for use on the

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With regard to rolling stock, the Company now own nine engines and one hundred cars, and expect to have completed and ready for use on the first of March next six additional engines, three hundred and fifty freight cars, and eighteen passenger coaches. In the meantime they will lease all the additional rolling stock they require. It is the intention of the Company to extend its line still farther westward to St. Thomas during the coming year if sufficient bonuses can be obtained from the municipalities along the line and from the Government.

The Company has expended for labour, material, &c., during the construction this year close upon a million dollars.

REPORT OF MR. FRANK SHANLY.

Mr. Ross accompanied the above information with the following report on the condition of the road, made by Mr. Frank Shanly, C.E., in the capacity which he himself explains in the opening paragraph:—

Tomorrow, Dec. 24, 1879.

To George Laidlaw, Esq., President Credit Valley Railway, Toronto.

DEAR SIR,—Having been officially engaged by the Government of the Province of Ontario, and acting also on behalf of the City of Toronto in my capacity of City Engineer, I have inspected the successive sections of the Credit Valley Railway as now completed (as a condition precedent to the payment of the various subsidies). I am enabled to comply with your request that I should give you a report upon the general characteristics of your railway, which, for the greater convenience in reporting, I divide into three sections.

1. The main line from Toronto to Ingersoll, a distance, as now laid down to Queen-street, of 64 miles, and when extended to the waters of the Bay at the foot of John-street, of 66 miles.

2. The Orangeville Branch, from Streetsville Junction on the main line to Orangeville, a dis-

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partly when the...
paragraph:—

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report upon the general characteristics of your rail-
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1. The main line from Toronto to Ingersoll, a
distance, as now laid down to Queen-street, of 94
miles, and when extended to the waters of the Bay
at the foot of John-street, of 95 miles.

2. The Orangeville Branch, from Streetsville
Junction on the main line to Orangeville, a dis-
tance of 25 miles.

3. The Elora Branch, from Cataract Junction on
the Orangeville Branch to Elora, a distance of 27
miles.

Making in all a total length now constructed of
156 miles.

The character of the works generally will com-
pare favourably with the best of the lines of this
class, such as have been constructed in Ontario
during the past ten years, and is superior to a
great majority of them, both as regards alignment,
gradients, structures, permanent way, &c., &c.,
and the whole have been carried out, as far as I
am enabled to judge, with a strict regard to econ-
omy, combined with thoroughness—especially
when the rapidity with which they have been
pushed to completion is taken into consideration.

From an examination of the plans and profiles, I
find on the main line that the least radius of curve

water is 1,816 feet, and that the proportion of straight line to curved is about as 5 to 18.

On the branches the least radius is 300 feet, and the relative proportion about as 2 to 3 of straight and curved line.

The steepest gradients on the main line are on an inclination of 1 in 100, or say 33' per mile. Of this there are but 13 miles, spread over several planes, all falling eastward, or in the direction of the heaviest traffic; the remaining gradients, covering a distance of 44 miles in the aggregate, vary from 25' to 15' per mile, there being 33 miles of level grade.

On the branches the maximum grade is 70' per mile, of which there is one mile. There are 31 miles of 1 in 100, 25 miles from 25 to 15 per mile, and there are 14 miles level.

The structures are, as a rule, of timber trusses, mostly resting on piled foundations, both material and workmanship being the best of their kind. The exception is in the largest bridge on the line, over the Grand River at Galt, which is of wrought iron, in five spans of 150 feet each, resting on piers of solid stone masonry.

The permanent way, as regards the steel rails (55 lbs. per yard), the ties, and ballasting, is excellent, more than an average quantity of those two last items having been used in laying down the track, which may be said to equal that of any other of the railways constructed within ten years in this Province, as referred to above.

All the other works, such as excavations, embankments, drainage, culverts, etc., etc., are quite

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Suitable station accommodation has been provided at all the principal points, with the engine-shed and workshops at Toronto.

As regards the country through which your road passes, both on the main line and branches, it cannot be surpassed in Canada for agricultural prosperity, as may be seen by the rising towns and villages along its course. Among these may be named on the main line Streetsville, Milton, Galt, Ayr, Woodstock, and Ingersoll, and on the branches Brampton, Orangeville, Erin, Douglas, Fergus, and Elora, all giving promise of a large traffic both in passengers and freight. At Fergus you are especially well situated in this respect, having there a close connection with the Wellington, Grey, and Bruce branches of the Great Western Railway, which penetrate one of the largest and most fertile districts in western Ontario, reaching Lake Huron at two points, namely, the towns of Kincardine and Southampton respectively, whence you may undoubtedly look for a large accession of business seeking Toronto markets.

Before closing my remarks I may observe that your railway can hardly be called complete without a Western connection. This can be obtained within the shortest distance by extending to St. Thomas, some twenty-eight miles, where the Canada Southern Railway would no doubt offer facilities superior to any other existing line. A glance at the map will show how very direct such a course would be between Toronto and the Detroit River.

Yours truly,

F. SHANLY.

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be run as business requires,

The work of strengthening the T. G. & E. Railway bridge at Mount Forest is going on. A filling, estimated at about ten thousand cubic yards, is being made around the piles and lower timbers of the bridge, a number of new needle beams will be placed under the track, and other necessary repairs will be made in the superstructure.

Phil. Ripper, an old prospector, has been working the Leach River section lately.

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business may be expected.

Never before were there so many orders for locomotives as are reported now at all the locomotive works in the Middle and Eastern States. Never before has work been scarcer in Kingston, and the locomotive works so destitute of contracts. And all the while the N.E. is in operation. Thus says the *WAig*.

The Mount Forest *Confederate* notices that there are more than the usual signs of life along the line of the T. G. & B. railway. Between Orangeville and Mount Forest gangs of men are busily engaged in putting in new ties where needed, and repairing the various bridges. A new station has been erected at Orangeville.

Treasurer's sales of lands for taxes are

October 11 1879
Toronto Globe

New station at Orangeville.

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