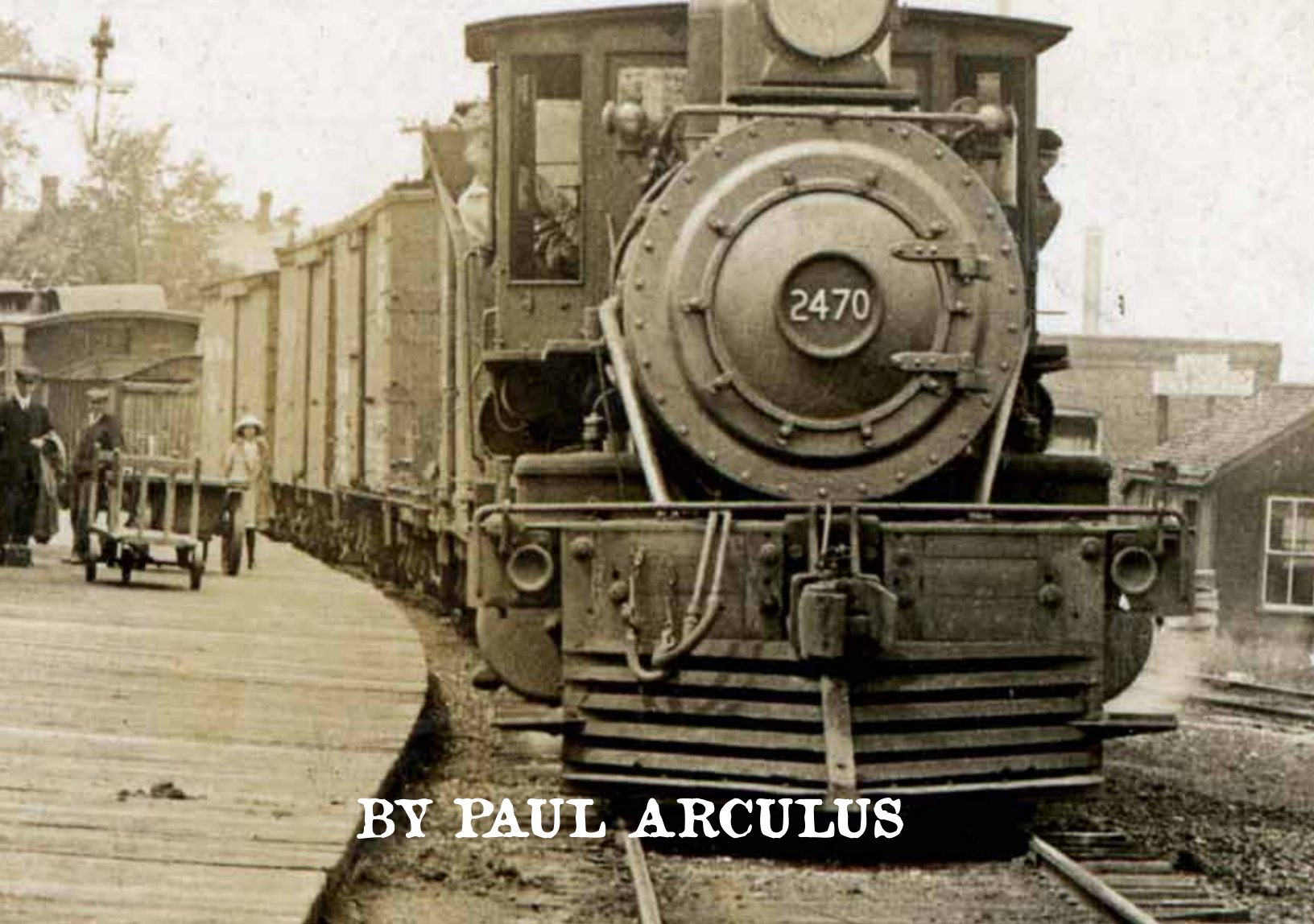


NIP 'n Sheet TUCK

A HISTORY OF THE PORT
WHITBY, PORT PERRY &
LINDSAY RAILWAY



BY PAUL ARCULUS

The Nip and Tuck

**A History of the Whitby, Port Perry
and Lindsay Railway.**

The WPP&LR

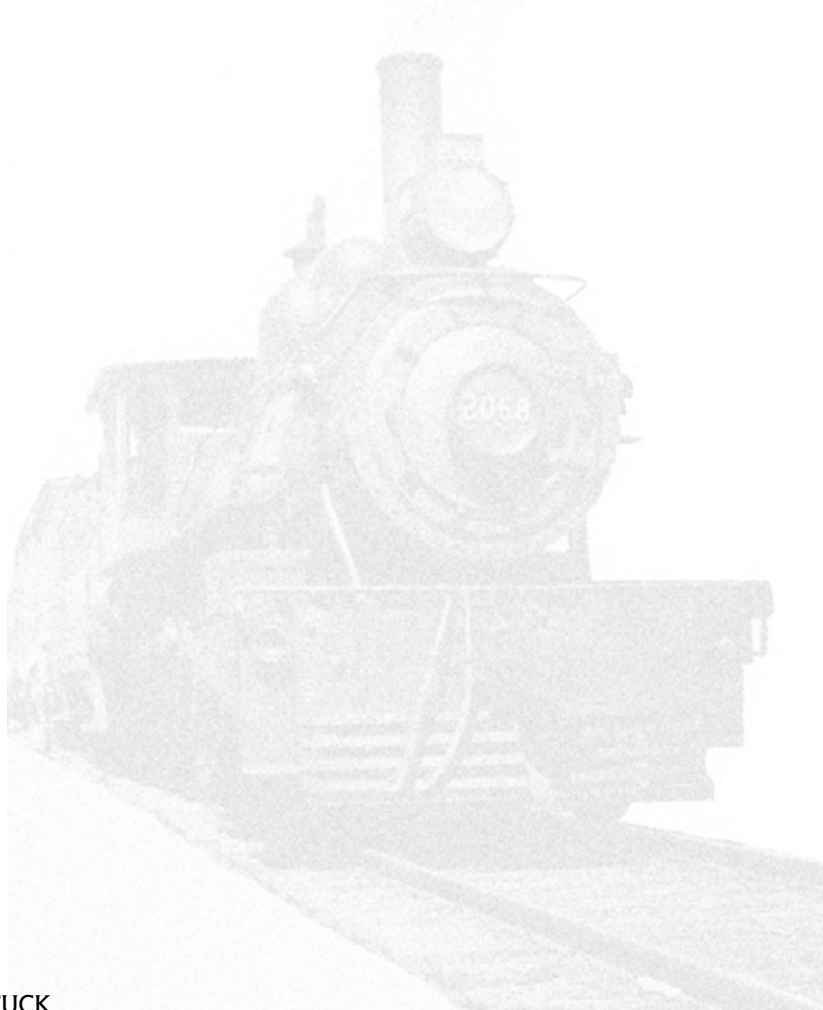
Paul Arculus

THE NIP 'N TUCK

Political agitation and railway excitement now engages the attention of all classes in the County of North Ontario. The destiny of not only this county but of the whole province of Canada is in the balance....

We are on the eve of an important epoch in our country's history.

Ontario Observer, Prince Albert, Canada West, 12 Dec. 1857.



NIP 'N TUCK

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Acknowledgements

Bill Graham is the author of *The Tiger of Canada West: the Biography of William Dunlop* and the definitive local history, *Greenbank*. Many years ago Bill and I were sitting in the study of his 1876 home on Perry Street in Port Perry, chatting about local history when he suggested that a study of the “Nip and Tuck” was a worthy project. He emphasized that it should be undertaken before documents related to its history were completely lost or destroyed. Bill began to research the topic and had encountered a brick wall when it came to original documents for the early days of the railroad. Nevertheless he began to search through some of the local newspapers for information. After deciding to move to Toronto to live closer to his son in 1996, Bill gave me his notes and encouraged me to continue the project.

Unfortunately Bill passed away before I had made much progress in my own research. I would have loved to have had him cast his critical eye over this manuscript. That task has been handed over to others. Nonetheless, I am profoundly grateful to Bill for providing the seed, planting it and encouraging its growth.

My deep appreciation goes out to my longtime friend Peter Hvidsten. Peter and I have been “partners in (historical) crime” for over 30 years, having worked together on many history projects including two books on local architecture that we co-authored. On this railway book, Peter has offered suggestions, aided in research, provided his expertise in the photographs used throughout the work, and encouraged me throughout this project. Once the text was completed, Peter agreed to take on the challenge of the layout of the book. He has spent countless hours adjusting the size of the maps, diagrams and illustrations and placing them in the appropriate positions in the text. Without Peter’s expertise this book would never have reached the printer.

Peter was the founding chair of the Scugog Heritage committee. Dan Stone later served as its chair and he has also been a source of some photos for the book. Many thanks Dan.

The archives of our local Scugog Shores Museum and the Whitby Archives have also been vital sources for photos.

Kevin Cook has again been a faithful friend in undertaking a detailed and comprehensive edit of the text. Many, many thanks Kevin.

Many others have been extremely helpful in providing anecdotes and information regarding the life of the railway, particularly during its closing years. Many of their names and recollections appear in Chapter Fourteen. Profound thanks to you all.

“Behind every good man....” As in all my books, my precious and long-suffering wife Isabel has encouraged, cajoled and “coffeed” me throughout this entire project and has offered numerous suggestions which have helped to improve this study.

Finally, I take full credit for all the errors that occur in this work.

Paul Arculus
Port Perry, Ontario
November 2018

Introduction

The “Nip and Tuck”

There have been many worthy documents written on the major railways of Canada and the significance of their role in the creation of our nation and in providing the cement that bound it together. Across this vast land there are, in addition, many short railways whose stories are frequently overlooked. Indeed, in the growth of our vast nation, they do play a relatively insignificant role. Yet, in the communities that they served, their economic and social contribution is critical.

The location of the Whitby, Port Perry and Lindsay railway, in a once quiet part of Ontario, could very well lull the reader into thinking that this railway is typical of numerous railroads built in Canada in the second half of the nineteenth century with relatively undramatic histories. The history of the “Nip and Tuck” does indeed have many stereotypical characteristics of the small lines, yet it differs from others in that its story is a complex blend of bribery, corruption, intrigue and tragedy, and involves all the pathos, drama and excitement of well-written fiction and even includes a shootout and an unsolved murder!

The “Nip and Tuck” holds a notable place in the history of the communities that it served. It shaped their growth and provided a livelihood for many of their inhabitants and it either propelled the communities along its route into success or it brought about their sad demise. During its decline, it continued to have influence on the communities that survived. The eventual failure of the railway and the causes of that failure can teach us many lessons as our generation moves forward and explores new systems of transportation and communication.

The nickname “Nip and Tuck,” as the railway became affectionately known, was given by the local residents and those who used the train. They considered it “Nip and Tuck” as to whether or not the train would succeed in climbing the steep grade when running northward from Whitby into the Oak Ridges moraine. This phenomenon was particularly noticeable when the locomotive pulled its maximum compliment of three loaded passenger cars and an equal number of freight cars.

Promoters and developers of the railway took it on an incredible journey through grandiose and sometimes overly ambitious and unrealistic objectives to an eventually quiet and relatively humble existence before it faded into obscurity. Initial railway proposals called for a railway to start at Whitby and travel north to Lake Huron. These ambitious plans were quickly abandoned and the proposal for a more practical route was realized; a simple, local route that began at Whitby and passed through the communities of Brooklin, Myrtle, High Point, Manchester, Prince Albert and terminated at Port Perry. This line began its life as the Port Whitby and Port Perry Railway (PW&PPR). Its first train ran in 1871.

Three years later the company obtained the grandiose rights to extend the railway all the way to the Pacific! This plan was modestly named the Whitby and Port Perry Extension Railway (W&PPER). The reality of the immensity of such a project and the economics involved eventually prevailed. The promoters' ambitions were quashed and the line was merely extended northward to Lindsay through Seagrave, Manilla, and Cresswood. It was then renamed the Whitby, Port Perry and Lindsay Railway (WPP&LR). In 1882 the company merged with the Midland Railway to assume the name of the Midland Railway of Canada. The Midland, became part of the Grand Trunk Railway (GTR) in 1893, which, in turn became part of the Canadian National Railway (CNR) in 1923.

The fraud and corruption involved in its planning and construction and the lack of organization in its promotion, resulted in a line that was badly constructed and built too late to take advantage of an earlier economic potential. As a result, it became economically unsustainable. The last official train ran as part of the CNR, carrying passengers from Port Perry to Whitby and back in 1939. Shortly afterwards the tracks

were torn up so that the metal could be used in the war effort.

Unfortunately, the account of the “Nip and Tuck” is a largely forgotten one. The communities of Whitby, Port Perry and Lindsay have lost most of their identifiable railway features and the stops along the way have become overgrown with the modernization of those communities, clearly losing all contact with the railroad’s history. In Whitby, those who are knowledgeable in such matters can still identify a handful of buildings that owe their origins to the railway. These include the remains of the roundhouse and one of the stations, which has been beautifully restored and preserved, albeit in a different location. Visitors to today’s Palmer Park at the Port Perry waterfront are greeted with a beautiful vista of Lake Scugog and the Island. It is hard to realize that this park was once a noisy, dirty scene of mills and steam engines, warehouses and steamboats, with piles of lumber stacked in disarray throughout and in the middle of this was the railway station, the initial northern terminus of the PW&PPR. The station building here also still exists, but again, it has been moved and extensively remodeled. Fortunately the grain elevator built beside the railroad to service the farmers in the region, still stands, the only survivor of five that once stood along the route. This elevator now holds the distinction of being the oldest surviving wooden grain elevator in Canada.

The settlement at Lindsay began its life as a significant railway centre in October 1857 when the Port Hope, Lindsay and Beaverton Railway (PHL&B) arrived. The Victoria Railway (VR) was soon added to the community and the WPP&LR arrived as a latecomer in 1876. The community has managed to maintain a few reminders of the railroad era, but evidence of the WPP&LR is difficult to find. At various locations along the route, modern satellite imaging has enabled those interested to identify several sections in the open farmlands to the west and south of the community.

Since that last official train ran on the remaining section of the line from Whitby to Port Perry in 1939, there are a few people alive today who can recount details of the railway in accurate detail. But their recollections are of a railway already in its death throes at the end of its inexorable decline, a railway that had reached its vague and unstable peak half a century earlier.

Regrettably most of the primary documents relating to its early history disappeared long ago. Those administering the various takeovers and absorptions of the PW&PPR by the Midland, the Grand Trunk, and finally the CNR, each discarded the documents of previous administrations, possibly because they were regarded as irrelevant or a waste of storage space. In searching for an accurate record of the history of the railway, newspapers come to our rescue in their reports of meetings, legislation, and other events related to the railway’s life. The main newspapers used in this study are those that took an interest (at times somewhat biased) in the success or failure of the railway and tend to have been published geographically close to the railway. It is those accounts that form the basis of this study of its colourful history.

The Sources of Information

By the time that serious and practical considerations for the railway began to gain momentum, Whitby was a prosperous Lake Ontario port and was serviced by the east to west Grand Trunk Railway that gave it direct access to markets along the north shore of Lake Ontario and on to Montreal. That railway began active life in 1856. The lure of markets to the northeast of Toronto, towns such as Uxbridge, Lindsay, Bobcaygeon, Peterborough and beyond, were made more accessible when the Toronto and Nipissing Railway made its first run to Uxbridge in 1871.

The proposal for a rival railway northward from Whitby gained no support in Toronto. The main support and encouragement for the Whitby to Port Perry route came from those who had the most to gain: some prominent Whitby businessmen, but mainly those who were able to profit from business at its initial northern terminus in Port Perry.

Whitby’s immediate neighbouring town to the east is Oshawa. In that community, the *Oshawa Vindicator*, which began publication in 1856, is the oldest newspaper to cover the events surrounding the PW&PPR. But its coverage of the railway was limited. Oshawa reacted negatively to any development that could jeopardize its own growth and aid in the competing growth of Whitby. The PW&PPR represented such a development: therefore the *Oshawa Vindicator’s* coverage of the railway frequently shows negative and critical bias. However, it does serve as reference point and aids in establishing a balance in comparison with other newspapers that were more positive towards its existence. A number of other short lived Oshawa newspapers, including the *Tribune* and the *Freeman* appeared in the 1850s, but their coverage was minimal. The *Reformer* appeared at the same time and was owned and published by N. Luke and J. S.

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Larke who also published the *Vindicator*.

The *Whitby Chronicle* was first published by William H. Higgins in 1856 after he had borrowed money from Whitby mayor James Wallace for the project. Many other newspapers appeared in Whitby but the *Chronicle* was by far the most successful and influential. Irish born and bred Higgins supported any development that would help the growth of his community. Although he was critical of the management of the PW&PPR and the Port Perry businessmen involved in the project, he was generally supportive of the construction and existence of the railway. Higgins also wrote a biography of Uxbridge pioneer and political activist Joseph Gould, *The Life and Times of Joseph Gould*. That work has been used as an additional reference. The *Whitby Chronicle* merged with the *Whitby Gazette* to form *The Gazette and Chronicle* in 1912.

The *Ontario Observer* began publication in Prince Albert, a village immediately south of Port Perry, in December 1857. The following year its owner and publisher James Holden hired Henry Parsons to assist him in its publication. Holden sold the newspaper to Parsons in 1864 and moved to Whitby where he became involved in municipal affairs and took a leadership role in the life of the PW&PPR. Ironically the *Observer* did not offer early support for the railway, principally because the railway, with its intended terminus at Port Perry, was seen correctly as a threat to the financial success of Prince Albert merchants and businessmen. Throughout the 1840s to the mid 1860s, Prince Albert was a much larger and more prosperous commercial centre than Port Perry and was one of the largest grain markets in Canada West. A significant source of income for the Prince Albert and area businessmen was through their journeys carrying grain and driving cattle to the markets in Toronto. Prince Albert merchants also realized that if Port Perry became the terminus of the railway, the potential for growth in Port Perry would be considerably greater than in their own community. In addition, the railway promoters who were mainly from Port Perry made an obvious move to bypass Prince Albert as the route of the railway was being proposed. These considerations became motivating factors for much of the anti-railway sentiment expressed in the *Observer*. After Holden had moved to Whitby in 1864 he became a strong supporter for the line but remained critical of Port Perry's leading businessman and railroad advocate, Joseph Bigelow. Bigelow realized that he needed a newspaper to promote his ventures. He contacted Edward Mundy, publisher and editor of the *North Ontario Advocate* in Uxbridge and persuaded him to move to Port Perry to begin a new newspaper as a rival to the *Prince Albert Observer*. Mundy closed his Advocate presses and began publication of the *Port Perry Standard* from the second floor of Bigelow's three storey Arcade on Queen Street in Port Perry on August 16, 1866. Unfortunately very few copies of the *Standard* published during the major part of this study have survived.

When construction of the railway began in 1868, one by one, the merchants of Prince Albert moved their businesses to Port Perry. The *Observer* was among the last to leave and in 1873 announced its move to the railway terminus. To signify this event it was renamed the *North Ontario Observer*. Its first Port Perry edition appeared on September 11, 1873. By this time the railway had brought about substantial growth in Port Perry, greatly enhanced by the Prince Albert merchants moving to Port Perry. By that time, the circulation of the *Standard* had far surpassed the *Observer*. The *Observer* continued to be published until 1920, but with an ever-diminishing number of readers. In 1906 William Henry Cline purchased the *Port Perry Standard* and changed the name of the newspaper to the *Port Perry Star*. The *Port Perry Star* is still published today as part of Metroland.

The original railroad proposals for the Port Whitby and Port Huron Railway that evolved into the PW&PPR made little reference to Lindsay. This lack of interest was reflected in the Lindsay press. Indeed, by the time the final proposal for the PW&PPR was underway, Lindsay had already become a major railway centre without a direct link to Whitby or Port Perry. Its focus was on direct trade with Toronto and included links with Port Hope and Cobourg. In 1854 the Port Hope Lindsay and Beaverton Railway received its charter. Three years later the first train wound its way through Millbrook and Omemee and on to Lindsay. The Victoria Railway ran from Lindsay, north to Fenelon Falls and beyond in 1874. The PW&PPR obtained a charter to extend the line north from Port Perry making its inaugural run to Lindsay on July 31, 1877. The success and economic prosperity brought to Lindsay by the earlier railways guaranteed support for any additional railway lines into the community, but the line from Whitby had minimal economic impact on its northern terminal.

Newspapers have had a long history in Lindsay. The *Metcalf Warder* appeared on the streets of Lindsay in 1856, its title inspired by the *Dublin Warder* in Ireland where one of its owners, Joseph Cooper had

served his apprenticeship. The *Lindsay Advocate* appeared in 1860 and the *Lindsay Herald* in 1863. The *Canadian Post* moved to Lindsay from Beaverton in 1861. These four newspapers were joined in 1866 by the *Victoria Warder*, formerly the *Omeme Warder*. The *Lindsay Expositor* was added to the Lindsay presses three years later.

This profusion of newspapers was more than the community could support; indeed, by the time that the PW&PPR began to include Lindsay in its plans, only two papers had survived, the *Canadian Post* and the *Lindsay Warder*. The *Watchman* was not established until 1888. George Lytle bought the *Watchman* and the *Warder* and formed the *Lindsay Watchman Warder* in 1899.

The newspapers named above have provided the basis of this story of the PW&PPR and its successors. Other newspapers from other centres have been used occasionally in this work, but their function is essentially to support or add detail to those at the heart of the story. The dates of the specific issues involved in this story are given in the body of the text or as footnotes.

As a result of the shortage of primary documents, the circumstances surrounding the premise, construction, operation and the eventual demise of the Nip and Tuck are not clear cut and precise. In addition, for reasons of time and space, some factors have been omitted from this book and some have been subject to interpretation. When Bill Graham and I talked about the railway, we frequently commented on the deceit and corruption involved in the building of this railway. However, we repeatedly reminded ourselves that, with the passage of time, public expectations of business ethics have changed and that we should be cautious about evaluating or criticizing nineteenth century events using twenty-first century standards.

1

Chapter One

The First Attempts

Canada's First Trains

Great Britain had pioneered the railway and the United States quickly embraced the new mode of transportation but early railroads around the world relied on British expertise and investment. In 1825, while Canada was still trying to establish a canal system, builders in the United States completed the Erie Canal and were ready to start building railways. Entrepreneurs had laid over 9,000 miles of rail in the United States by 1850 but only 66 miles of rail existed in the British Colonies in North America. Political and economic uncertainty in such a vast and sparsely populated landmass as Upper and Lower Canada was not conducive to extensive foreign investment.

This situation began to change dramatically as the second half of the century unfolded. Following the political turmoil of the previous decade, Upper Canada was renamed Canada West in 1841. Political stability, combined with massive immigration began to create investor confidence, particularly in Canada West and railroad enthusiasm began to take hold. In this province alone, fifty-six charters for railways were issued between 1850 and 1860. Of these charters, building commenced on 27 lines.

Canada's first railways were built to supplement its water transportation system, such as bypassing Niagara Falls and the rapids at Lachine. The first train to run in British North America was a primitive 16-mile line from Laprairie on the St Lawrence, to St Johns on the Richelieu River in Canada East. A locomotive was imported from England and made its official inaugural run in July 1837, only five months before William Lyon Mackenzie's rebellious march to Montgomery's tavern in muddy York.

The first locomotive to run successfully in Canada West was the Ontario, Simcoe and Huron Railway. It ran from Toronto to Machell's Corners (now Aurora) in October 1852 and was extended to Hen and Chickens Harbour (now Collingwood) in 1855. On Friday, December 29, 1854, the first passengers left Cobourg for Peterborough aboard the new railway linking those towns, although this run was short-lived and, as will be pointed out later, the project proved to be disastrous. More successful was the Great Western Railway, completed in 1855 linking Niagara Falls and Windsor, through Hamilton, giving access to the Detroit market. It. On October 27, 1856 the citizens of Upper and Lower Canada along the Grand Trunk Railway celebrated the official opening of the Montreal to Toronto service. This railway was completed after the infusion of British capital and was extended to Sarnia in 1859. In 1858, U.S. money financed the Buffalo and Lake Huron Railway linking Goderich on Lake Huron with Fort Erie, close to Buffalo.

Toronto's dominance as a commercial and economic centre was not ordained in the initial growth of the province. In the early part of the nineteenth century a cutthroat rivalry among Lake Ontario's north shore settlements began to evolve. Kingston, Belleville, Brockville, Trenton, Cobourg, Port Hope, Whitby, Toronto and Hamilton sought to outdo each other in competition for the movement of people and goods to and from the surrounding communities and in the transshipment of those goods to the United States. The early phase of railroad building contributed to Toronto eventually becoming the foremost settlement on the north shore of Lake Ontario. By mid century the commerce taking place in Toronto was outpacing business in Whitby, while Port Hope and Cobourg continued as Whitby's rivals.

The first north-south railway to directly affect the economy of Whitby and Port Perry was the Port Hope and Lindsay Railway. This railway was chartered in 1846 and was initially incorporated as the Peterborough and Port Hope Railway. This project was initially greeted with enthusiasm, but this soon diminished when it came to supporting the project financially. In spite of its financial woes, the line was eventually built

and permission was granted for an extension to Lindsay and then to Beaverton. As a result, the name was changed, in 1854, to the Port Hope, Lindsay and Beaverton Railway (PHL&BR). The first train on this line made the 40-mile journey from Port Hope to Lindsay on Friday, October 16, 1857. The completion of the line meant that traffic, and particularly timber, was being diverted away from the Port Perry to Whitby overland route and onto the Lindsay to Port Hope railway line.

The Depression of 1857

The period of 1850-1870 was one of unrivalled economic expansion, not only for Ontario County, but the entire nation. It was an era much like the period a little more than a century later: a time when vast fortunes were made, when many sections of the economy expanded at a tremendous rate. However in the midst of this boom a dramatic depression took place in 1857-58.

A major cause of the 1857-58 depression was the result of various governments' over-involvement in the financing of railroads. The Grand Trunk Railroad for example, managed to arrange a loan from the government for nine million pounds. Many of the railroad companies, including the Grand Trunk, failed to pay back their loans. The result was that the government was left in a financial crisis and a depression ensued. It also led to the eventual collapse of the Bank of Upper Canada.

Unfortunately, many entrepreneurs looked upon railroad building as an opportunity to defraud the public. In spite of many success stories, most railroads built in Canada had some promoter or administrator who made deceitful gains.

This was also a time when reasonable entrepreneurs and opportunists had numerous opportunities for success. Daniel and Hart Massey began their farm machinery manufacturing business at Newcastle in 1847. Allanson and John Harris began theirs at Beamsville in 1857. These two families joined forces to establish Massey-Harris Company Limited, the largest agricultural equipment manufacturer in the British Empire. The Singer Sewing machine made its first appearance in Toronto in 1852 and immediately prompted a tailor's strike. In 1855, oil was discovered in Ontario, and Oil Springs, near Sarnia, became the site of the first successful oil well in North America in 1858.

On June 10, 1857 a bill was passed to put the Canadas on the decimal system of currency. In July 1858, the first Canadian decimal coins were minted and introduced to the populace on September 1, 1858.

During the 1850-70 period, as a result of significant growth in population, the development of the

lumber milling industry, the introduction of brick making and other related building trades, produced a thriving housing industry. Reach Township in Ontario County was a prime example of this growth. In 1841, over 62 per cent of homes were built with logs but by 1861 this figure had dropped to below 48 percent. By 1860, the saw milling industry was the largest industrial employer in many communities across the province. In Port Perry, The Standard in 1866 reported that over 130 men were employed at the waterfront lumber mills.



PETER PERRY
1792-1851

Peter Perry's Plans

The first to propose that a railroad should be built to link Lake Scugog with Whitby was Peter Perry, the founder of Port Perry. In 1831, while still a member of the Legislature, he had purchased land in the present Whitby area. Two years later Perry persuaded the government to develop the harbour and build a wharf at the waterfront of his property. Perry then built extensive warehouses for goods to be shipped to the United States.

Peter Perry made many significant contributions to the early growth of our nation and our local municipalities. Regrettably there is very little reference to Peter Perry in most history books, largely because he was overshadowed by the two men who

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were at one time his principal allies: William Lyon Mackenzie and Robert Baldwin. All three men were leaders of the Reform movement and the demand for responsible government in the 1820's and 1830's. Baldwin gained more coverage because of his role among the establishment of York (now Toronto). Mackenzie grabbed the limelight by organizing an armed uprising, the 1837 Rebellion.

Perry's parents, Robert and Jemima Perry, were devout Loyalists who owned a farm in New York State. Robert had fought against those who had sought independence from the British in the civil war that became known as the War of Independence. He joined the Loyalist militia and was wounded at the Battle of Bennington. At the conclusion of the conflict he and his family were forced to abandon their farm and property. They fled to Canada and took land in Ernestown near Bath, in Lennox and Addington Counties. Their son Peter was born there in 1792.

In the early part of the nineteenth century the Legislature of Upper Canada was under the control of a select group of wealthy, closely knit businessmen, churchmen and other members of the establishment referred to as the Family Compact. In 1824 Peter Perry ran successfully for office in the Assembly along with Marshall Spring Bidwell, as representatives of Lennox and Addington. Their platform of reform opposed the policies of the Family Compact. Perry and Bidwell had the support of many prominent people outside the legislature including William Lyon Mackenzie who at that time was running a newspaper, and Robert Baldwin, a lawyer in York, now Toronto.

By 1828 Perry was clearly regarded as the leader of the Reform movement and welcomed Baldwin and Mackenzie's election that year as members of the legislature, placing the Legislative Assembly under the control of the Reformers. During this sitting of the Legislature, Perry showed his leadership by moving or seconding almost every piece of legislation that advocated change or reform. Unfortunately the Legislative Council, which was the upper house, was composed of members appointed by the Lieutenant Governor. The Legislative Council defeated most pieces of reform legislation passed by the Assembly, the lower house.

In 1830, King George IV died, the assembly was dissolved and an election called. In the campaign, the Lieutenant Governor, Sir John Colborne was extremely vocal in his opposition to Perry and the Reformers. This time the only Reformers elected were Perry, Bidwell and Mackenzie.

The Reformers regained a majority in the 1834 election. When the Assembly convened on 15 January 1835, Perry's partner, Marshall Spring Bidwell was elected as speaker. Mackenzie took a radical approach to reform and isolated himself from the main core of Reformers leaving Peter Perry as the obvious leader and spokesman for the Reformers in the Assembly. Peter Perry served on 35 Legislative committees while in office. His work on these committees led to major changes in the lives of the people of Upper Canada.

When a political crisis arose in 1836, William Lyon Mackenzie was already roaming the countryside talking of an armed uprising. Robert Baldwin and other reformers had been appointed to the upper house by the Lieutenant Governor, Sir Francis Bond Head. Head refused to support bills that had gone through both houses. The upper house, in a sense of utter frustration, resigned in a body. In the ensuing election, Head actively campaigned against Perry and wielded enough influence to defeat Perry and the Reformers. Within months of losing, Perry took his family and moved to what is now Whitby where he had purchased land including the Windsor Harbour. Here he poured himself into his business ventures.

Prior to Perry's arrival in Whitby, the natural harbor provided a haven for shipbuilders such as David Annis who built several vessels there in the 1830s. In 1833 James Welsh had built a storehouse for grain at the Windsor harbor. He expanded it and constructed a tramway to load the grain onto the ships. Within a decade a north/south route, for trade between New York State and what later became Ontario County and bypassing York, had been clearly established.

Following his defeat in the 1836 election Perry maintained contact with Baldwin and the Reformers. He convinced Baldwin to successfully influence the government to invest large sums of money into the development of his harbour and the Scugog Road stretching north from it.

Windsor becomes Whitby

In return for services to John Graves Simcoe, John Scadding was granted 1000 acres surrounding Big Bay, the harbor at what is now Whitby. Scadding began to develop the waterfront area of this property in 1818 and named the streets John, Henry and Charles after his sons. John was later renamed Dufferin and Henry Street became Maitland Street. Only Charles Street retains its original designation. This settlement became known as Windsor Harbour.

Peter Perry's main settlement which started out as Perry's Corners (Brock and Dundas streets) was a mile north of the harbor. This settlement and a community immediately west known as Hamer's Corners, (Anderson and Dundas) were collectively referred to as Windsor.

Another settlement named Windsor in south-western Upper Canada had grown substantially and large amounts of mail was being misdirected between it and the Whitby Township village of the same name. To rectify this dilemma, a meeting was held at the Whitby Township Windsor and on July 10, 1847, a decision was made to rename its settlement.

The meeting therefore deems it proper and expedient to change the name of the village and Port of Entry of this place, and that henceforth the name of the village be WHITBY instead of Windsor and the Port of Entry the PORT of WHITBY instead of Windsor Harbour. ¹

An intense rivalry developed among businessmen of Toronto, Whitby, Port Hope and Cobourg as each sought to improve its economic advantage by seeking government finances for developing roads leading north to the growing inland communities. Before the railways came into prominence, toll roads provided access into settlements north of Lake Ontario. Relative to this study, three rival toll roads were built north from the Whitby area.

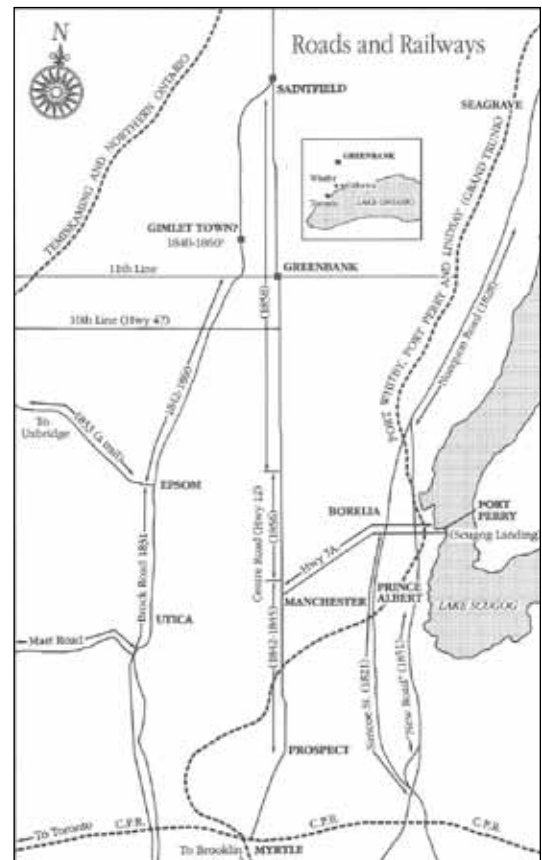
The Nonquon Road or Simcoe Street ran from Oshawa through Prince Albert and north to the Nonquon River near today's Seagrave. The second route started at Whitby and ran north through Brooklin and Fitchett's Corners (now Manchester), and north to Sunderland. A road was added to this route linking Fitchett's Corners with Scugog Village. This was referred to as the Centre Line Road or the Scugog Road. The westernmost road, Brock Road, ran northward from Whitby through present day Ashburn, Utica and Epsom.

With the construction of these roads, business at Windsor Harbour increased significantly. Perry had no trouble encouraging the government to declare Windsor a Port of Entry in 1831. In September that year, K. Tincombe was appointed the customs collector at the port. Perry continued to use his influence with the government by persuading them to finance the continual improvement of the facility. Windsor businessmen James Cotton and James Rowe obtained the government contract for harbour improvements in 1843-1844. This included dredging and the construction of piers, wharves and a lighthouse. Rowe and Cotton continued their entrepreneurial ways by buying adjacent land and building their own warehouses on it.

Development

After the last glacier melted in this region of what is now Ontario, a little over 10,000 years ago, various groups of aboriginal peoples moved in to occupy the land. The first Europeans venturing into this land encountered the Iroquois and Huron. In their greed for territorial control, the Europeans unfortunately involved the First Nation groups in their conflicts. These disastrous hostilities, along with European diseases, resulted in Iroquois being driven out of the region and the Huron being annihilated.

A few years later, groups of Mississaugas, a branch of the Ojibwa people drifted into this region. Leslie Frost describes the Mississaugas as *"a virile, unspoiled, nomadic people."*² As a result of their nomadic culture, they created a system of pathways throughout the region. By the time that the first European



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settlers began arriving here, those pathways were sufficiently established to enable the first surveyors and the early settlers to move through the region with some confidence. Indeed the final roadbed of the PW&PPR followed some portions of the pathway that became known as the Scugog Carrying Place.

In the early nineteenth century, lumber began to overtake the fur trade as a major driver of economic growth. There was a growing timber trade developing on Lake Scugog and in Victoria County to the north, but the timber was being transported down to Port Hope. Peter Perry wanted to increase the volume of trade through his harbour at Whitby but he was also in competition with Oshawa for that trade. Owning property at the south shore of Lake Scugog would enable him to divert trade originating in the north, away from Port Hope and Oshawa and into his harbor at Whitby. Two hundred acres of property at the south-west end of Lake Scugog had been purchased by Elias Williams in 1831. In April 1843 Perry purchased 80 acres of waterfront from the Williams family and began a settlement that he called Scugog Village. In 1844 he built a store on the Lake Scugog waterfront (at the site of the present Remax Realty at Queen and Water Street in Port Perry) placing Chester Draper in charge. Here he sold goods to the settlers at Borelia and traded furs with the Mississaugas.

Perry drew up a street plan in 1845 for this property: Water Street, Queen Street, North Street, Mary Street (named after his wife, Mary), John Street (after their son, John) and Cinderella Street (named after their first daughter, Cinderella, and later renamed Casimir Street after the railroad engineer Casimir Gzowski). He convinced W.S. Sexton, Aaron Ross, Thomas Paxton, Daniel Way and Samuel Hill to build steam powered sawmills at the Lake Scugog waterfront ensuring a reasonable hope for economic growth for Scugog Village and its residents.

Meanwhile, on the shores of Lake Ontario, Perry established a store at the northeast corner of what is now Brock Street and Highway #2 (Dundas Street). This area became known as Perry's Corners. He also drew up a town plan for his settlement in 1846. In this plan he again used the names of his wife, Mary and his son John, but ventured into names of trees for the other streets; Chestnut and Walnut. This original town is to be found on the north side of Dundas Street. Once his settlement was well established, he helped to found a library and, in 1846, Whitby Grammar School.

With the physical and economic foundations of Whitby and Port Perry established, dependence on each other grew. But the key to their success was through the trade at Whitby harbour. Between 1843 and 1850 the exports from Whitby harbour increased significantly.

Shipping from Whitby Harbour:

| | 1843 | 1850 |
|---------------|-----------------------|------------------------|
| <i>lumber</i> | <i>353,500 ft.</i> | <i>1,745,000 ft.</i> |
| <i>wheat</i> | <i>29,674 bushels</i> | <i>107,101 bushels</i> |
| <i>flour</i> | <i>28,562 barrels</i> | <i>35,337 barrels</i> |

The significant increase in the amount of lumber shipped from Whitby harbour was a consequence of the demand for pine from the Lake Scugog basin and areas to the north. Many homes in the Lockport, Rochester and Oswego area of New York State were built from this lumber. Builders apparently favoured the Ontario pine over the local pine because of its superior strength. At the time of Perry's death in 1851, of the Lake Ontario ports, only Toronto and Kingston surpassed Whitby in the value of goods exported to the United States. Belleville, Cobourg, Port Credit, Port Hope, and Oakville lagged behind.

In 1850, the government decided to sell off its toll roads. When several municipalities declined to buy them, the roads were sold to the highest bidders. Peter Perry established a company, incorporated as the Port Whitby, Lakes Scugog, Simcoe and Huron Road Company, to buy the Centre Line road and the government interests in the Whitby harbour. Both were purchased for less than half the money that had been invested by the government. That same year he encouraged James Cotton and James Rowe to join with Hugh Chisolm in financing the building of a steamship on Lake Scugog. The keel was laid at the Scugog Village waterfront in the fall of 1850. In the spring of 1851 the vessel was launched and appropriately named "The Woodman" since its prime purpose was to tow log booms from around the Lake, down to the five steam powered sawmills at the waterfront of Scugog Village. It was also used to transport people and goods between Lindsay and Scugog Village. "The Woodman" was the first steam vessel on the lakes that later became known as the Kawarthas.

Now that the first major steps toward linking Lake Ontario with Georgian Bay were firmly in place, Perry set out to consolidate his position and his plans. Realizing the strategic importance that the political arena provided for his ideas, particularly his proposal for a railway from Whitby to Lake Huron, Perry needed little persuasion to return to politics when William Hume Blake resigned his seat in the Legislature in 1849. Perry was victorious in the election and took his seat in the Assembly.

Recognizing the need for stronger local government, one of Perry's first proposals was a bill that would divide the Home District (the area between Toronto and Bowmanville) into smaller, more manageable districts.

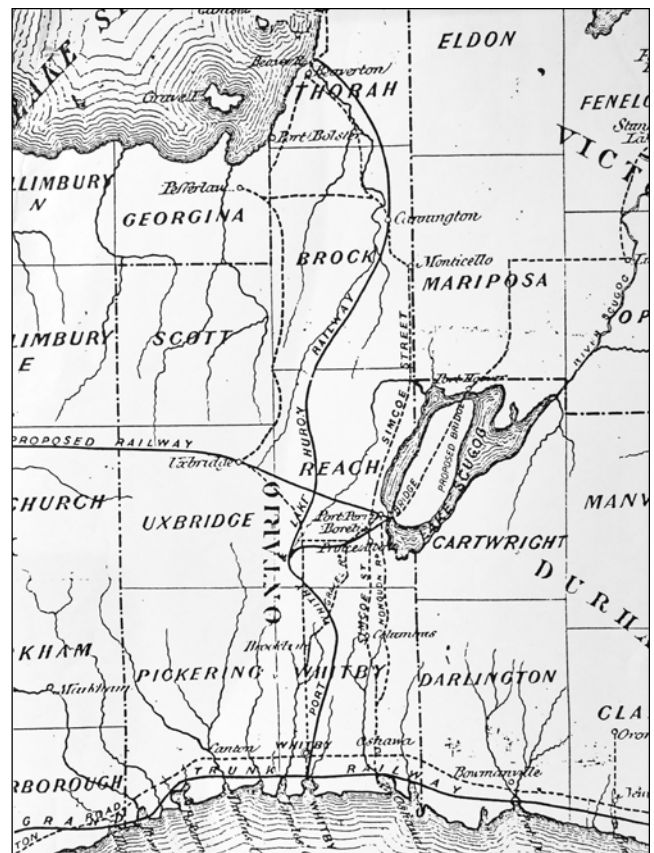
However, Perry's efforts in politics and business had exhausted him. In the summer of 1851 he went to Saratoga Springs in New York to "take the waters". On the same journey he paid a visit to his old friend Marshall Spring Bidwell, now a highly successful lawyer in New York City. Peter Perry died at Saratoga Springs on August 24, 1851. His body was brought to Whitby where his funeral was the largest ever seen in the area east of Toronto. Eulogies came from every walk of life and from across the entire political spectrum.

A few months after his death, Scugog Village was renamed Port Perry in his memory. The Road Company was taken over by James Rowe and other investors including Peter's son John Ham Perry, and renamed the Port Whitby and Lake Huron Railway Company. On the first day of January 1854, Perry's bill to divide and reorganize the Home District was enacted establishing York, Peel and Ontario Counties. Ontario County (now essentially Durham Region) began to govern itself with Peter Perry's town, Whitby, as the municipal centre.

The Port Whitby and Lake Huron Railway Company.

Perry's son John Ham Perry decided to pursue his father's dreams of a railway. On November 13, 1852 he held a private meeting of the Port Whitby and Lake Huron Railway Company in Whitby. As a result of that meeting, with James Rowe as the chairman and John Ham Perry as the secretary, the leading citizens of the area were invited to give their support to a project establishing a rail line from Whitby through Port Perry and Lake Scugog to Georgian Bay. A week later a public meeting was held. Moved by John Ham Perry and seconded by Dr. Foote, the following resolution was passed:

That the tract of country from Port Whitby on Lake Ontario to Sturgeon Bay on Lake Huron, offers many and important advantages for the construction of a railroad, over all the other projected routes between those lakes - viz., while for instance, the Toronto, Simcoe and Huron Railroad, which stands next in favourableness of route to this proposed line will lessen the distance between Mackinaw on the west and New York and Boston on the east, about 310 miles, the Port Whitby and Huron road by the narrows of Lake Simcoe, will again decrease the distance some 40 miles below the Toronto and Huron route - a sufficient consideration to be able always to compete successfully with rival lines, and in addition to having natural harbours at both terminuses, no excavating embankment or bridging of account



Proposed Port Whitby Lake Huron Railway, 1852.

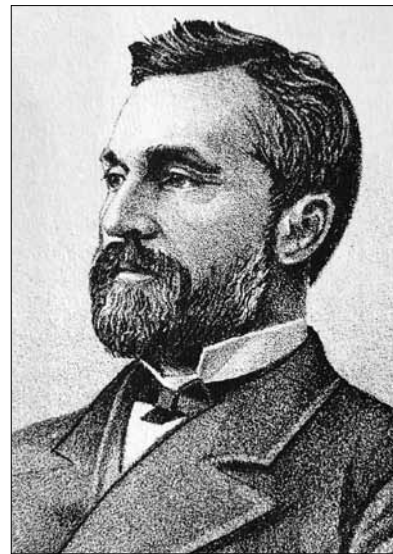
will be required, and will open up an extent of country which for fertility of soil, healthiness of climate and natural advantages, is not surpassed in Canada. ³

A committee of thirteen members was assigned the task of obtaining a charter for the railroad. Each member was asked to commit £100 in order to initiate the process. Further meetings were held and funds were raised to begin the surveys for the project. A. J. Robinson and John Shier, both surveyors living in Whitby, conducted the preliminary surveys and estimated the cost of the railway at £4000 per mile. The committee then put forward an application for a charter for the railway. In April 1853 a committee of the Legislature granted a charter for the Port Whitby and Lake Huron Railway Company (PW&LHR). The required capital of £250,000 would be obtained through shares at £10 each. Of this capital, the Township of Whitby was asked to buy £50,000 and the County of Ontario was expected to guarantee a loan of £100,000

Along with Perry, Rowe and Shier, the directors of the corporation were: Ezra Annes, a Reformer; Henry Daniels; Joseph Gould, a prosperous mill owner and leading Reformer from Uxbridge; Dr. Robert John Gunn of Whitby; William Laing, a Whitby grain merchant; Peter Taylor, Deputy Reeve of Pickering and James Wallace. It is interesting to note that all the directors were members of the Masonic Order. On May 16, 1853, a meeting of the directors was held and the following executive was chosen: President - Ezra Annes; Vice President - William Laing; Secretary and Treasurer - John Ham Perry; Engineer - James Shier.

Numerous meetings were held in order to promote the railway and to encourage investors. John Sykes offered to build the railway at only £3000 per mile. On December 15, 1853 a large public meeting was held in Epsom, halfway between Uxbridge and Port Perry, and the directors were encouraged to accept the offer of J. Sykes and Company. The momentum for the railway was clearly established and the future was full of promise. But this was about to change.

While businessmen, storekeepers and landowners in Whitby and Port Perry stood to profit most from a railway linking their communities, several groups opposed them. Ordinary ratepayers refused to sanction the spending of public funds in order to benefit the wealthy. Many farmers opposed the use of local funds since they could not see the advantages of the railway. They carried their grain on wagons to the storage centres at Manchester and Prince Albert and then the merchants shipped the grain to Toronto.



JOHN HAM PERRY

Challenges to the Port Whitby and Lake Huron Railway.

When John Ham Perry and his friend James Rowe obtained the charter from the government for the Port Whitby and Lake Huron Railroad Company (PW&LHR) in April 1853, it coincided with the charters being granted to two other rival railways: the Toronto and Nipissing Railway (TNR), and the Toronto and Grey Bruce Railway (T&GBR).

Several routes for the PW&LHR were proposed. The first proposal linked Whitby with Manchester, a 24 mile run, with a branch line to Lake Scugog. The line would be extended the 22 miles northward from Manchester to Lake Simcoe and then a third section of 30 miles to Lake Huron. The big problem in all of this was cost: £3,000 per mile. Interested parties would be encouraged to buy stock in the company but the major portions of those stocks were expected to be bought by the various townships along the route. The Council of Mariposa Township, immediately northeast of Reach Township, agreed to take £20,000 in stock, but only if the railroad ran through its core.

Uxbridge played a critical role in this competition as its citizens faced a choice between a direct line to Toronto on the TNR, or a branch line to Toronto through Port Perry and Whitby. Uxbridge pioneer and political activist Joseph Gould applied his pressure in favour of the direct line. Pickering Township was

obviously opposed to any infusion of public funds into the line as it had no effect on their township.

The issue of the railroad became the political football of the January 1854 municipal elections. Railway and Anti-Railway became the main debate at each meeting. The Anti-Railway faction focused its opposition on the infusion of public funds into the railway. This view was aggressively supported by the farmers of the region at a meeting of the County Council in January 1854, when William Hamilton, an Uxbridge farmer and Reeve of the Township who oppose the infusion of public funds stated that; "...a good farmer should prevent the first seed of a poisonous weed from getting into his field." ⁴

A Railway Decision

At the County Council meeting held in January 1854, John Ham Perry made the motion to approve a by-law to advance the necessary funds for the construction of the railway. In the ensuing debate it became obvious that the Council members were evenly divided in their opinions. Those in favour were: the reeve of Whitby John Ham Perry; deputy reeve Abraham Farewell; Thomas Paxton reeve of Reach Township; and the deputy reeve Robert Wells; and the Reeves of Thorah and Scott Township, Neil McDougall and James Vernon.

Opposing the motion were the reeve and deputy reeve of Pickering John Lumsden and Peter Taylor; the reeve and deputy reeve of Brock Township, John Hall and John Hart; the reeve of Rama and Mara, Thomas McDermott and William Hamilton; the reeve of Uxbridge.

A vote was taken and the result was a tie.

The Warden of the County and reeve of Oshawa, T.N. Gibbs was called upon to settle the matter. He voted against the infusion of public funds into the project. The resulting furor was to be expected, but other forces were at play.

The growth of Whitby as a port and trading centre gave support to the community's application for status as a town. The Legislative Assembly granted their request and Whitby officially became a town in January 1855. Oshawa meanwhile, remained a village.

In August 1856 the GTR was opened between Toronto and Oshawa. After a luncheon in Oshawa, the town of Whitby took advantage of its status as the county town and monopolized the celebrations. The school children were given a holiday and encouraged to stand at the edge of the tracks to witness the arrival of the new hissing giant. Its festooned station, on the north side of the railway line, just west of Blair Street, became the centre of a huge festival of speeches and band music. Immediately afterwards the dignitaries were paraded to an adjacent building for a banquet where dozens of toasts were raised, much to the enjoyment of the participants. John Ham Perry took advantage of the opportunity to preach to those in attendance about the advantages and potential of the railway. With a concluding three cheers for the Queen, the happy guests made their way back to the waiting train which was made up of four passenger cars, five platform cars and a mail car all jammed to capacity with passengers eager to participate in the journey that symbolized the new age of transportation, trade and communication.

The section of the GTR from Montreal to Brockville had been opened on November 19, 1855. The final section, from Brockville to Oshawa opened on October 27, 1856. The following day, regular daily service between Montreal and Toronto began; the westbound train leaving Montreal at 7:30 a.m. and after making several stops arriving in Toronto at 9:30 p.m. Trains left Toronto at 7 a.m. and arrived at Montreal at 9 p.m.



**RAILWAY
MEETINGS!
DEPUTATIONS**
FROM TORONTO,
Will Address the
Ratepayers of Reach

On important Railway business, at the
Town Hall, Manchester,
Murta's Hall, Greenbank,
Campbell's Hall, Saintfield,
Bolton's Hall, Epsom,
These Meetings will all take place at 7 o'clock
p. m., on the night of

**Wednesday next
1st SEPTEMBER.**

LARGE MEETINGS
Are expected at the several places as matters of
very great importance to the several localities
will be discussed; matters which cannot fail to
prove deeply interesting to every ratepayer in
the Township.

R. W. ELLIOTT,
PRESIDENT,
Toronto & Nipissing Railway Co'y;
Office of the T. & N. R. Co'y,
August 24, 1860.

34-1w

THE NIP 'N TUCK

The citizens of Whitby, with the sounds of the celebration still echoing around the town and fearful that Oshawa, its neighbor on the GTR, would soon become a town equal to Whitby in status, were spurred into a revival of support for the railroad linking Whitby with Lake Scugog.

The Rivalries

As the railway from Port Hope to Lindsay neared its completion in 1857, a revised proposal for the Port Whitby and Lake Huron Railway (PW&LHR) attracted renewed interest. The new version was a vague proposal for a line travelling northward through Whitby and Reach Township. Numerous editorials and letters to the editors in the region's newspapers began to appear and interested citizens could find a Railroad meeting somewhere in Ontario County virtually every week. The leading speakers in favour of the railroad who roamed the county were: John Ham Perry; George Currie of Prince Albert; Thomas Paxton of Port Perry; Abel Ewers of Manchester; Reeve of Reach Township James Campbell; and Francis Keller of Whitby.

Vote

On November 10, 1857 the Council met and a proposal to support the railway from Whitby to Port Perry was again put forward. The proposed by-law was to put forward £100,000 to purchase shares in the company.

This time the vote was in favour. Following this decision, the by-law had to be put before the public on 16 December for approval. The *Ontario Observer*, published in Prince Albert released its first issue on Saturday, December 12, 1857. The publication coincided with the lead up to the vote on December 15 for the railroad and the General election and municipal elections to be held across the country. The importance of the proposed PW&LHR was emphasized on the front page of this inaugural issue.

THE PORT WHITBY AND LAKE HURON RAILWAY.

This long agitated question is about to be decided by a poll to be taken on Wednesday next, when every municipal elector will have the opportunity of expressing his opinion upon the subject by an open vote. No fairer or more legitimate plan could be adopted to test the feeling of the inhabitants of this county in reference to the propriety of constructing this railroad. ...

The poll will be opened at the following places throughout the County: -

*Brock, at the schoolhouse nearest Jones' tavern in the fifth concession
Mara and Rama, at David McVieghs tavern,
Pickering, at Brougham,
Reach, at the Town Hall,
Scugog, at the School House at section No. 2,
Scott, at the place where the Municipal elections are usually held
Thorah, at the Town Hall,
Uxbridge at Udell's Tavern, fourth concession,
Whitby Township, at the Town Hall,
Oshawa village, at the Court House,
Town of Whitby, at the Town Hall. ⁵*



TENDERS WANTED FOR 40,000 Railway Ties.

To be delivered on the line of the
Port Whitby & Port Perry Railway.
To be of

**Tamarac,
Hemlock,
Rock Elm;
or Oak.**

9 feet long, with square ends, 10 inches wide
and 7 inches thick when the two sides are
flattened.

The Tenders to be delivered at the office of the
undersigned, Engineer of the line, on or before
noon of the

15th day of December, 1868.

WILLIAM SYKES,

C. E.

Whitby, Nov. 11, 1868.

46

N. B. No tender will be accepted for less
than 1000 Ties.

The following Friday, December 18, 1857, the following announcement was made:

"This long-agitated issue has this week been decided by an adverse vote to the project." ⁶

The complete results were published in the December 25 issue of the *Observer*.

| | For | Against |
|--------------------------|-----------|--------------------|
| Oshawa | 5..... | 248 |
| Scott | 4 | ..77 |
| Thorah | 43 | ..12 |
| Pickering | 22..... | 697 |
| Uxbridge | 29..... | ..341 |
| Township of Whitby | 207..... | ..521 |
| Town of Whitby | 358..... | ..37 |
| Reach | 340 | 158 |
| Scugog | 59..... | ..32 |
| Brock | 43 | 348 |
| Mara and Rama | 149 | ..43 |
| | 1,258 | 2,687 ⁷ |

Discouraged but not crushed, the Executive continued their efforts. On December 30, the *Whitby Chronicle* announced the upcoming Annual General Meeting of the Stockholders of the Port Whitby and Lake Huron Railroad. "... will be held at the company's office, Port Whitby, on Saturday, the 9th day of January, 1858 at twelve o'clock, noon for the purpose of electing directors for the current year." ⁸

A New Proposal

In 1859, the year that Blondin, the French aerialist, first crossed Niagara Gorge on a tightrope, there was a renewed level of activity in support of the new PW&LHR scheme. However, the ineptitude of the line's proponents and their failure to obtain majority support for the line had not gone unnoticed. Across the province, entrepreneurs, businessmen, speculators and con men paid increasing attention to the proposed PW&LHR. There was money to be made in building railroads.

The phenomenal success and acclaim for the GTR along the north shore of Lake Ontario gave rise to a proposal for a parallel line further north; a railroad linking Port Perry and Prince Albert with Machell's Corners (now Orillia) and Manvers Station on an east-west line.

On December 2, the *Observer* carried a large advertisement for a meeting to be held at the Manchester Town Hall on Wednesday December 8, 1858.

For the purpose of taking an expression of their views with reference to the propriety of constructing a branch line of the railway from the Manvers Station on the Port Hope, Lindsay and Beaverton Railway to the proposed Town of Ontario, with a view of extending it through Uxbridge to Machell's Corners on the Northern Road.

J.S. Smith, Esq., President of the Port Hope, Lindsay and Beaverton Railway, I. H. Burton, Esq., M.P.P. and John Fowler Esq., Contractor, will be present to lay before the meeting a scheme upon which the proposed line of road can be carried out. ⁹

Elsewhere in the same issue of the *Observer*, an editorial commented on the virtue of this new proposal, but also reflected an anti-Whitby sentiment:

The benefits which would accrue to North Ontario from the proposed line of railroad must be self evident, and surely none can fail to observe the advantages that would arise from it; not only to places through which the line would run, but also to the rate payers generally. Speedy communication with Montreal and Toronto would virtually place Prince Albert and other places upon the line in front, instead of leaving them back in the county, as at present; and in creating for us a home market, would put us - commercially and otherwise- in as good a position as Whitby....

A train from the east connected with Prince Albert would enable us to have merchandise landed here from Montreal as cheaply as it could be landed in Whitby, and by extending the line as proposed to the Northern Railroad, produce could be forwarded at cheap rates to Toronto; which of course would be a better market than Whitby. ¹⁰

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The argument to exclude Whitby from this new proposal was obviously contested by the Whitby interests and served to spur another attempt to promote a line northward from Whitby. Completely ignoring some of the major reasons for the failure of earlier proposals such as the lack of specific routes and the failure to complete detailed surveys, the new north-south line had an even more vague advocacy: a line from Whitby to Utica and an eventual branch line linking with Port Perry and Uxbridge.

John Ham Perry addressed a series of well-attended meetings during the spring and early summer. In support of the scheme he was accompanied by a respected railway contractor, James Beachell.¹¹ Beachell, an Englishman who had gained early experience in building railways in France for British companies, emigrated to Canada and settled in Grey County in the 1840s. He became the first Reeve of Township of Melancthon and first Warden of Grey County. In Toronto he participated in the design and building of the Grand Trunk Railway and later, in 1866, with the Toronto and Owen Sound Central Railway. He died in 1867.

Beachell is referred to in a report in the *Observer* of May 25, 1859 at a meeting at Sinclair's hotel in Borelia;

*On the occasion of the last meeting it was impossible for anyone to say as to the particular location of the line; but since that time Mr. Beachall [sic], the eminent contractor who had surveyed the proposed road had discovered that not only could the road be carried to Lake Scugog by way of Utica, but that that would be the most favourable route. The road could be brought as near to the village of Manchester as was desirable either on the north or on the south and from thence there was an excellent route between Borelia and Prince Albert.... A survey of the road had shown that a station could be advantageously placed at Utica to control the trade of the western portion of the township and of Uxbridge, one on the centre road; one near Prince Albert to control the traffic of that section of the county and a station at the terminus at Port Perry.*¹²

Regarding the cost of the proposed railway, the reporter continued Beachell's statement;

*The £35,000 that Whitby had agreed to take had already been subscribed; there was £25,000 in private stock and it only remained for Reach to say whether it was willing to subscribe £15,000 and the work would go on. If the pledge of £15,000 were made and the by-law for that amount were ratified, they might be assured that in two months hence the building of the road would be in progress and within one year they would have the railroad running.*¹³

The Safety Factor

In spite of the obvious economic benefits derived from railways, there was a major cause for public concern: the issue of safety. Lumber was readily available and in abundant supply in the Canadas. In the first thirty or so years of railroad building in North America, lumber was almost exclusively used for bridge and trestles, even the tracks were wooden rails covered with an iron strap. Britain, on the other hand, where railroading had begun, was far in advance of North America in its industrialization and therefore much better equipped to handle problems of iron production, and, its iron products were of a much higher quality. In Britain iron or stone was used for bridges, trestles and rails. In addition, railways in Britain did not have to be built to withstand the extreme temperatures faced in Canada in summer and winter.

In Britain, attention was immediately applied to safety considerations. In British North America, hardly a week passed without a major railroad accident; collapsing bridges and trestles, trains being derailed. In 1854 in Canada West there were 19 major accidents. On the GWR:

*At Lobo, on June 2, 1854, six passengers were killed and 14 injured: at Thorold, on July 16, 1854, seven passengers were killed and 14 injured: a terrible wreck at Baptiste Creek on October 27, 1854 caused the death of 57 persons and the injury or mutilation of 46.*¹⁴

A government investigation stated;

We find, that at the opening of the road, the embankments and cuttings were in a dangerous state; that the ties or sleepers were without the stay or support of gravel on the surface: the

road crossings and cattle grades were unfinished. The trestle works in some cases substituted for embankments were notoriously insecure, and in fact neither grading nor superstructure were in a fit state to hazard the prosecution of traffic in the face of the contingencies of the coming winter and spring in this climate and in this country. ¹⁵

The Commission noted that the Managing Director of the GWR had been informed that *“the road was in a too dangerous state to open it for traffic, but that he disregarded the warning.”* ¹⁶

No one was punished for this crime.

Three years later, on March 12, 1857, on the same GWR line, a Toronto to Hamilton express with the locomotive “Oxford”, became derailed and plunged into the Desjardins Canal near Hamilton killing 59 people. The cause was thought to have been a broken wheel or axle at the front of the locomotive. It tore apart the wooden floor of the bridge.

Canada’s worst railroad disaster took place on the Richelieu River at the bridge at Beloeil, Quebec on June 29, 1864. The engineer of a GTR passenger train ignored a signal indicating an open draw bridge and failed to make the mandatory stop at the east end of the bridge. The speeding train fell through the open drawbridge and plunged into the river below, some parts of the train landed on a barge on its way under the bridge and 99 passengers were killed.

During the last quarter of the nineteenth century over 750 fatalities occurred on Canadian railways. These disasters became ammunition for the skeptics and critics of railways who opposed public funds being used for railway construction.

Proposal Defeated Again

In Ontario County the new proposal for PW&LHR was voted upon in June 1859. The Reach Township vote was held in the Township Hall at Manchester and the proposal was defeated by a vote of 363 opposed and 268 in favour. This result brought the somewhat ambitious plans for the Port Whitby and Lake Huron Railway to a close, and with it the Port Perry businessmen’s dreams of an economic rivalry with Lindsay.

At this time another factor began to play into the hands of the Lindsay businessmen. A lock had been built on the Scugog River at Lindsay in 1844, allowing sailing vessels to move freely from Lake Scugog through Lindsay to Sturgeon Lake and points beyond. This early lock began to deteriorate and by 1858 was



Township Hall, Manchester where new proposal for PW&LHR was defeated in June 1859.

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not usable. It was torn down in 1861 and replaced by a timber slide. As a result, all goods shipped from Lake Scugog to points north, had to be unloaded from the vessels at Lindsay and placed on other vessels, or, after 1857, loaded on to trains. This meant that Lake Scugog and its ports; Port Perry, Port Hoover and Caesarea, had been relegated to backwater status.

The 1859 vote on the PW&LHR still left unsolved the problem of transporting goods between Port Perry and Whitby. In the fall of 1861, a unique solution was tendered. The editor of the *Ontario Observer* supported a proposal for a horse drawn railway from Whitby to Port Perry! In this proposal, a claim was made that the cost of laying such a railway track would be less than one fifth that of a railway for a steam locomotive and the operating costs would also be significantly less. The practicality of having horses pulling wagons up the steep incline at the Ridges finally entered into the discussion and the proposal was dismissed.

Competition

The growth of Lake Ontario towns such as Toronto, Hamilton, Port Hope and Cobourg was clearly enhanced through links to centres to the north by rail. This factor began to have an increasing effect on Whitby in its drive for trade expansion and use of the harbour. Reach Township, which included Prince Albert and Port Perry, had been in a period of relative stagnation since the crash of 1857. The increasing costs of building an efficient railroad was slipping from the reach of the taxpayers on the Whitby-Port Perry route.

In contrast, Port Hope and Lindsay became boomtowns. The Port Hope, Lindsay and Beaverton Railway Company (PHL&BR), relative to its size, was one of the most profitable and successful railways in the whole of the Canadas. Lindsay saw its first locomotive arrive in 1857 after the line had been built relatively efficiently and with little controversy. The line was extended to Peterborough on May 12, 1858. These factors enabled Lindsay to siphon the trade from Lake Scugog and move goods, particularly lumber, down to Port Hope enhancing Port Hope's trade advantage over Whitby.

The Port Hope and Lindsay Railway extends from Port Hope, a flourishing town 30 miles east of Whitby on the line of the Grand Trunk Railway to Lindsay on Scugog River, a distance of 42 miles. Lindsay is distant about 20 miles by water from Port Perry. This railway was constructed 15 years since at a cost of \$1,993,535. It has not only been a great measure created the town of Lindsay, but has developed the manufacture of sawn lumber on the Northern Lakes. This business is increasing very rapidly. The great lumbering waters of Lake Simcoe offer attractions for a railway outlet in the East; and have induced an extension of the Port Hope and Lindsay Railway to Beaverton on Lake Simcoe, and which is now in course of construction. The lumber shipped through Lindsay was estimated at 66 millions the past season. This lumber is nearly all concentrated by boat at Lindsay, from all points east and west and north of that place. Even Port Perry on the south has shipped its lumber via the Port Hope and Lindsay Railway for many years. ¹⁷

With the defeat of the 1859 proposal for a railroad through Reach Township, a "railway fatigue" set in and the topic was received with a measure of boredom for five years. However, across the North American colonies, a huge dream was slowly becoming reality. Railways became part of an ideological struggle to bind a new nation together.

2

Chapter Two

1866

The Fenians

As momentum gathered toward Confederation there was a renewed enthusiasm for projects to match and facilitate the national ambition. It should also be kept in mind that there was an atmosphere of apprehension throughout the country over the events taking place in the United States. As the Civil War came to a close in the United States in 1865, tens of thousands of former soldiers roamed the nation looking for employment, and a cause. Simultaneously a movement was taking place in Ireland, a revolutionary force called the Fenian Brotherhood. The Fenians were determined to “free Ireland from the yoke of the oppressor (i.e. England).” By extension, this was embraced by the North American Irish as a call to rescue the British colonies in North America from their “oppressors” in Westminster.

In September 1865 a convention of Fenian supporters in the United States was held in Cincinnati, Ohio. At this meeting, the newly elected president of the brotherhood, Colonel William R. Roberts expressed his determination to attack Canada and rallied his followers “On to Canada.”

Over a million of men, veteran soldiers of both armies, were still in the field when the Civil War ended, and when these mighty forces were disbanded, hundreds of thousands of trained warriors were thrown upon their own resources, without occupation or employment. While the majority of the soldiers quickly resumed their old business or farming pursuits, yet there remained a vast number of turbulent and restless spirits who were ready and willing to embark in any filibustering expedition that might present itself. These men were all trained and seasoned veterans of both the Union and Confederate Armies, soldiers who were inured to the hardships and rigor of many campaigns and fierce battles and thousands of them readily enrolled themselves under the Fenian banners in anticipation of a war being inaugurated against the British with the invasion of Canada as a first step. ¹

With large amounts of money already raised and huge quantities of arms and ammunition at the ready, the Fenians set about organizing companies and regiments throughout the United States. As the men prepared themselves for the conflict they held meetings, parades, picnics and rallies. By March 1866 the Fenian leaders had revealed their plans:

Expeditions for the invasion of Canada will rendezvous at Detroit and Rochester, and at Ogdensburg and Plattsburgh, and at Portland. The forces assembled at the two first name points are to operate conjointly against Toronto, Hamilton and the West of Upper Canada. From Ogdensburg and Plattsburg demonstrations will be made against Montreal and ultimately Quebec; Kingston will be approached by Cape Vincent, while Portland will be the general place of embarkation for expeditions against the capitals of New Brunswick and Nova Scotia. ²

The Canadian response to this threat was immediate. In towns, villages and hamlets throughout Canada West local militias were quickly and enthusiastically organized. In September 1866 the 34th Ontario Regiment was organized with the Battalion headquarters in Whitby. The Regiment was made up of with ten companies including companies organized in Brooklin, Oshawa, Port Perry, Prince Albert, Uxbridge and Columbus.

Rally Round the Railways

This rallying of opposition to the Fenian threats to Canada's sovereignty played a role in the citizenry's sense of urgency in finding more ways to bind its communities together not only for social and economic purposes, but also to facilitate the movement of soldiers and equipment. This factor should not be overlooked as an influence in a new round of promotional meetings for railways.

From a purely economic standpoint the Whitby businessmen saw that their interests were being squeezed out by their counterparts in Toronto and Port Hope when talk of the Toronto and Nipissing Railway and the Toronto Grey and Bruce Railway began to garner support. To add to Whitby's dilemma, the already successful Port Hope and Lindsay Railway was anxious to extend its line from Lindsay through Cannington to Beaverton.

The editor of the *Observer* stated the case succinctly;

It is unnecessary to enter into a lengthy argument to show that we are greatly in need of some more rapid and convenient means of transit and communication with the front than we have at present...It is no secret that the business of this county was very materially affected by the opening of the Port Hope and Lindsay Railway: - The trade which found its way through this County has been diverted, or is passing into other hands. The business which should be done at Whitby or Oshawa is now transacted at Port Hope... nothing will so certainly insure us a healthy and permanent prosperity, nothing will be so conducive to our material development as the construction of a railway to connect Lake Scugog with Ontario. ³

In the next column to the editorial, that same issue of the *Observer* gave particular emphasis to a meeting that had taken place in Sinclair's Hotel in Borelia the previous Thursday.

Great Railroad Meeting at Port Perry

-

Great Enthusiasm!!

-

LIBERAL OFFER OF J. FOWLER ESQ..

-

HE PROPOSES TO BUILD THE ROAD
AND INVEST \$4000 PER MILE

-

COMMITTEE APPOINTED TO TAKE
STEPS TO SECURE A CHARTER.

The huge crowd that filled the hall included virtually all the businessmen of Port Perry and many from Prince Albert. The meeting was chaired by Joshua Wright, the Reeve of Reach Township. Thomas Paxton, a successful mill operator and landowner in Port Perry, spoke eloquently in favour of a railway linking Port Perry with Whitby, a railway to be named the Port Whitby and Port Perry Railway (PW&PPR). To entice support, the PW&PPR promoters promised to extend a branch line to Uxbridge and another to Beaverton. Paxton added that he had contacted John Fowler of Cobourg to seek advice on the proposed railway.

John Fowler and the Cobourg and Peterborough Railway.

The fact that John Fowler had been invited to be involved in the new railway raises immediate questions about the capabilities of the promoters of the Whitby to Port Perry line. John Fowler had been involved in the construction of the disastrous Cobourg and Peterborough Railway (C&PR). The contract for building the C&PR was awarded to Samuel Zimmerman and James Balch. They in turn hired a local contractor who had employed John Fowler to carry out its construction in 1853. This was one of the most

unsuccessful lines in the history of railroading in Canada. Trout claimed; *"This road from its very inception has been a constant series of mishaps, disasters and changes."*⁴

Although this line was only 30 miles long, the cost amounted to nearly \$1,000,000, of which sum, municipalities contributed \$500,000. The road bed was badly deficient, and equipment not much better. With a celebration the road was finally opened for traffic, but hardly had the winter of 1853 set in when the railway's bridge, three miles long across Rice Lake, was crushed in and splintered by the ice. An examination revealed that the work had been scamped: the piles had not been sufficiently driven or properly stayed. Costly repair work had to be done before the road was tolerably fit for travel.⁵

Travelling Register.



**COBOURG AND PETERBORO
Railroad.**

WANTED on the C & P. R. R., Five Hundred Labourers and Two Hundred good hands for track laying, to whom the following wages will be paid—Labourers per day, 5s cy, Track Layers from 5s to 10s per day.

Any men coming by any of the Lake Ontario Steamers will have their passage money returned, providing they remain on the works one month and produce a certificate from the Captain.

**JOHN FOWLER,
Contractor.
1273-12t**

Cobourg, May, 1854.

The promotion, development and construction of the C&PR was scandalous from its inception. Any reference to Canadian railway scandals frequently leads to Samuel Zimmerman, the contractor for the C&PR. Zimmerman became notorious for his unscrupulous profiteering in several railway projects across Ontario including the Great Southern Railway (GSR) and the Great Western Railway (GWR). A subsequent investigation into Zimmerman's involvement in the GSR revealed that:

*... in 1852, Samuel Zimmerman made a bargain with the railway's directors to supply two-thirds of the funds with which to construct and operate the road. In exchange, he was to get one-third in bonds, the same amount in stock and the same in cash from the Company... for his influence and exertions in obtaining the contract for Zimmerman and Company, Henry de Blaquiére, one of the directors, is distinctly proved to have received a bribe of no less a sum than \$50,000 under this contract in which the said De Blaquiére admits that he was a partner to the extent of one-half of the profits.*⁶

Zimmerman's involvement in the GWR led Guay to comment, *"There were few his equal in 'railway morality' – the unsavoury ethics characterizing transportation politics of the era."*⁷

As will be seen later, further investigations into the matter of the C&PR revealed the involvement of numerous leading politicians of the time, all of whom received generous bribes.

John Fowler's father, also named John Fowler, had been involved in railroad building in England and was invited to Cobourg to help out in the construction of the C&PR. He and his wife Jane, along with their six children left England in 1850 and settled in Cobourg. (They were later to have six more children!)⁸

John Fowler of Cobourg is not to be confused with a contemporary, the pre-eminent Sheffield-born railway engineer in Britain, also named John Fowler (1817-1898), later to become Sir John Fowler, the third of four generations of Fowlers all named John. John Fowler of Sheffield was responsible for several massive railway projects in Britain including the Firth of Forth Railway Bridge in Scotland and a large section of the London Underground. In addition he served as consultant to many foreign railways in countries such as, Australia, India and the United States. We may never know whether John Fowler of Cobourg ever falsely claimed professional or personal affiliation with his Sheffield-born namesake as a means of furthering his own ambitions.

Similar to the PW&PPR, the C&PR line went through several proposals before the project really got underway. The first proposal was made in 1833 and a charter for a railway was issued on March 6, 1834, but this plan was merely for a railway from Cobourg to Rice Lake to link up with water transportation on the lake. However, the project was abandoned until 1852 when the granting of a further charter allowed surveys to be undertaken. Construction on the line began after Mrs. Mackechnie, the wife of the mayor of Cobourg, turned the first sod on February 7, 1853. Today, a provincial heritage plaque stands close to the site.

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Before work on building the line had begun, locomotives were ordered: the Cobourg delivered in December 1853, the Peterborough delivered in April 1854 and the Alma which arrived in June 1855. These locomotives were #5, # 7 and #15 produced in James Good's Toronto Locomotive Works. A number of railroad cars were also ordered. All the locomotives were delivered by boat from Toronto to the harbour at Cobourg, as were the 10 platform cars from Thomas Wright and Duncan McLean's Montreal based McLean, Wright & Company. Another 20 more cars were ordered from the same factory when it was taken over by Henry J. Wright and John B. Sutherland to become Messrs Wright and Sutherland, Toronto. Even more cars were ordered from the Niagara Car Works!

Rice Lake Bridge

Through the PH&LR, Port Hope commanded access to land west of Rice Lake, while Belleville exerted control of land to the east of the lake. This meant that a line north from Cobourg to Peterborough would have to cross Rice Lake. This route had to face two major problems. The first was the steep incline from Lake Ontario to a point just south of Rice Lake. Locomotives would be required to climb a gradient of 47 feet per mile. The second problem was the need for a two-and-a-half mile span from Harwood across Rice Lake to Hiawatha on the north shore.

Once the engineer Ira Spaulding, with Fowler as a sub contractor, had begun construction of the bridge it quickly became apparent that the two knew little about the engineering involved in such a project. When work began a solid sheet of thick ice covered the lake. A series of 10' x 20' cribs were built on the ice and filled with rocks. Under the weight, the cribs sank into position and trusses were constructed to link the cribs. Another section of the bridge was built on piles driven into the mud. The structure was completed in December 1854 and was opened with a huge celebration as the first train made its run on December 29 with twelve flatbed cars with seats nailed to floors to accommodate the passengers.

Within a few days ice accumulated and began to shift on the lake. By New Years Day 1855, the damage was so extensive that bridge had to be closed. Further ice damage ensued. One of the trusses slid on an abutment and a large part of the pile bridge moved. In the process 12" by 18" stringers were broken like matchsticks and the iron rails twisted into pretzels. It was found that almost three quarters of the piles had not been driven far enough into the lakebed. During the spring thaw some of the piles rose completely out of the water.

Shortly afterwards the chief engineer, Ira Spaulding, was fired and John Fowler was hired to sort out the mess even though he had been Spaulding's sub-contractor!

The expansion and contraction of the ice and consequent shoving was so great that it entirely destroyed the bridge, thereby stopping all running of the trains for some considerable time. Indeed it was not until the following spring that the road was sufficiently put in a state of repair to commence its business traffic... The road was run by the board of directors until the year 1857, the whole line not realizing sufficient to pay the working expenses and the interest on the sterling bonds, in consequence of the constant repairs required on the bridge. ⁹

Fowler began by filling in the already unstable cribs with landfill and creating an earth embankment for part of the bridge. In 1858, John Dumble took over Fowler's contract and continued to fill in the cribs. He created a solid embankment from the north and south shores and two artificial islands in the middle of the lake. These were linked by a swing bridge. The system devised by Fowler and continued by Dumble was hopelessly inadequate in stabilizing the cribs on the muddy lakebed and in coping with the force of ice on the lake. Several newspapers reported that when trains did travel on the bridge, a worker in a handcart followed each train and carefully examined the bridge for any weaknesses. The *Canadian Journal* commented,

... whether viewed in its mechanical construction or design, its location, or even its necessity, a greater engineering or commercial blunder can scarcely be found in Canada, or one which reflects less credit on the judgement of all concerned... ¹⁰

To further compound the problems several of the cuttings and embankments built by Fowler earlier on inland sections of the line were collapsing. Trout concluded his report on the demise of the C&PR as follows:

In August 1858, the Bondholders obtained an act authorizing them to take possession of the Road, which they did and put it under the management of Mr. J.H. Dumble who worked it until January 1860 when again a change took place. The Road then passed into the hands of Messrs. Covert and Fowler as lessees. These gentlemen contracted to make the bridge across the lake a permanent structure by filling in an earth embankment; but when it was only partially finished another change took place; the work ceased and the bridge, which was before in a dilapidated state was left to its fate. The result was that the following winter in consequence of the movement of the ice and the spring floods, the bridge took its departure and sailed down the lake; and thus terminated the existence of the Cobourg and Peterborough Railway. ¹¹

Corrupt Financing

A further problem with the C&PR emerged during the 1858 inquiries of a Select Committee of the House that was appointed to investigate scandals implicating members of the House. In 1852 the Municipal Loan Fund was established to allow municipalities to borrow funds in order to carry out public works. The funds could be borrowed at a rate of 6% to be repaid through a sinking fund of 2%, a total cost of 8%. In turn, the railway owners promised the municipalities a rate of return of 12% for their investment. Under this scheme Cobourg borrowed \$500,000 which they invested in the C&PR.

The Bank of Upper Canada handled the government's account, including the distribution of funds allocated for railway projects. As a result of massive corruption, many of the railway projects such as the C&PR failed and declared bankruptcy. Over a period of ten years (1851-1861) the municipalities borrowed over six million pounds from the Fund. Due to the excessive investment in railroads, the province experienced a financial depression in 1857 and shortly afterwards, the Bank of Upper Canada itself declared bankruptcy.

William Cayley, who had been Inspector General (Minister of Finance) at the time, testified at the Committee hearings that he had authorized the advancing of £10,000 of public moneys to the C&PR and had sold bonds to D'Arcy Boulton, former mayor of Cobourg, in exchange for land. It should be noted that Boulton's uncle was Peter Robinson, Commissioner of Crown Lands. The charter for the C&PR had been granted while Boulton was a Member of the House while also serving as president of the C&PR. Ridout later testified that the amount advanced by Cayley was actually £60,000.

The Auditor-General John Langton testified that a further "£16,083, 6s 8d was drawn directly from the public chest in the year 1857" and given to the Cobourg and Peterborough Railway Company with no authority from the government. Similarly £160,000 was handed to the Grand Trunk Railway Company. ¹²

Boulton also found a way to illegally acquire money for the railway from the Marriage License Fund of Upper Canada.

... when the Bank of Upper Canada failed some years after with disastrous results, it was found that this, the second great bank failure of the province, was due to this and similar misuse of its funds at the instigation of members of the government in the promotion of their private railway schemes. Some banks were, in fact, created for these exploitations. ¹³

In his detailed account of the Grand Trunk Railway, A.W. Currie summarized his account of the C&PR as follows:

Altogether it would be hard to find a more regrettable financial history than that of the Peterborough and Cobourg and its successors. The line was poorly conceived because it lay only eight or ten miles distant from the Port Hope- Lindsay route and the project for carrying the track across Rice Lake was impracticable. Perhaps it is fortunate that the company did not leave behind sufficient records to show its total losses accurately but clearly they exceeded \$1,000,000 on a line that was barely 45 miles long. ¹⁴

In contrast with the calamitous C&PR, more experienced and better-qualified engineers built the successful PHL&BR with a minimum of scandal. This had given Port Hope a distinct commercial advantage over Cobourg and a similar advantage for Lindsay over Peterborough.

Even more scandals appeared with John Fowler at the centre. In 1858 he proposed a branch line

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from Millbrook on the PHL&BR. This would link Peterborough with Port Hope, thus bypassing Rice Lake and his calamitous C&PR. He even produced a financier, George Tate. Faced by the potential loss of its commerce to Lindsay, the city of Peterborough committed itself to the proposal. Immediately after the bylaw was signed, George Tate disappeared when it was discovered that he was penniless. It is not known whether this George Tate was any relation to William Tate who formed a partnership with Charles Paxton and purchased the Gibson foundry in Port Perry in 1867. This foundry was an eminently successful enterprise that manufactured farm machinery and implements along with turbines and steam engines. Many Paxton and Tate steam engines were used in the steam powered lumber mills at the Port Perry waterfront and in the numerous steamboats that plied the Kawarthas.

John Fowler, in spite of his well-publicized involvement in the disasters of the C&PR, somehow managed to maneuver his way into a position as a director of the PHL&BR and played a role in the construction of the extension of the PHL&BR line from Millbrook to Peterborough, even bringing along with him one of his cohorts, John Dumble, an equally questionable character.

With Fowler's indiscretions at the C&PR overlooked or forgotten, he was retained by Charles Paxton to promote the PW&PPR. The September 5, 1867 issue of the *Observer* reported that Paxton called on Fowler to make a presentation regarding the PW&PPR.

*He [Fowler] believed it to be practicable and of easy accomplishment. From his knowledge of railway affairs [sic], and particularly of the Port Hope and Lindsay road, and the effect which the building of this road would have upon that line, would make this a good paying line. He had so much confidence in it that he would undertake to build the road and take £1000 per mile stock in it. He would furnish the road with rolling stock, and when completed would lease it upon such terms as could be agreed upon. He would render all the assistance in his power to facilitate the procuring a charter and in completing the work.*¹⁵

The following chart appeared in the October 25, 1866 issue of the *Ontario Observer*.

| | Miles | Cost |
|--------------------------|--------|--------------|
| Grand Trunk | 1377 | \$80,704,995 |
| Great Western | 345 | \$23,855,881 |
| Northern | 97 | \$5,457,789 |
| Brockville and Ottawa | 86 1/4 | \$2,602,024 |
| Stanstead and Chambly | 44 | \$1,216,006 |
| Port Hope and Lindsay | 43 | \$1,593,538 |
| Prescott and Ottawa | 54 | \$2,008,994 |
| Welland | 25 1/2 | \$1,622,843 |
| London & Pt. Stanley | 24 1/2 | \$1,032,850 |
| Cobourg & Peterborough | 14 | \$900,000 |
| Pt. Hope & Peterborough | 13 | \$400,000 |
| Carillon & Greenville | 13 | \$95,077 |
| St. Lawrence & Industrie | 12 | \$54,000 |

Once Fowler had been given the responsibility of heading up the promotion of the PW&PPR, he initially applied himself with some diligence. The financing of the railways of Canada West was largely dependent upon the promoters' ability to persuade the various communities to pay for them. Fowler allied himself with Chester Draper and Thomas Paxton and together they began the arduous task of raising the funds for the proposed railway from Whitby. Chester Draper had run Peter Perry's store in Scugog Village in the 1840's and had become a prosperous merchant himself. By 1864 he owned the Port Whitby harbour. Paxton had owned one of the first mills in Scugog Village and similarly expanded his holdings to include a considerable amount of land in Port Perry.

Joseph Bigelow

William Purdy received a government grant of 400 acres in 1826. This land surrounded the mouth of the Scugog River at the south end of Sturgeon Lake, encompassing the site of present day Lindsay. A stretch of rapids existed at the north end of the Scogog River just before it entered Sturgeon Lake. In 1827, again with government assistance, Purdy built a dam on the river at the site of the rapids in order to power his grain mill. This dam held back the water from the Lake Scugog, raising the level of the lake by seven feet thus creating the Lake Scugog we know today. In 1844, Purdy's son Hazard sold the dam and the Purdy interests to Hiram Bigelow who built a new dam and developed the mills at the site.

Bigelow, always looking for good investments, bought lot 6 from Peter Perry in Scugog Village on March 8, 1850. He handed this property to the two oldest of his thirteen children, 21-year-old Joseph and his twin brother Joel. They moved to Scugog Village in 1850 and bought the adjacent lot 5 to the east in 1852. Joseph married Elizabeth Paxton, the younger sister of Thomas Paxton, in 1854. At this point Joel moved to Whitby, established a thriving dry goods business on Brock Street North. He married Mary Ann Dryden in 1856, a sister of the Provincial Minister of Agriculture. Three years later he purchased land and built an imposing three storey brick and stone building for his growing business. This building is still standing at 106 Dundas Street in Whitby. He served a term as a town Councillor before moving to Chicago in 1864 where he started a tea company and became an eminently successful real estate broker.



JOSEPH BIGELOW
1820-1917

Joseph Bigelow remained in Scugog Village and developed his holdings on Queen Street. He built a house on the extreme western portion of the property and a huge three-story department store that straddled the two lots. In the eastern portion of the store, he established the first post office in Port Perry and served as its postmaster. He also became the manager of the first bank in Port Perry, the Royal Canadian Bank. In the late twentieth century these lots were occupied by "Settlement House Shops" and later sold to become "Tweed and Hickory."

It should be remembered that in 1850, Scugog Village was a small cluster of a dozen or so dwellings scattered around the waterfront and on Queen Street. Scugog Village was renamed Port Perry after the death of Peter Perry in 1851. Borelia, up the hill to the west was a much larger settlement of over two-dozen buildings with a population of almost 100. It was strategically located at the intersection of the north-south Simcoe road (now Old Simcoe Road) and the road west to Fitchett's Corners, now Manchester. The latter community was on the main road to Whitby. Prince Albert on the other hand was a booming settlement, the largest in Reach Township, with a population of over 300.

PW&PPR Again

By 1867, Joseph Bigelow was well established as one of the major businessmen in Port Perry. Along with James Dryden of Whitby, he joined Fowler, Paxton and Draper in their efforts to promote the railway. They organized an interim board of directors for a proposed Port Whitby and Port Perry Railway with Bigelow as the provisional director. Bigelow began an extensive letter writing campaign to the government's Board of Works trying to convince them of the need to rebuild the lock at Lindsay.

Thomas Paxton was elected as the M.P.P. for Ontario North and, urged on by his brother-in-law Joseph Bigelow, applied pressure on the government to support the proposal. They argued that the success of the proposed railway was largely dependent upon moving goods, particularly lumber, rapidly from Sturgeon Lake and Lindsay, down to Port Perry where it would be loaded on to the train. This would be a shorter route than the Lindsay- Port Hope route. Their campaign led them to meet with the Premier of Ontario, in order to further their cause.

Their effectiveness was no doubt due in part to the fact that Paxton, Dryden and Bigelow were all

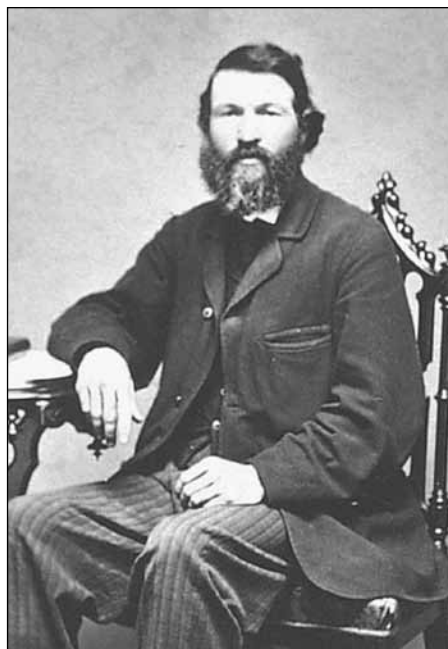
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related. When James Dryden was a young boy, his father was accidentally killed. His widowed mother, Elizabeth Dryden later married William Paxton. Their first child was Thomas, born in 1821. Thus James Dryden was a half brother of Thomas Paxton. James Dryden's sister Mary married Joel Bigelow, twin brother of Joseph Bigelow. Joseph Bigelow married Elizabeth Paxton, daughter of Elizabeth Dryden and William Paxton,

John Fowler renewed local interest in the Whitby to Port Perry railway by writing a letter to the editor of the *Ontario Observer* attempting to enlist the support of the Reach township ratepayers. This appeared in the issue of September 5, 1867.

Sir, - For some time I have been watching the proceedings of the different projectors for a railway through your County, but they all loose sight of the main one, or the one that is likely to attract the attention of capitalists, that is a line from the Town of Whitby or Oshawa to Port Perry, Beaverton, the Narrows, Orillia and Sturgeon Bay in the County of Simcoe which will be about 80 miles in length. I have no doubt but sufficient aid could be got from the municipalities along the line to induce capitalists to take an interest as to build the road, run it and give a good return for the money invested. I have given notice for a charter and - after the elections are over - I intend being through the Counties along the line with gentlemen interested from Whitby and other places, hold meetings, get up petitions to the Legislature for a charter and after that see what can be done.

*Yours Truly,
JOHN FOWLER
Port Hope, Aug. 29, 1867. ¹⁶*



JOEL BIGELOW

In the same issue, editor James Baird offered the following condescending and somewhat naïve statements, but statements that expressed the sentiments of many;

The bearings of the proposed road as hinted at by that gentleman would, we believe, prove a most advantageous route - while the construction will be comparatively cheap - as a route which can be had in which there will be no great engineering difficulties to surmount. ... the fact is everything seems at a temporary standstill waiting some movement of this nature: and while we stand and bite our nails, other counties far less able are rushing past us in the march of improvement.

Charter

The November 28, 1867 edition of the *Port Perry Standard* reported;
Messrs Paxton, Sexton, Bigelow, Marsh and Trounce have manufactured for the past season-

*5,700,000 feet of lumber
3,600,000 sawed shingles
650,000 sawed flour barrel heading
775,000 flour barrel staves
8,000 barrels of flour.*

The principal part of the lumber, shingles and flour have been shipped to Lindsay and thence by railway to Port Hope for the American market. ¹⁷

As the article stated, this volume of goods emanating from Port Perry was being shipped to Lindsay and then south to Port Hope, and not through the much shorter direct route to Whitby. The merchants of

Whitby knew that they had to support the PW&PPR if Whitby was to survive as a commercially viable port.

On January 26, 1868, the *Whitby Chronicle* reported that the Whitby Town Council had voted to authorize the mayor to make a request to the Legislature to pass an act to incorporate the Port Whitby and Port Perry Railway. The Railway Committee of the Legislature met on February 20. At this meeting, local MPP Thomas Paxton presented the case for the PW&PPR. His presentation was obviously convincing. The Railway Committee made its recommendations to the Legislature. As a result of these recommendations, the Ontario Legislature granted charters to three railways on March 4, 1868; Toronto and Nipissing Railway, the Toronto Grey and Bruce Railway and the Port Whitby and Port Perry Railway.

The Act of Incorporation

*An Act to Incorporate the Port Whitby and Port Perry Railway Company.
Ontario Statutes, 31 Vic., Cap. 42.*

Whereas the Town Council of The Town of Whitby, Whitby and others have petitioned for an Act to incorporate a company to construct a railway, from some point on Lake Scugog, at or near Port Perry, to some point on Lake Ontario, in the townships of the East or West Whitby, and for other purposes; and whereas it is expedient to grant the prayer of said petitions; Therefore Her Majesty by and with the advice and consent of the Legislative Assembly of the Province of Ontario enacts as follows;

1. Nelson G. Reynolds, James Rowe, Chester Draper, James Holden, Robert J. Gunn, Hugh J. McDonell, Esquires of the Town of Whitby; Abram Farewell, Esquire of the Township of East Whitby; Jonathan Foote, of the Township of Whitby; Thomas Paxton, William Sexton, Joseph Bigelow, Edward Major, Thomas Forman, Charles Marsh and George W. Jones, Esquires of the Township of Reach, and all in the County of Ontario together with such other persons, or persons shall, under the provisions of this act, become shareholders in the company, here by Incorporated, shall be, and are hereby ordained, constituted, and declared to be a body corporate and politic by, and under the name of "The Port Whitby and Port Perry Railway Company." ¹⁸

The Act went on to define the geographic limits from Lake Ontario to the southern edge of Lake Scugog. Section 4 of the Act specified that the Capital Stock as follows:

The Capital Stock of the said Company shall be three hundred thousand dollars, (with the power to increase the same in the manner provided by the Railway Act) to be divided into Six Thousand shares of Fifty Dollars each. Which shall be raised by the persons hereinbefore named, and such other persons and Corporations as may become shareholder in said stock.

Section 5 stipulated that those named in Section 1, would be the constituted Board of Provisional Directors and that each director had to subscribe to a minimum of \$2,000 of stock in the PW&PPR. In addition, "no person shall be elected a Director, unless he shall be the holder and owner of at least forty shares of the stock of the company."

The Question of Gauge

In granting the charters it should be noted that the question of gauge (the distance between the rails) had already become an extremely controversial issue and one that would cause much conflict during the construction of many railways in Canada, including the PW&PPR. The government, following the suggestions of a Royal Commission, had made 5' 6" as the standard and mandatory distance between rails in 1851. This was referred to as the "Broad Gauge". It was in contrast to the 4' 8 1/2" "Standard Gauge" of the United States and Britain. The 4' 8 1/2" gauge was used by George Stephenson on the Stockton and Darlington Railway in England in 1825, the world's first passenger steam railway.

Support for an even narrower gauge, 3' 6", which was the national gauge in Norway, was supported by George Laidlaw, a Scottish lawyer who came to Canada in 1855 and became a promoter for the T&NR. His advocacy for the narrow 3' 6" gauge was largely an economic one. He produced several studies which showed that building railways using the narrow gauge resulted in costs which were sixty percent of those of the broad gauge.

Legislators thought that having a different gauge from the U.S. would prevent the Americans from dominating the Canadian railroads. Instead, it caused chaos as all goods had to be loaded and unloaded at ports of entry, an extremely costly and time consuming procedure. Shipping companies at border settlements supported such legislature since they stood to profit from loading and unloading goods. In order to get around this problem, many Canadian railroad lines eventually laid a third rail inside the broad gauge lines, although this proved to be only partially successful. Many of the Bylaws giving financial support, approved by municipalities, had specified the building of a narrow gauge line in order to save money. The legislation was repealed in 1870 and the numerous railways slowly converted to the 4' 8" standard gauge.

The original charter called for the PW&PPR to be built on the narrow gauge. Shanly and Reid of the Great Western and the chief engineer of the GTR all advocated the broad gauge. The *Oshawa Vindicator* reported somewhat facetiously that the committee "...consented to allow the Port Perry road to be narrow gauge in consideration of its being a short road, having prospect of doing little or no business with other roads." ¹⁹

In spite of the arguments swirling around the issue of gauge, the economic concerns determined the decisions of the PW&PPR. The board decided unanimously to build the railroad using the narrow gauge. This practical decision proved to be a beneficial one. (see Chapter 9)

PW&PPR; Work Underway

With the charter in place, and motivated by the challenges of the T&NR and the TG&BR, the merchants of Whitby and Port Perry sprang into action. Five days after the charter had been granted a meeting was held in the Royal Hotel in Whitby and the board of directors stipulated in the Act was appointed: Abram Farewell of East Whitby; Hugh K Macdonnell of town of Whitby; Charles Marsh; James Rowe; W. S. Sexton; Dr. J. Foote of Brooklin; Dr. Robert J. Gunn; Dr Jonathan Foote of the Twp. of Whitby; James Holden; Sherriff Nelson G. Reynolds; and Joseph Bigelow, along with John Fowler; Chester Draper; Thomas Paxton and George Jones of Reach and Thomas Forman of Port Perry. Joseph Bigelow was elected as the board's President with Sheriff Reynolds as the Vice President. Amid this enthusiasm, a point had been overlooked by the board: the bill that supported the charter stipulated that the PW&PPR must have \$15,000 in cash before it could elect directors and start work, a point raised a few months later when controversies arose. Much to the consternation of the Oshawa interests, the directors all agreed that the workshops and head office of the railway were to be located in Whitby.

Throughout the spring of 1868, on a weekly basis, information meetings were held around Ontario County. Rival meetings were being held to promote the T&NR. At the meetings in support of the PW&PPR there was a hint that the new executive had learned nothing from the failures of earlier proposals; the route for the line was again, undecided and remained unsurveyed for several months.

This factor was emphasized at a meeting held on Tuesday March 31, at Jewett's Hotel in Borelia. Joseph Bigelow began the meeting by making an argument for the most direct route possible between Whitby and Port Perry. "*We have nothing to fear from the opposition,*" ²⁰ he said dismissively and, as we shall see later, extremely naively. Bigelow made a further strange statement.

In reply to several enquiries, the President stated that several offers had been made for building the railroad. Messrs. Dumble of Cobourg, who built the Cobourg extension to Marmora 12 miles in three months, last year, offered to construct a first class road, wide gauge, rails 56 lbs to the yard, with the right of way, including fencing, two locomotives,



SHERIFF N.G. REYNOLDS

two passenger cars, 50 flat cars, with box cars, Express and baggage cars, all necessary sidings, dockage at Port Perry, turn tables, and machine shops with machinery etc., complete and in good running order at \$16,000 per mile and take bonds on the road from the company for one-fourth of the whole cost of construction. ²¹

For some unknown reason, this detailed and remarkably low priced tender of Dumble's was rejected by the PW&PPR. Six months later, on November 7, 1868, to everyone's surprise, the contract was awarded to a Toronto partnership of Kesteven and Starrat.

At the April meeting, the Vice president, Sherriff Reynolds reacted to Bigelow's comments by saying that the route had never been discussed collectively and proposed they decide on funding and then the choice of route would come naturally. When someone raised a question about the route, noting that he did not want to support a vote until he knew the exact route of the railway, John Ham Perry, who chaired the meeting, immediately sidestepped the issue by commenting that Reach Township should be willing to commit as much money to the project as Whitby, or be wiped off the map.

Not only will we ensure and consolidate the trade we now have, but we will encroach upon the territory of those who have so long encroached upon us and absorbed so much of our legitimate trade. We in our turn would invade their territory, and draw a large amount of their trade. The enemy seems to be Port Hope whose road to the north had built up Lindsay. The proposed road would make another Lindsay here. Whitby knew it would be raising a town in the north to cut off its trade, but the country would gain. ²²

In response to a question about what Reach would have to pay, the Vice President replied that it would cost \$100,000 "...and if a bonus of \$100,000 were not given the road could not be proceeded with..." The mayor of Whitby spoke and saw the other proposed lines cutting Whitby and Reach off on the right and the left from the trade from the north. A motion was then passed to hold a public meeting in the town hall in Manchester on April 10th. The *Observer* reported; *"The proposed road would make another Lindsay here. Whitby knew that it would be raising a town in the north to cut off its trade, but the entire county will gain."* ²³

One of the best-attended meetings of the campaign was held at the Manchester Hall on Thursday April 30, 1868. At that meeting, Joseph Bigelow again reiterated the obvious; that Whitby and Reach Townships were being cut off by the Toronto and Nipissing Railway to the west and the Port Hope and Lindsay Railway to the east and that both routes had resulted in Lindsay's unprecedented rate of growth. His argument found strong support. Enthusiasm for the overall project momentarily overlooked the lack of preparation and poor organization of the PW&PPR. However an unnamed opponent of the railway said prophetically that *"Port Perry, at the end of the line would become a city, and grass would grow on the streets of Manchester and Prince Albert."* ²⁴

Bigelow's comments drew a cynical response from Abel Ewers, a carriage maker who lived in Manchester. Ewers was firmly against the road. He claimed the meeting was timed to keep farmers away and that the railway would benefit only the lumber trade.

Anyway, the proposers, Bigelow and Paxton are rich enough to build it alone. I am for the road but not for public financing. Since they are the only ones with dollars they should get off the nest, put their hands in their pockets and build the road. ²⁵

A vigorous battle between the two rival lines, the PW&PPR and the T&NR ensued as promoters for each line did their best to persuade individual municipalities to contribute toward their financing. The financial support of municipalities such as Uxbridge and Brock was particularly critical. The T&NR asked Uxbridge for \$30,000 while the PW&PPR asked Reach Township to provide \$40,000. ²⁶

One of the physical challenges to the proposed PW&PPR was the abrupt rise in land at the Oak Ridges Moraine, locally referred to as "The Ridges." Here the land rises from Lake Ontario which is 273 feet above sea level, to 1075 feet above sea level at the top of the Ridges, and then drops to 850 feet at the Port Perry waterfront. In June, surveyor W. E. Yarnold completed a preliminary survey and predicted that an extensive cut would be needed at the height of land, specifically the land between the 9th concession of Whitby Township and the 2nd concession of Reach Township. In spite of these challenges the board promised to

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complete the railway and have it in operation by the first of October, 1869 if the bonuses of \$100,000 are granted.²⁷

At a meeting of the Whitby Town Council, reported in the *Whitby Chronicle* of July 2, 1868, the council members set conditions on their subsidy to the railway: they wanted the PW&PPR built with the same gauge as the Grand Trunk so that cars could be switched directly onto the Grand Trunk line. The editor of the paper disagreed saying that saying that

*...it is vital from Whitby's viewpoint that transshipping should have to be done there to make work (and income for Draper's harbour I suspect), otherwise Whitby simply becomes a station that goods pass through on the way to Toronto.*²⁸

Victory at Last

Finally, in spite of nagging controversies over the gauge and the route, on August 20, 1868, the voters of Reach Township voted two-to-one in favour of the by-law to support the railway. The following week, the Whitby voters followed suit. The *Vindicator* of September 9, 1868 reported that a meeting in Brooklin had resulted in a vote in local support of the by-law. The *Whitby Chronicle* of September 24, 1868, reported that the Council had voted in support of debentures amounting to \$99,000, thus permitting the letting of the contract.

One major reason for the support for the railway was that, of the \$250,000 capital needed for the construction, the board decided to raise \$100,000 through the sale of shares to the public and ten percent of that amount should be raised before the company would begin construction. In a strategic and confidence-building move, Sexton, Paxton and Bigelow each committed to buying \$10,000 of shares personally, and to show proof of that intent, placed the required 10% on deposit. Thus the promise of adequate financial backing seemed to be forthcoming and a decision was made to call for tenders for the construction of the railway.

Tenders were called for on October 14 even though the exact route had not yet been determined, the appropriate surveys had not even begun and the gauge had still not been agreed upon.

Under these conditions, it is difficult to see how any competent construction company could offer a reasonable estimate of costs. Yet, on November 7, 1868, the promoters announced that not only had tenders been submitted, they had been opened and the Toronto firm of Kesteven and Starrat had been awarded the contract.

According to the *Whitby Chronicle* of November 12, 1868, and the *Oshawa Vindicator* of November 18, Kesteven and Starrat were to undertake to build and equip the railroad for \$330,000 and that they would personally buy \$40,000 of stock in the PW&PPR.

The announcement of the contract even reached England. In *The Engineer*, a distinguished annual publication from London, England, announced in its December 1868 edition, under a section for "Foreign and Colonial Railways":

*A contract for the construction of the Whitby and Port Perry Railway Canada has been given. Their tender having being regarded as the most favorable of about six tenders which were received. The contractors agreed to construct and equip the line for 330,000 dollars of which 150,000 dollars are to be paid in cash and the balance in the stock and bonds of the company. The gauge of the railroad is to be 5'6". A preliminary survey has been completed which makes the distance from Port Perry to Whitby Harbour, 20 miles. There still remains however share capital to be raised to the amount of 75,000 dollars.*²⁹

Kesteven and Starrat

John Kesteven first appeared in Toronto in 1856 having emigrated from England. He is listed as a builder in the 1861 Toronto directory. Kesteven was hired by his friend, architect J. Storm, to build the County Court House and Gaol in Lindsay. Storm had designed the building and it was completed in 1863 at a cost of \$59,000. In the 1871 directory John Kesteven, age 57 is listed as living in an extremely modest home at 32 Berkeley Street with his wife Annie and their three children. Kesteven's name does not appear in any railroad engineering or construction records, giving rise to the possibility that he was merely a builder

who saw an opportunity to venture into railway-building, a decision he no doubt, later regretted.

Kesteven's partner John Starrat is much more difficult to locate. Although he is described as the engineer of the PW&PPR in several newspaper accounts, his name does not appear in any known contemporary business or trade directories,

In November 1868, work was finally begun on the long awaited railway from Whitby to Port Perry. Advertisements for tenders for supplies and equipment began to appear in the local newspapers.

The directors of the PW&PPR were all successful and competent businessmen but most had no experience in designing, building or operating a railroad, and it soon became apparent that they also lacked the ability to work together as a board. It was hoped that they would avail themselves of advice and consultation with other railroad directors. However, it became immediately obvious that if they had asked for advice, they either received poor advice, or, if it was good advice, they chose to ignore it. Unfortunately these failures remained constant throughout the entire promotion, design, and construction phases of the railway line.

After the announcement on November 10, 1868 that Kesteven and Starrat had been awarded the contract, the workers hired by Kesteven the contractor, and Starrat the engineer immediately began clearing a right of way for the line on Chester Draper's land at the harbour in Whitby, and on land immediately west of Blair street between King and Dundas Streets, through the property of James Holden and W. C. Reynolds. The remainder of the right of way beyond Whitby had still not even been agreed upon, let alone surveyed. In addition it was revealed that while voters had supported bylaws to support the financing of the railway, no shares had been sold.³⁰

Nevertheless surveyor John Shier was hired to complete a survey from Whitby to Myrtle. The route from Myrtle to Port Perry was to be surveyed by W.E. Yarnold, a noted surveyor in the Reach township area. (He later surveyed much of Port Perry, naming Ella, Rosa and Lilla streets after his daughters.) The *Whitby Chronicle* of November 12 reported that Yarnold had completed his section of the survey:

*Mr. Yarnold has nearly completed the preliminary survey of the railway line from Whitby to Port Perry. The transit line has been finished by him to the harbour and levels have been taken as far as Brooklin. The line that has been selected by Mr. Yarnold commences at Lake Scugog north of the foundry, running from thence north-westerly about a mile south of Manchester to the point indicated as a station. The line then runs south and westerly as far as Lot 9, in the second Concession of Reach, when the summit is crossed at the Ridges. The line leaves the township of Reach on Lot 9 in the first concession, running west and southerly to about a quarter of a mile west of Myrtle and then continues in an almost direct line to the Village of Brooklin. From Brooklin to the town of Whitby the line is almost direct entering at the east side of the town at the skating rink, where it is proposed to erect a station. From the town the line extends south easterly to the Harbor Crossing the Grand Trunk a little east of the station thence south-westerly across lots 25 and 26 to the harbour. The chained distance from Port Perry to Brooklin is 12 miles and thence to the harbour 8 miles.*³¹

The *Oshawa Vindicator* contained an advertisement offering to purchase 40,000 railway ties and in the same issue made an unusually late announcement about the surveying assignments of Shier and Yarnold.³²

The surveying process was not an easy one as many farmers who opposed the railroad refused to allow the surveyors on to their property. Obviously, the fact that the route had not been determined meant that much of the land needed for the railway had not been purchased even though the work had begun in Whitby. To clarify these issues on November 19, 1868, the *Observer* quoted the Railway Act:

*Any railway company having obtained a charter may without leave asked or obtained enter upon any lands for the purpose of making the necessary surveys and the examination in order to find the most suitable line for the proposed railway. They may even chop their way through the bush cutting down as much as is absolutely necessary for their progress. In every instance, of course they are bound to give a suitable compensation for any damages the parties may sustain. Now with regard to Right of Way, the Railway Act confers on companies, the power of taking possession of lands for the purpose of the Railway, even should the owner be unwilling to part with said lands.*³³

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Eventually, after many heated arguments at public meetings, a route was finally determined. The route south from Port Perry ran from the Paxton and Tate foundry on the east side of Perry Street near the present junction with Simcoe Street. It proceeded south to the Port Perry waterfront and then directly south-west, parallel and east of Union Avenue. It passed to the east of Prince Albert and continued in the same direction crossing today's highway 12 between the third and fourth concession roads. This junction, three kilometres south of Manchester, became the Manchester station.

The line continued its south-westerly route to the height of land, swung a few yards to the east and then straight south through Myrtle and Brooklin to Whitby.

Finances

In addition to the Whitby Township's contribution of \$95,000 and an equal amount from Reach Township, \$140,000 was to be made available through bonds, and the promoters were to raise the remaining \$75,000 through direct investment. Kesteven and Starrat agreed to take \$40,000 in stock and an additional \$20,000 was to be raised by the directors themselves in order to purchase the land for the right of way. Shortly after the contract had been signed and the work had begun, the directors changed their minds and, without consulting the ratepayers, decided to build a broad gauge line.

Because of the confusion over the issues of route and the increased cost of the change of gauge, the municipalities refused to produce the money that they had promised. Furthermore, the directors had been unsuccessful in selling stock in the company. They had also reneged on their promise to buy stock of their own.

With no money forthcoming, and unpaid bills piling up, Kesteven and Starrat were forced to use their own money to keep the work going. They appealed to the directors for the financial support that had been promised. The directors ignored the pleas. Judging by various editorials, it is obvious that the directors of the railroad had taken to bickering among themselves, blaming each other for various problems.

By May, 1869, the directors had still done nothing about obtaining the needed funds. Eventually, after exhausting their own financial resources, Kesteven and Starrat were forced to stop work. They tried unsuccessfully to sue the PW&PPR for the work that they had completed and eventually declared bankruptcy. John Kesteven died of a heart attack in 1872 leaving his wife Annie (also named Emma) a destitute widow with three children to support.

Joseph Gould held a slightly different view of Kesteven and Starrat. He wrote;

Tenders were asked for and a favourable contract entered into with Messrs Starratt and Kesteven. But dissensions immediate afterwards sprang up at the board; it was also found that the contractors were not men of means and they were got rid of. ³⁴

3

Chapter Three

The Problems

Disorganization

Both the *Standard* and the *Observer* advertised that a Railroad meeting was to be held in Prince Albert on Saturday, May 1, 1869, beginning at one o'clock in the afternoon. This meeting served to bring into clear focus the atrocious organization of the affairs of the railroad by its board of directors. This was in stark contrast to the Toronto and Nipissing Railway promoters who had succeeded in making substantial progress. Scarborough and Brock Townships had voted in favour of subsidies to the T&NR. Even in Brock Township to the north of Reach Township, after a series of meetings the voters had approved a \$50,000 bonus for that railway. As part of their campaign the T&NR promoters held a meeting in Cannington to oppose the PW&PPR.

At the May 1 meeting for the PW&PPR, a large crowd had gathered in Prince Albert for the advertised one o'clock start. Fifteen minutes later the crowd began to get restless as no one from the railroad's board of directors could be found. The clock ticked on. By one thirty no one from the railway's executive had arrived. Just before two o'clock a handful of frustrated citizens left, but not before yelling obscenities at the absent executive. The provisional directors did not begin to arrive until three o'clock and were greeted by derisive comments from a justifiably furious crowd. The *Ontario Observer* recorded on May 6, 1869;

About three o'clock, a number of the Directors made their appearance, viz Sherriff Reynolds, the vice president of the company, Messrs Perry, Draper and Dr. Foot from Whitby; Messrs Sexton, Major and Dr. Jones from Port Perry; Major Forman from Prince Albert. We observed also Mr. Kesteven, one of the contractors and Mr. Sykes, the contractor's engineer...

When it was proposed to organize, no one seemed to know by whom or for what the meeting had been called. The Directors asserted that it was a meeting got up by the inhabitants of Prince Albert. On production of one of the notice, however, it was found that the meeting was called by the directors.

The Vice President was called to the chair. The Chairman stated that he felt his position somewhat awkward as he really did not know the purpose for which the meeting had been called.... The fact that the Secretary's name being to the notice showed that the meeting had been appointed by the Board; but he was not present at the time. ¹

Major T.C. Forman of Prince Albert, now a provisional director, also declared that *...whether it was that he was not wanted, being a Prince Albert man, he did not know; but except for two, the board had never let me know of any of their meetings until after they were over, if at all.*

As the meeting progressed it became apparent that the exact route had still not been determined, in fact as Mr. Forman was quoted,

He now sees a good many around him who expressed dissatisfaction with this present route and he considers this a proper time to express their minds on this matter and... get it changed.

Immediately after Forman's comment, Mr. Sexton dropped the financial bombshell:

Mr. Sexton said that ever since the scheme came up, it appeared to him that the company had been commencing at the wrong end, they had been talking of route all the time while

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funds to build the road were not yet provided. ... As matters now stand there are \$40,000 stock yet to be taken up before anything can be done.

Sherriff Reynolds said that he... *felt sorry to state that the company had not advanced equal to their expectations.*

The president of the railroad, Joseph Bigelow, finally turned up and ... *being late he didn't know what was up.* After the proceedings had been explained to him:

He understood that several parties in Prince Albert were prepared to take stock if the route were changed as to give a station convenient to the village and that a larger bonus might also be obtained if the station were made more convenient. All must be aware that the Directors cannot dispose of the stock except among those who are interested in the work, and unless such take up the stock the road cannot go on. The Directors would like to know how much stock the people of Prince Albert are willing to take if they get a station to suit them, and how much the people of Manchester will take should they get a station to suit them. ²

Unfortunately, the un-named director responsible for the stock books had forgotten to bring them, so none could be sold anyway.

It was also revealed that the municipalities did not have to make their payments until the directors had sold \$60,000 in stock. In addition, since Kestevan and Sterrat had withdrawn from the contract, the \$40,000 that they had promised to provide also had to be found. No mention was made of the fact that Kesteven and Starrat had exhausted their own funds by paying some of the bills for labour, supplies and equipment, further complicating the financial affairs by leaving many more bills outstanding.

In order to relieve the financial pressures now existing, Chester Draper, a director of the railroad and a member of the Whitby Council, introduced a bylaw permitting the municipality to buy stock in the railroad and stated that he wanted Reach and Whitby Townships to each provide \$10,000 while he promised to find an additional \$10,000 investment himself. ³

Realizing that Reach Township Councillors were in favour of providing the T&NR with \$10,000 because of its proximity to the western portion of the township, the directors of the PW&PPR let it be known to the ratepayers of Reach Township that they would be willing to change the route of the line to directly include both Manchester and Prince Albert if those funds could be diverted away from the rival railway.

On July 22, the *Whitby Chronicle* reported;

Mr. James Holden official assignee left by the Grand Trunk on Tuesday afternoon for Québec from whence he takes his departure by the SS Peruvian for England. Mr. Holden's trip will extend to France, Italy etc. and will be prolonged for three months. It is undertaken for the purpose of recruiting his hazard to failing health we trust to hail his return and established good health and vigor. ⁴

The *Oshawa Vindicator* reported on July 29 that Reach Township had voted to give \$30,000 to the line. The following week, the *Observer* reported that during the previous week a Council meeting had been held in Whitby and at the meeting \$65,000 had been secured, enough to restart work on the project.

Prince Arthur

Suddenly, an extraordinary means of promoting the railway was placed in the lap of the directors. Queen Victoria's son, Prince Arthur, had been invited to visit Canada in the fall of 1869 as part of the crown's support of the fledgling nation. The directors petitioned the government to have him visit Whitby to



PRINCE ARTHUR

turn the first sod for the railway. Their petition was accepted and immediately the Whitby council voted to spend \$200 on the event with the County paying the remainder of the costs for the celebrations.⁵

With the prospect of the Prince's visit, the directors had no trouble convincing the Whitby Town Council to purchase \$10,000 of stock in addition to the bonus already approved by the Council, as most of the councillors were also directors of the PW&PPR. The ratepayers of Scugog (present day Scugog Island) voted to provide \$2,000. With these finances confirmed and with new promises of further municipal financial support, a new contractor was hired; John H. Dumble of Cobourg. The Oshawa newspaper commented: *The people of Whitby after a hard struggle have succeeded in getting a contractor to commence the building of a railway to Port Perry.*⁶ Dumble put his men to work on September 15, 1869 and promised to have half the grading completed by the fall and the entire project completed by August 31, 1870!⁷

Dubious Dumble

John H. Dumble Jr. had been born Ireland in 1829 and came to Canada with his parents in 1844. John Dumble Sr. was an officer in the Royal Engineers and a member of a commission that delineated the Maine boundary and then surveyed what became the Intercolonial line. His son John worked as an engineer on the Victoria Bridge in Montreal. The family settled in Cobourg and the younger Dumble became an engineer on the construction of the section of the GTR from Shannonville to Cobourg. At the age of 32 he took up the study of law.

Upon close analysis of his business dealings it became obvious that the junior John Dumble had been involved in a number of questionable projects. He had formed a partnership with Cobourg carpenters Pierce and Hoar. Their tender for the construction of the first lock at Bobcaygeon was accepted. Frederick Rubidge, a Cobourg land surveyor drew up the specifications and plans. When Dumble, Pierce and Hoar began construction in November 1833, progress was rapid and appeared to be successful. However, when water was released into the lock in the spring, critical flaws in the design and construction became immediately apparent. As a result, the lock remained useless for four years. In 1838 it was completely redesigned and rebuilt. Rubidge, Dumble, Pierce and Hoar were not invited to participate in the project.⁸

Of particular interest was his involvement with Fowler in the infamous, trouble plagued Cobourg to Peterborough railway. Dumble became the managing director of that line in 1865 and was responsible for vast amounts of money being poured into the flawed line. Some figures state that over \$1,100,000 was squandered on the line during Dumble's management.⁹ Dumble had also been involved in a scandal when building the Hastings dam in 1867. His son Thomas had, not surprisingly, acquired the construction contract for the C&PR, but unfortunately died in May 1869.

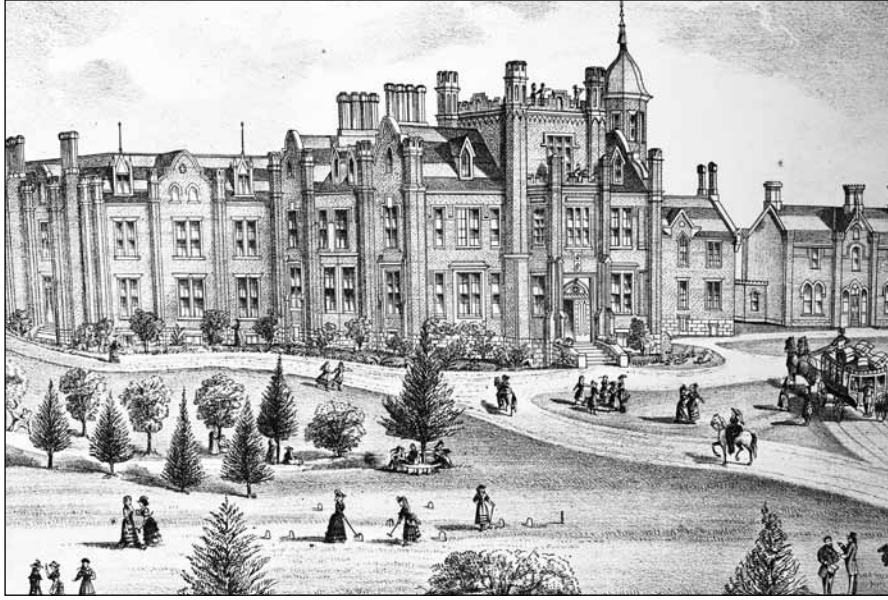
When Dumble was hired under mysterious circumstances by the PW&PPR in August 1869, he was the vice president and managing director of the Cobourg line as well a director of the Royal Canadian Bank in Cobourg (Joseph Bigelow was the managing director of a branch of the same bank in Port Perry.)

Strangely, other than James Holden, there were no recorded challengers to Joseph Bigelow and the board of directors of the PW&PPR when they hired Fowler and Dumble. With these two shady characters taking a leadership role in the management and construction of the PW&PPR, and the lack of railroad experience among the board's members, the potential for problems in the railway was raised dramatically.

Prince Arthur Turns the First Sod

On the morning of Wednesday, October 6, 1869, at twenty minutes past ten, a specially decorated train pulled into the Grand Trunk Railway station at Whitby. Its prize passenger was His Royal Highness, Prince Arthur, 19 years old and the seventh child of Queen Victoria. Also on board were Prime Minister Sir John A. Macdonald, and a huge assembly of the elite of Canadian society. They had all come to Whitby to join the Prince in the ceremonial turning of the first sod of the Port Whitby to Port Perry Railroad.

The dignitaries stepped off the train and into awaiting horse drawn carriages for the short ride to the site for the sod turning. The procession consisted of almost one hundred carriages. They proceeded in dignified order through the town as eager crowds cheered and waived flags along the festooned route. All available church bells were rung, cannons were let off and a variety of bands played their hearts out at a number of locations. At the grounds, to the delight of thousands of spectators, over a hundred local school



Trafalgar Castle, home of Sheriff Reynolds.

children sang the National Anthem "God Save the Queen."

The dignitaries gathered at the site to participate in the official ceremony with the young Prince. They included Canada's Prime Minister Sir John A. Macdonald, the Governor General Sir John Young, Ontario's Lieutenant Governor William P. Howland, Premier of Ontario John Sandfield Macdonald, Mayor of Toronto S. B. Harman, and E. H. King, the governor of the Bank of Montreal. After a number of the usual lengthy addresses were concluded, the young Prince said;

Gentlemen, I thank you for your address and heartily appreciate the sentiments of your loyal devotion to your sovereign and attachment to the institutions of Her Empire, which you have just expressed.

*I regret that my present visit, like the one of my brother, the Prince of Wales, does, unfortunately, not admit of a long stay amongst you; but I am glad that, notwithstanding the shortness of the time, my visit here is associated with a work of public utility, which I trust may prove a source of increasing prosperity to this neighbourhood.*¹⁰

With his speech over, the Prince, accompanied by Joseph Bigelow and the newly appointed contractor John Dumble, descended the steps to turn the first sod. A beautiful silver spade and a special birds eye maple wheelbarrow had been crafted for the ceremony. The entire procedure, including the speeches had taken just under an hour.

The young prince was then escorted to the palatial Trafalgar Castle, home of Sheriff Nelson Gilbert Reynolds, where a sumptuous luncheon awaited them. Later, the Prince boarded the train, along with the Prime Minister, to head east while most of the remaining dignitaries returned to Toronto. The people of Whitby continued to celebrate well into the night with fireworks and torch light parades.

The excitement of the event and the enthusiasm of the crowds was described in lengthy detail in both the *Whitby Chronicle*, the *Ontario Observer* and several Toronto newspapers. However, probably out of envy over Whitby's publicity, the *Oshawa Vindicator* gave a strange and completely different account:

*The procession drove furiously through the streets. Not a cheer was received along the line, for the best reason that before the people could discover who he was the whole line had swept by, covered with a cloud of dust. Many complaints. In the amphitheatre he was given a shovel, put two prepared sods in a handsome wheelbarrow, and wheeled them to the place appointed. They then rushed to Reynolds's where a magnificent lunch had been prepared. Here he stayed about 4 minutes. The prince touched a glass of wine and a tart and then ... arose and re-took carriage and was driven to the station where he embarked on the train for Kingston.*¹¹

In the sod turning, Prince Arthur had no way of knowing that he was involved in a railroad which would eventually destroy a small community named after his father, Prince Albert. Once the eventual completion of the railroad seemed a certainty, all the major businessmen of Prince Albert began to consider the advantages of moving to the community at the northern terminus of the railway; Port Perry. However, being practical businessmen, they had seen the problems in the management of the railroad, and wisely they decided to wait until the railroad was closer to a reality. When they did move, they brought about the complete collapse of the economic base of the community and Prince Albert was quickly transformed from a thriving business and commercial centre into a quiet purely residential community.

Three days after the PW&PPR sod-turning Prince Arthur travelled to Weston to turn the first sod of another railway, the Toronto Grey and Bruce Railway (T&GBR.)

Prince Edward's Earlier Visit (1860)

In his speech, the Prince had referred to his brother's earlier visit. Prince Edward, the Prince of Wales and future King Edward VII had visited Canada West in 1860. He was the first member of the royal family to tour British North America. It is quite likely that Edward discussed with his younger brother the journey that he had taken when he was only 18 years old. In his commentary he is sure to have referred to his journey on the Cobourg & Peterborough Railway.

His Royal Highness, the Prince of Wales, came to Newfoundland in 1860 to begin an extensive tour of British North America and the United States. Each community on the route tried to outdo the rest with an elaborate celebration of his visit.

The early part of his journey included several days in each of St. John's, Halifax, St. John, Fredericton, and Quebec City. On his way to Montreal by train, Edward insisted that George Etienne Cartier teach him some lively French Canadian songs, aided by the ever present champagne. The two were still enjoying the harmony and the effects of the champagne as they stepped, somewhat unsteadily off the train at Montreal for another round of celebrations.

At Ottawa, the Prince laid the cornerstone of the new Parliament Buildings and then took a ride on a timber raft down the chute of the timber slide that bypassed Chaudiere Falls.

While in Niagara Falls, the Prince was given a special performance by 36-year-old Jean Francois Gravellet, better known as Blondin. He crossed the Niagara Gorge on a high wire. Blondin offered to carry the young Prince on his back across the gorge. The Prince smiled and calmly responded; "Thankyou, but not today." Also in honour of the royal visit, that evening the Falls were illuminated for the first time.

The Prince's tour included a number of railroad-oriented affairs such as laying the final stone of the Victoria Railway Bridge in Montreal and, for some strange reason, a ride on the infamous and aforementioned Cobourg & Peterborough Railway.

As mentioned earlier, the C&PR was completed in 1854 and had as part of its line, a poorly designed and inadequately built trestle bridge across Rice Lake. The bridge was constantly under repair and had to be closed down every winter once the ice began to have an impact on the structure.

On September 7, 1860, Prince Edward officially opened the Victoria Hall in Cobourg. He then boarded the C&PR at Cobourg and proceeded leisurely northward to Rice Lake. As a result of the problems with the reliability of the trestle bridge across the lake, the management of the line decided to be cautious and ordered, in its place, a steamboat to take the Prince across the lake. However, while on its way to pick up the Prince, the steamer developed boiler trouble and arrived but was unable to carry out its assignment. In spite of a strong wind and quite rough water, Edward was eventually put in an open boat and rowed across Rice Lake while the train made its way slowly and cautiously along the trestle bridge. The Prince and his party boarded the train again on the north shore of the lake.

Later that day, he returned to Cobourg where he climbed



PRINCE EDWARD

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on board a train on the Grand Trunk line and journeyed to Whitby. There he was given an enthusiastic welcome by thousands of well-wishers who had begun assembling early that morning. During their wait the thousands of spectators were entertained by...

...three splendid bands brought from Bowmanville, Oshawa and Prince Albert, and which kept the crowd in good humour while waiting all the morning, struck up "God Save the Queen", the cannons commenced blazing away...¹²

The Prince arrived just before four o'clock. After the usual round of speeches, the young Prince Edward was taken in John Ham Perry's handsome carriage down to the waterfront where he continued his journey to Toronto on board the steamship Kingston.

Later, he visited Owen Sound and, on the way south to Windsor, his special train reached an impressive 55 miles an hour. He then crossed into the United States where he made a significant impression on President James Buchanan during his stay at the White House.

During the winter of 1860-61, following Prince Edward's journey, parts of the Rice Lake bridge collapsed totally. It was abandoned and left to disintegrate.

More of the C&PR.

Shortly after Prince Edward's October 1869 visit, with creditors lining up, the job of issuing a writ of seizure of the C&PR was assigned to a Northumberland county sheriff. He had to serve the writ at the Harwood offices of the railroad on the south shore of Rice Lake. At Cobourg, he boarded the last coach of the train bound for Harwood. The conductor of the train recognized the sheriff and was aware of his intentions. Just before the crest of the grade north of Cobourg, the conductor stealthily, and unobserved by his passengers, uncoupled the coach containing the unwary sheriff. The coach slowly began to roll southward, back down the grade. It gained momentum as it made its way to Cobourg. Once it reached the flat land immediately north of the town, the coach slowed down and finally stopped. The furious sheriff emerged from the coach and set off by horse and buggy to race the train back to Harwood. By the time he had arrived in Harwood, all of the company's valuables had been loaded on to the train which made the perilous journey across Rice Lake and in to Peterborough County, outside the sheriff's jurisdiction.

The railroad had declared bankruptcy but it was saved in 1866 through government intervention and by amalgamating with the Marmora Iron works, to become the Cobourg, Peterborough and Marmora Railway and Mining Company. A further, massive infusion of money from the government, a Pittsburg steel company and a Quebec financier enabled the company to have a short revival. Ironically, the Toronto built C&PR locomotive Alma, was sold to the Port Hope line that had by that time expanded to Beaverton to become the Port Hope, Lindsay and Beaverton Railway.

Within two years it slipped back into money troubles, but somehow managed to survive until 1893 when the questionable assets of the company were taken over by the Grand Trunk Railroad. The C&PR was finally completely shut down two years later.

One of the most curious aspects of this whole affair was the role played by John Fowler as its promoter and contractor. Fowler's competence and honesty were frequently brought into question while he was involved with the C&PR, yet he was retained by the board of the PW&PPR. In addition, John Dumble who had become the managing director of the C&PR in 1858 was hired by Joseph Bigelow a decade later to become the contractor for the PW&PPR and joined Bigelow and Prince Arthur in 1869 in turning the first sod for the railway.

Shortly after the auspicious sod-turning of the PW&PPR, Fowler vanished from its records only to appear later in the affairs of a larger and even more controversial railway, the Canadian Pacific Railway (CPR).

4

Chapter Four

Work, Corruption and Scandals

Contract Broken

After experiencing the euphoria surrounding their sod turning, the board of directors of the PW&PPR had to return to the mundane day-to-day tasks involved in building the now much lauded railway. They were no doubt spurred on by the turning of the first sod of George Laidlaw's rival T&GBR and T&NR railways on the 9th and 16th of October, 1869. These events, were given full and glowing accounts in newspapers across the entire province.

The *Ontario Observer* and the *Whitby Chronicle*, published on October 21, 1869, covered the sod turning of the T&NR, with particular interest. The event took place in Cannington to the west of Lindsay. The directors of the T&NR included President John Crawford, M.P, vice president J. E. Smith, provincial collector of Customs, the Hon. M.C. Cameron, Provincial Secretary, Senator D. Reesor, William Gooderham Jr. and George Laidlaw as well as the usual reeves and councillors including Reeve Joseph Gould of Uxbridge and D. McRae, Reeve of Eldon Township. With this powerful and influential board of directors, it comes as no surprise that funds from the provincial and municipal governments flowed freely into the coffers of the T&NR. The board had also generated investment in the railroad on the basis of the lower cost of building the line using the narrow gauge. But the success of the T&NR was due largely to the efficiency and energy infused into the venture by George Laidlaw, a Scotsman who led the project from its inception. From the beginning he insisted on having surveys completed early and used them to generate investment. He personally supervised the construction, insisting that the contractors fulfil the terms of their contracts with due diligence. Compared with the PW&PPR, Laidlaw kept the campaign and construction of the T&N relatively free of problems.

...once the surveys were done and the contract was let, the construction went smoothly, with all the various obligations being performed with energy and integrity. And in all of this, Laidlaw himself ran a sterling financing campaign – smooth, eloquent, hard-hitting and professional.¹

However, as spectacular as they were, the ceremonies for the turning of the first sod of the T&NR could not match the publicity and the pomp of the PW&PPR with the young Prince Arthur participating. The executive of the T&NR couldn't even entice Prime Minister John A. Macdonald to attend their sod-turning.

The Narrow Gauge PW&PPR

Since the GTR had been built using the broad gauge, goods at Whitby bound for communities on the narrow gauge PW&PPR would have to be trans-shipped. The trans-shipment of goods would create employment and create the need for warehousing in Whitby, but simultaneously increase shipping costs.

Mr. Draper said that if the Grand Trunk gauge were adopted the town would get no benefit from the through traffic, upon the other hand if a different gauge were adopted the property would require to be reshipped here, and thus create a good deal of labor, and the town would consequently be greatly benefited thereby. If, on the other hand views of Messrs. Atlin and Campbell under the lead of his worship are to prevail, the cars on our road will pass through the town as the Grand Trunk cars do now leaving nothing but dust behind them.²

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However, the Board, dominated by Port Perry and Reach representatives, decided to change to the broad gauge in order to conform to the GTR, but they did not consult the contractors and allow them to adjust their costing.

Board members and promoters had promised to invest in shares in order to assist in the capitalization of the line. It became obvious that although the municipalities had promised financial support to the PW&PPR, the promoters had not fulfilled their own commitment. The only moneys available were those already paid in by the municipalities. However, once the gauge had been changed, the municipalities were presented with an opportunity to legally avoid making their payments to the railroad.

Building Boom in Port Perry

In spite of the problems faced by the railroad and the controversies surrounding Kestevan and Starrat's departure from the scene, the flurry of activity following the sod-turning and the renewed promise of the railway had stimulated the beginning of an economic boom in Port Perry.

Joseph Bigelow announced that he was going to build his "Royal Arcade", a huge and imposing three-story department store on Queen Street, the main street of Port Perry. This was begun in 1868 and its doors were opened in April 1869. The Jones Brothers, came to Port Perry and in 1869 began their commercial enterprises by building a similarly imposing three-story brick building next door to Joseph Bigelow.

Anglican adherents had held their services in the Presbyterian Church in Prince Albert. When their congregation was large enough to support their own building, they decided to erect a stately house of worship in Port Perry rather than their host community. John Ham Perry, son of Peter Perry and a director on the PW&PPR gave the land to the parish in Port Perry and in December 1866, work began on the yellow brick building on North Street. Within two years, the Presbyterian congregation, already happily

expanding in Prince Albert, also decided to build a splendid, new, steepled church in Port Perry.

In 1868, Port Perry High School began its existence as a Grammar School in the second floor of a log schoolhouse on the site of today's south-western wing of the High School. This gave Port Perry the distinction of having Ontario County's only secondary school north of Whitby.

This rapid growth inspired the following editorial from Henry Parsons of the *Ontario Observer* in Prince Albert;

We have Prince Albert the commercial center and Port Perry as a manufacturing center. It is not to be expected that the state of affairs can continue long. About the commencement of the present year our enterprising neighbors at Port Perry determined by one grand united effort to give that Village such a push as would drive it far ahead of its competitors and secure up for it a more prominent position in the township. However much we may squirm we are forced into an admission that they have succeeded admirably and have done themselves credit by the effort; in fact we



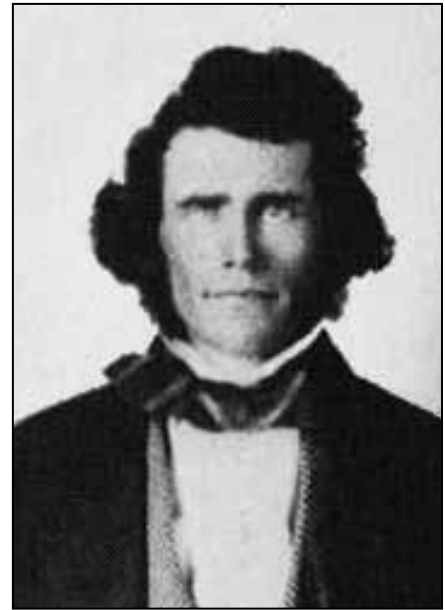
Bigelow Arcade, Port Perry.

*much question if there is another village from Gaspé to Windsor which has progressed so much during the year as Port Perry has done. An efficient grammar school has been established. A somewhat expensive new church been completed for the Church of England, a handsome church has been erected for the Presbyterians. A large carriage factory has been built and set in full operation. Steam power has been introduced into the cabinet factory. Mr. Bigelow is erecting a large brick block at heavy cost. Mr. Allison has built two handsome stores at the cost of nearly \$4000 and a very large addition has been made to the village by the erection of many excellent dwellings while most of the old factories have been improved and extended. The cost of these improvements must be a large sum and this with a small village to start with is far from being an insignificant move. Villages of Manchester, Prince Albert and other villages throughout the Township have been moving onward but their progress has been insignificant compared with that in Port Perry.*³

Holden Complains

On November 4, 1869, a letter from James Holden appeared in the *Whitby Chronicle* outlining the problems he had encountered as a director of the PW&PPR. Whitby residents, Holden and Dr. Gunn, complained that directors' meetings were being held without them being informed. He made it clear that the original charter was for a narrow gauge line. He had personally invested \$3,000 in the railroad on that basis. The municipalities had also voted for the railroad and granted subsidies on the basis of the narrow gauge. The board decided to change to the broad gauge, contrary to the charter and the intentions of investors. He stated that he had opposed the change to broad gauge but was outvoted. This, he claimed, was the point at which a "clique" led by Joseph Bigelow had opposed every motion or suggestion made by himself and Dr. Gunn.

He noted that the contract to Kestevan and Starrat was awarded before the company had met the terms of investment and of incorporation. For this reason Holden opposed the signing of the initial contract. In addition he opposed the awarding of the contract because no engineer had been appointed and there was no survey plan upon which costs could be estimated. After the Kestevan and Starrat debacle, the contract had been given to Dumble without a tender or public notice being published. Holden accused Bigelow and Dumble of being in collusion.



JAMES HOLDEN

*We are told for instance that the directors presented the contractor [Dumble] with the gratuity of \$30,000 worth of stock and that he in turn agreed to allow the president of the company [Bigelow] to furnish the fencing stuff at a price which would allow the president to pocket a pretty handsome amount. But the contractor is not responsible to the people for this. What man would refuse \$30,000 dollars if we were offered it and could obtain it by giving a Quid Quo Pro to the extent of five or six thousand dollars?... Mr. Dumble I believe to be an honourable and trustworthy man; but I fear before he gets through he will find he cannot handle muck without some of it adhering to him.*⁴

He continued by commenting on the general state of financial affairs of the railway and noted that there was no money to buy land for the right of way for the line north of Brooklin, no money for rolling stock or for a telegraph system and no money to pay the interest on the bonds. He concluded by referring to the Bigelow faction on the board as "chiselers" and that "...the whole is a sham, a delusion and a snare." He then made reference to his July holiday that caused him to miss three meetings. Upon returning he asked to see the accounts and books for the company. These continued to be denied to him.

Boisterous Whitby Meeting

At a noisy meeting in Whitby, on November 8, 1869, less than a month after the glorious official turning of the first sod, the confusion that existed among the Board of Directors was again made blatantly obvious. The meeting was reported in an almost verbatim fashion in the *Observer*, and summarized in the *Whitby Chronicle*. The mayor had called the meeting in order to clarify some of the controversies that now were eroding confidence in the railroad. Fowler was noticeably absent. At the beginning of the meeting, in consideration of the large crowd, "Mr. Perry requested that the parties when they spoke should take the platform, otherwise they would not be heard."

Holden took the floor to restate much of what had been published in his letter to the editor of the *Whitby Chronicle* listing his complaints. He gave particular emphasis to the contract and costing that had been put forward in the basis of the cheaper narrow gauge.

*But not long after, the narrow gauge had swelled into a broad one. That he (Holden) saw how matters were going – told the directors that the road would never be built if they should seek a broad gauge. ... No doubt, he said, when Mr. Perry takes the floor he will make a fearful bluster and say great things. He (Holden) admitted that Mr. Perry had the advantage of him as a speaker – in fact, Mr. Perry is the Great Goliath of the town – he will no doubt make all things appear serene when he comes on.*⁵

Holden continued to outline the problems that were plaguing the board of directors. He complained again that he had not been informed when certain meetings were held. He also stated that he had been called to sign the construction contract. At the previous board meeting, President Bigelow had informed the directors that they were \$85,000 short and because of the shortage of investment, the meeting was adjourned with the understanding that the contract with the new contractor, Dumble, was not to be signed. The next morning it was revealed that Joseph Bigelow had gone completely against the board's wishes and signed the contract with Dumble himself. A number of other issues were raised which led Holden to summarize by stating that all the actions of the railroad to date had been illegal.

Director Dr. Gunn who had been the mayor of Whitby, endorsed all that Holden had stated and added that no conditions were set up for paying the contractors and no inspection of their work had been carried out. He estimated that the company was \$150,000 short of what was needed to complete the railway.

John Perry gave an angry and abusive reply to Holden and Gunn. Nevertheless, he made the startling admission that the contractor, Dumble, had drawn up the contracts and specifications by himself. Perry maintained that he had refused to sign the contract with Dumble because the company was \$85,000 short in funding and he (Perry) did not want to risk his own stock until more stock had been sold.

It was also revealed that Perry was trying to push through an amendment to the charter of the PW&PPR that would allow municipalities to underwrite the bonds of the railway without seeking ratepayers approval. It should be remembered that most of the board members held elected positions on their respective municipal councils or at least wielded substantial power over them through commercial or business dealings.

As if to underline the chaos surrounding the board and its ability to manage its affairs, another issue emerged yet again at a meeting held in Prince Albert on November 23. At the meeting the ratepayers demanded that the route be changed to put the line through Manchester and Prince Albert. Someone questioned whether the survey had been completed. Sexton vehemently insisted that a survey had been completed even though many at the meeting doubted it.

At some point prior to the meeting, unannounced to the public or to the board, Joseph Bigelow had contacted his brother-in-law, Thomas Paxton, the MPP for Ontario County and



THOMAS PAXTON

asked him to forward a proposal to the Legislature to have the charter for the PW&PPR amended to allow the line to be extended to Georgian Bay. Bigelow's purpose in this somewhat grandiose and bizarre move was to allow the board to raise more capital stock for the cash strapped company. The move enabled the railroad's capital stock to be raised to \$800,000 and the county was asked to grant \$20,000 to the railroad without a vote of the ratepayers. ⁶

The following week a late meeting of the Legislature passed a number of railway acts including charters for four new companies including: the Kingston and Madoc; The Canada; and the Canada South Western Air Line Coy. Amendments were made to the Toronto Grey and Bruce; the T&N; and the PW&PPR. ⁷

Directors' Concerns

Chester Draper and Joseph Gould had purchased the Whitby, Lake Scugog, Simcoe and Huron Road Company in 1863. In 1865, they split the company with Gould keeping the road (today's Highway # 12) while Draper retained the Whitby Harbour. As a director of the railroad Draper was able to arrange for the line to run right to the end of his dock with sidings around his harbour. All this construction was paid for by the railroad.

Draper later charged fees to the railroad for the use of his harbour and to the companies whose goods were shipped to and from his harbour facilities. In a letter to the editor of the *Ontario Observer* in February, 1869, "A Resident Ratepayer" stated:

... there were not ten men in the township who did not see through the plot ... the company was squeezing \$95,000 out of them [Reach and Whitby Townships] for running a road from Port Perry to Crafty Chester's wharf. ⁸

Another letter in the same issue said that the promoters were planning the PW& PPR for the benefit of only Whitby and Port Perry and that they planned to kill Prince Albert and Manchester by running the line around rather than through these communities. The writer also pointed out that many farmers in Brock and Mariposa who went down the Centre Road to Manchester to buy and sell their grain would have to go on to Port Perry instead.

The letter continued by reminding the readers that the president of the railway, Joseph Bigelow, had hired Dumble without the permission of the board. Further, Bigelow was accused of being in collusion with Dumble in falsifying certificates of performance. Details of this scandal would be confirmed at a later date (December 1871) revealing that Dumble received payments of over \$100,000 for work that he claimed was complete. That later investigation showed that the work that Dumble had actually completed was evaluated at less than half that amount. ⁹ These payments had all been sanctioned by Bigelow.

Bigelow further compromised his position by selling fencing (as outlined earlier), railroad ties and other lumber items from his lumberyards to the railroad of which he was president. The prices he had charged Dumble were allegedly twice the going rate. Bigelow and other board members were already under a cloud of suspicion over some land purchases that they had made shortly before those lands were bought by the railroad. Apparently, by talking with the surveyor before the location of the exact route of the railway had been announced, they bought land to be used as the right of way from unsuspecting farmers and then sold it back to the railway for an inflated price.

It should be remembered that the building and operation of railways was a new enterprise in Canada. As a result, legislation concerning its practices was hopelessly inadequate. The unscrupulous owners and developers had allowed corruption and dubious business ethics to become standard procedure. Not only were the alleged illegal activities of Draper, Perry, Bigelow, Dumble and others quite common, they were typical of what was happening at many railways being built across the province and across the country. By today's standards, most railroads built in Canada were scandalously corrupt enterprises.

Sir Allan MacNab and the GWR

The first railway to operate in Upper Canada was the London and Gore Railway in 1834. Its major promoter was Allan MacNab, later Sir Allan MacNab, Premier of Canada West. MacNab was also the owner and builder of Dundurn Castle in Hamilton

He was the leader of the Conservative party and, for many years Speaker of the House. MacNab was

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also chairman of the standing Committee on Railways. In this position he was able to arrange government financing for the railway he was privately interested in, including arranging for an immense government loan to his Great Western Railway. *"Sir Allan MacNab was for many years president of the Great Western Railway, and though his influence the government made loans to this company to the extent of £770,000..."*¹⁰

In 1853, MacNab stated his position clearly when he said, *"All my politics are Railroads and I will support whomever supports railroads."*

MacNab's railroad illegally used Canadian government money to build a railway line in the United States; the Detroit and Milwaukee Company.

*In 1868, Sir John Rose, Minister of Finance, showed that the promoters of the Great Western railway had misappropriated \$1,225,000 of public funds it had obtained, in order to build a line in the United States (The Detroit and Milwaukee) contrary to its charter: and that altogether four millions of its capital was thus illegally used.*¹¹

The Commercial Bank of Canada had been established primarily to promote railways. It went bankrupt as a result of the GWR involvement in the Detroit and Milwaukee company. It is no wonder that the Governor General, Charles Bagot, labelled MacNab as *"Intriguing, slippery and unprincipled"*.

Sir Francis Hinks and the GTR

Sir Francis Hinks was the chief promoter for the Grand Trunk Railway. He was also Premier of Canada West from 1851 to 1854. At the same time he was the Inspector General (today's Minister of Finance) a position he also held in Sir John A MacDonald's government. He went to England to arrange for the financing of the Grand Trunk. For his efforts he was given \$200,000 worth of shares in the company. He sold these shares in England after he had arranged for the financing of the GTR.

Hinks also bought land that he sold to his railway. When charges were made against Sir Francis, he had no problem in quashing them because the speaker of the Assembly at that time was John Ross who was also a director of the GTR. Mr. Ross later became Attorney General and ultimately a Judge of the Court of Common Pleas. A later inquiry revealed that \$200,000 in shares in the Grand Trunk was assigned to A.M. Ross, a relative of Speaker Ross.

It was Hinks who, as Premier, arranged for the Act of 1849 that committed the government to assisting private railway construction. The Grand Trunk became the most heavily subsidized railway of its time. He also pushed through the Railway Guarantee and Municipal Loan Fund in 1852. In 1855, the government issued a loan of over three million dollars to the Northern Railway. The Northern was later absorbed by the GTR. It should come as no surprise to find that most of the board of directors of the Great Western were members of the Legislature and most were cabinet members.

That Cobourg Line Again

In 1858 an investigation was carried out into the affairs of the infamous Cobourg and Peterborough line. This was the railroad promoted and developed by John Fowler, and for which J.H. Dumble was managing director, hired under mysterious circumstances by Joseph Bigelow on behalf of the PW&PPR in 1869. The investigation revealed that William Calley, who was Minister of Finance at the time, had advanced \$40,000 of public money to the C&PR line. It was also revealed that he was related by marriage to the president of that railway, D'Arcy Boulton. Mr Boulton had used his influence to obtain the charter for the railway while he was a member of the legislature. It is interesting to note that, as mentioned earlier, the president of the Grand Trunk at that time was none other than the Receiver General for the province.

An inquiry into the collapse of the Bank of Upper Canada revealed that its failure was clearly linked to the fact that it had advanced over \$200,000 to two railroads: the Ottawa and Prescott Railway and, the C&PR.

In August 1853, Malcolm Cameron, a cabinet member, became Postmaster General. His first act as Postmaster General was to raise the rate for carrying mail from \$25 a mile to \$110 a mile. The major mail-carrying railway in Canada West was the Grand Trunk Railway, for which Cameron was a director. Later a

committee of inquiry was held and the rate was reduced to \$60.

Thomas Keefer, the founding president of the Canadian Society of Civil Engineers was initially an eloquent and ardent promoter of railways in Canada but after witnessing the corrupt role of Francis Hinks in the Grand Trunk Railway, he became an outspoken critic of the building of Canadian railways. He summarized this era when he stated;

*Railway corruption had so thoroughly emasculated the leaders of the people that they had not virtue enough left to do their duty... Mr. Keefer, while Sir Francis Hinks was still living had the courage to write: "Canadians have cause to blush at the spectacle of men filling the highest offices in their province with a seat on the council board of their sovereign, accepting fees and favours from the contractors and officials of a railway company between whom there should have been a gulf as wide as that which separates the Judge of Assize from the suitors before them."*¹²

The Pacific Scandal

The most notable railway scandal in Canadian history was that which became known as the "Pacific Scandal". In 1871, Sir John A. Macdonald had promised the new province of British Columbia that within ten years a railway would be built across the nation. Shortly after MacDonald's 1872 election victory, the contract to build the railway to British Columbia was awarded to a company headed by Sir Hugh Allan.

The project initially involved two rival syndicates: a Toronto group led by Senator D.L. Macpherson and a Montreal based consortium led by Sir Hugh Allan. Allan was supported by US investors in his bid to build the railway but agreed to John A. Macdonald's request to divest himself of the US investors but failed to do so.

On March 31, 1873, a virtually unknown politician named Lucius Seth Huntingdon rose in the House of Commons to give notice that he was requesting the establishment of a committee to enquire into the affairs of the Canadian Pacific Railway. On the evening of April 2, the House was in complete silence as this obscure politician rose again to detail his proposal. Everyone hung onto each word of his seven-paragraph statement. In it he charged that Sir Hugh Allan, president of a railway construction company had given large sums of money to aid in the 1872 election campaign of the conservatives headed by John A. Macdonald and that Allan had been given the promise that, in return for the financial donation, he would be given the multimillion dollar contract for building the railway.

Huntingdon called for a seven man parliamentary committee to enquire into the circumstances of the contracts related to the railway. Huntingdon's motion was defeated but the questions that he had raised now became front-page news across the country.

On the morning of July 4, 1873, the *Globe* of Toronto and the *Herald* of Montreal provided readers with the scoop of the century. They had obtained copies of documents that Huntingdon had known about and had led to his initial call. The documents showed that Allan had donated \$343,000 to the campaign of the conservatives under Sir John A. Macdonald. One document showed Sir John A. Macdonald was to personally receive \$25,000 for his 1872 campaign.

Hinks was alleged to have received an indefinite personal loan of \$10,000. Hector Louis Langevin, Cartier's successor was alleged to have received \$25,000 for election purposes. The most damning evidence produced was a series of letters stolen from a safe showing clear evidence of Cartier, Macdonald and others demanding further funds!

Macdonald was cornered and had no alternative but to agree to the appointment of a select committee to investigate Huntingdon's allegations. The Prime Minister's most loyal partner and confidante, Etienne Cartier had just died. Sir John A. turned to the bottle for solace.

In late July of 1873, Macdonald disappeared from sight. Even his wife did not know of his whereabouts. One Montreal newspaper, the *Family Witness*, stated that Sir John had committed suicide. Macdonald was later found in a drunken stupor in a Quebec villa. For the month of September, the newspapers experienced record sales as they gave accounts of the Royal Commission enquiring into the affairs of the railway and the related bribery.

When Macdonald finally testified before the Commission, he could not deny that he had asked Allan for election funds and that in writing he had promised Allan the contract for the Canadian Pacific Railway.



SIR JOHN A. MacDONALD
1815-1891

Sir John A. defeated

After a lengthy series of debates in the House of Commons, Sir John A Macdonald resigned and took his seat on the opposition side of the house. In the election of 1874, Alexander Mackenzie led the Liberals to a landslide victory over Macdonald and the Conservatives. Everyone assumed that Macdonald was finished as a public figure.

Mackenzie was determined to handle every aspect of the railways through legal tenders and scrupulously examined contracts going to the lowest bidders. However, even the spectre of Macdonald's fate did not prevent him from indiscretions. Bids were inflated to allow some of his friends to obtain contracts on the massive trans-continental undertaking. Even Mackenzie's brother, a partner in a company that supplied the rails and the related hardware, was awarded a contract.

Ironically three of the most significant reforms carried out by the 1874-78 Mackenzie administration were: the introduction of the secret ballot; the control of election expenses by law; and the Corrupt Practices Act in which bribery of civil servants was made illegal.

PW&PPR

Thomas Paxton, member of the provincial legislature for Ontario North would have heard daily discussions on how his fellow elected representatives were using their political influence to obtain financial support from the government for the construction of railways in which they were involved, thereby making huge personal fortunes. Human nature would certainly permit Paxton to discuss these schemes with his brother-in-law Joseph Bigelow, fellow director of the Port Whitby and Port Perry Railway.

5

Chapter Five

1870 - A Year of Chaos

Problems at the Ridges

By March 1870, the railway bed for the section from Whitby to Brooklin was ready for rails. North of Brooklin was another story: the exact route still had not been decided. That same month, the *Ontario Observer* published a lengthy letter from civil engineer William Sykes, hired as a consultant for the PW&PPR.¹ Sykes expressed his misgivings over the fact that the Ridges rise to 825 feet above the level of Lake Ontario and the harbour at Whitby. He calculated that if a straight line were built it would rise over 75 feet per mile in a 10 mile stretch, a difficult challenge for any locomotive, let alone those planned for the PW&PPR. No matter how the line was built, it would have to negotiate a rise an average of over 50 feet per mile in the stretch from Whitby Harbour to High Point.

Sykes suggested that rather than have the line run directly through Manchester and then Prince Albert, a better plan would be to have one common station between both communities and shared by them. His view was that lumber would be the main commodity handled by the Port Perry station and the Manchester-Prince Albert station would focus on grain.

William Sykes

William Sykes was born in Wentworth in Yorkshire, England in 1815. He began his career as an apprentice builder before venturing into railway building as a sub-contractor on the North Midland Railway. He came to New Brunswick with his brother James after they obtained a contract for the St. Andrews and Quebec Railway. Due to management and financial problems involving the New Brunswick government, the Sykes brothers sued the government and withdrew from the project. Meanwhile they had been involved in surveying a section of the Nova Scotia Railway. In late 1853 Sykes' Company obtained contracts for the Montreal and Bytown Railway (M&BR), and the Brockville and Ottawa Railway (B&OR). Under James Sykes' supervision a tunnel under the town of Brockville was built, the first railway tunnel to be built in Canada. When funds for the M&BR were depleted, the Sykes were left in financial difficulty. William became the engineer on the Huron and Ontario Ship Canal immediately before his involvement with the PW&PPR. He fell ill while working on a section of the Canadian Southern Railway on the north shore of Lake Erie and died in April 1872. William Sykes' eldest son William A. Sykes was killed in an accident while working as the construction supervisor on the TG&BR.

Progress ?

On January 20 the *Whitby Chronicle* reported that the completion date for the PW&PPR promised by Dumble had been moved forward to February, 1871. With this date in mind, and in competition with other Ontario railways, the PW&PPR needed to order the iron rails for the line. Most of the rails used in Canadian railways were produced in Wales. Dumble claimed that he had already used his own money to buy fencing and lumber, but that his credit would not extend to the iron.

Bigelow spoke to the Whitby council on February 22 insisting that \$10,000 became payable when the company was formally organized and that this payment was now overdue. He showed the council a

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Certificate of the Engineer stating that \$20,000 had been spent. Therefore the whole \$30,000 was due. Strangely he also made the claim that Dumble had committed himself to \$80,000 for the rails.

The following day a meeting of the PW&PPR board met and chose the following as its executive: President Joseph Bigelow; Sherriff Reynolds as Vice President; executive members John Perry, Greenwood, W.S. and A.N. Sexton; Charles Marsh; J.W. Jacobs; Edward Major. It should be noted that Chester Draper and James Holden were not included.

A day later, the *Whitby Chronicle* reported that the mayor of Whitby was seeking legal advice in order to avoid paying any further funds to the railway.²

The *Oshawa Vindicator* seemed to derive great pleasure by watching the railway's financial disarray. "*The Port Perry and Port Whitby Railway Company is a most unfortunate Corporation. No sooner does it get out of one difficulty than it tumbles into a worse.*"³

The article continued by commenting on the town's \$50,000 debenture subsidy. The town was refusing to pay any instalment because the conditions had not been met:

- a) \$100,000 in stock had not been subscribed because \$30,000 of that supposed subscription was a gift to Dumble covered in his contract;
- b) the required 10% paid up was achieved by many promissory notes and credits for services rendered;
- c) some directors had contracts with the road and so are disqualified and therefore no legal board existed.

The Council further claimed that the purchase of ties and lumber did not qualify as "*expenditure upon the road.*" Blake, the town lawyer, agreed with their stance.

The *Chronicle* responded by claiming falsely that the matter had been settled.⁴ But the financial chaos continued. Further confusion and indecisiveness became apparent when William Sykes reported that even though a survey had been completed, the actual route had not been agreed upon, let alone legally approved.

At the end of the month it was reported that the people of Manchester had raised money to hire John Shier for a survey of yet another possible route.⁵ At the next meeting, the railway board and contractor Dumble agreed to make the change if the new route was acceptable and if he would be reimbursed for any expenses involved in moving equipment and supplies. Shier's survey of the proposed revised route took a week.

Meanwhile, this issue of the Whitby \$50,000 debentures had still not been resolved by late April. Since the money for the debentures had been raised in August 1868, Bigelow decided to claim interest on them. His claim, on behalf of the railway, was \$3,500 in interest.

Again, the *Oshawa Vindicator* responded with an article headlined "*The Railway Muddle*" in which the editor commented critically on the railway board's personality conflicts.⁶ The editor explained that the Whitby Mayor would not hand over the debentures because the PW&PPR insisted on the back interest being paid. The Town Council had also insisted that William Holden be appointed to the railway's board as the council's representative. As he had not been elected to the board, the council refused to pay for the debentures. The Company refused to give up their claim on back interest but agreed to elect Holden once he had purchased his qualifying shares to enable him to be a member of the board. Holden on the other hand refused to buy shares until the company gave up its claim on the back interest.

At a meeting of the Whitby Council on April 11, two efforts were made to force the mayor to hand over the debentures. Both failed. The Company then threatened to take the mayor to Chancery to force him to hand over the debentures. A group of citizens said that if this happened they would seek a writ to prevent the company from selling the debentures.

Finally, on April 28 at a meeting of the Whitby Council, the mayor was instructed to hand over the debentures to the PW&PPR. He of course refused to pay any back interest on the debentures.

The Route

The route planned for the PW&PPR was never in serious doubt for the route through Whitby and the Whitby to Myrtle sections. North of Myrtle however, two issues continued to dominate the arguments over the route. The steep rise in the land while travelling northward from Myrtle caused a concern among the engineers and surveyors as they struggled to determine the most practical route. The route from the top

of the ridges to Port Perry presented a completely different set of issues. The residents of the communities of Manchester and Prince Albert each wanted the line to go through their community and to have a substantial station facility to serve it. Additionally, the section through Manchester/Prince Albert corridor had an impact on the final route into Port Perry itself.

The *Observer* of March 17, 1870 reported that the engineers and surveyors still had not been able to reach an agreement on the route over the ridges. They emphasized again that the ridges rise to 815 feet above Lake Ontario, the highest point of land being approximately a mile or so north of Myrtle. Also in the article it was reported that a number of Reach ratepayers had made a proposal that the railway company should build a large central station between Manchester and Prince Albert *"the great central station for all the area for passengers and light freight."* Since grain was now the "big product" of the area, Port Perry, they argued, would be a station for lumber only and not a passenger station, as the Manchester/Prince Albert location was more central for passengers than Port Perry.

This argument was supported by William Sykes as a more direct route from the Ridges to Port Perry, avoiding a number of curves in the track. His proposed route ran near Paynes' tavern and Wright's tannery adjacent to the creek on the west side of Prince Albert, about a mile west of the eventual route.

On April 19, Reach Council received a petition from 116 ratepayers of the township to support the above route and *"to erect a good Station House and Freight Sheds"* at the point where the line crosses the IVth concession, also to have a flag station with a siding where the line crosses the west road (now Highway 12).

Final agreement on the route was ultimately achieved sometime in late May when Sykes made a number of decisions which would later prove unpopular to many of the ratepayers of Reach and Port Perry. Sykes resolution, however, enabled work to continue. His route was the final one which ran a mile south of Manchester and immediately east of Prince Albert.

Leasing Bids

Meanwhile, in an attempt to provide an immediate source of income and a more stable and predictable financial footing for the PW&PPR, the board put forward a proposal to lease the line to the highest bidder for a 25-year period. As a condition for the lease, Sheriff Reynolds assured the bidders that:

The Company will furnish at least \$40,000 worth of rolling stock to consist of Two Thirty-ton engines, one Passenger Car, six box cars, and balance in flat cars. ⁷

A more critical condition of the lease was: *"That the road will be ready for traffic not later than the first day of August 1870."*

Fowler offered:

The lease to be for a term of twenty-five years from first of July next, at a rental commencing with \$10,000 per annum, and in seven years to be gradually increased to \$15,000, and to continue at \$15,000 to end of term.

For some reason he added the following at the end of his bid:

I hereby agree to pay the following sums of rental in lieu of the amounts contained in the above offers - \$5,000 for the balance of the year 1870; \$13,000 for 1871; \$15,000 for 1872; for the next five years, \$16,000 per annum; for the following five years, \$17,500 per annum; for the following five years \$17,500 per annum; for the remainder of term \$18,000 per annum. ⁸

George Neilson's bid offered to pay:

\$11,000 for the first year; \$13,000 for the second year; \$15,000 for the third year; \$17,000 for the fourth year; and continue to pay \$17,000 per annum for the remainder of the term. ⁹

As Fowler had done, Neilson also added an increase in his offer:

After further consideration of my offer, I beg to mend it by substituting \$20,000 per annum, for the last ten years in place of \$17,000.

The bids were dated February 1870, but by August it was obvious that the board of the PW&PPR could not reach a decision on either offer.

Financial Disasters Continue

On August 11, 1870, the *Ontario Observer*, in its coverage of the Reach Council meeting, reported that the railway engineers submitted certificates to state that one half of the entire grading of the road had been done and so requested the debenture coupons and the interest the railway was entitled to receive according to the by-law. Later in the meeting a motion to hand over the debentures was passed since the conditions had appeared to have been met.

In Whitby on the other hand, the delay of handing over its debentures continued. The Council meeting of August 15 tabled a letter from the railway company's lawyer, Cochrane. In it he stated that he was taking proceedings in equity unless the debentures were handed over.

Contractor Dumble and the PW&PPR engineer had initially promised that the railroad would be running by August 15, 1870. This was later changed to February 1871, but even that date was unlikely as the railway was far from completion. Furthermore, the rails had not been ordered from Wales, there was no rolling stock and the exact locations for stations had not even been decided upon. Councillors commented on the absurdity of the original contract with the railway company because of its lack of requirements from the contractor.

On August 20, the *Whitby Chronicle*¹¹ again outlined the continuing deplorable state of the railway's financial state. It was further revealed that Dumble, the contractor was owed \$20,000. An additional \$12,000 was also due on the payments for right of way. However, the company's bank account was empty. The council had received a letter from Dumble repeating his offer to forego half the interest on the debentures in return for \$9000 in debentures then due on stock subscriptions for the rails.

There were several lawsuits pending against a few subscribers who were unwilling to pay their subscriptions into such a corrupt and mismanaged company. The reporter who covered the meeting for the *Whitby Chronicle* saw the situation as desperate and urged shareholders and council to dismiss the directors of the company, although he didn't make it clear as to how this was to be accomplished. He said that the directors "...have proved themselves foreign to every upright and honest action. Notorious for trickery and deception, and with a few exceptions, financial bubbles."¹²

The editor continued by pleading with the Council to get rid of the board of

... the designing tricksters, whose only aim is to fill their undeserving pockets ... and whose very connection with any public enterprise would, of itself, create suspicion and contempt.

Strangely, the reporter placed no blame for any problems of corruption or mismanagement on Dumble. On the 8th of September, the omission was corrected. In an article entitled "*Railway Revelations*," supporting the earlier claims that Dumble had carried out less than half the work for which he had been paid, the article claimed that Dumble had received \$113,000 in cash and bonds, but not more than \$20,000 of work could be certified by the Company's own engineer. With this background, the reporter advised the Whitby Council to hang on to the currently due debenture of \$20,000.

Councillor McMillan, who was the council's representative on the railway board along with James Holden, pointed out that on handing over the last debenture, the Council had been assured that the station, workshops and other sundry buildings were all ready to be built as soon as the money was received, but nothing had transpired. Holden laid the blame for demand for back

Port Whitby and Port Perry
Railway.



MEN WANTED.

WANTED IMMEDIATELY

200 MEN

To work on the above Railway.

Apply to
E. MAJOR.

Port Perry, Sept. 7, 1871.

interest at Dumble's door and said again he had received \$113,000 from the Company and had done little work, and was drawing \$12,000 a year interest on the bonds and debentures he had been given.

The editor of the *Ontario Observer*, James Baird who had been a staunch supporter of the railway, suddenly became highly critical of the members and in the September 15 issue of his newspaper, referred to the board as, "...*This rather unscrupulous company... This insatiable company, ... a ring of railway sharks who appear bent on bleeding the community to death.*"¹³ He complained that Reach Township should not have paid the interest or the debentures to "*This insatiable company.*"

Holden Regrets

From the days of the initial proposals for the PW&PPR there had been and an ongoing dispute regarding the location of the workshops for the railway. Both Port Perry and Whitby wanted them. Finally, much to the chagrin of the Port Perry interests it was agreed to have them built in Whitby.

James Holden raised the issue of the completion date and the quality of the construction of the railway line. A month after Dumble's promised date for the first running, it was quite obvious that the line was still a long way from completion. Holden stated that the contract with the construction firm was so slovenly the contractor had it all his own way. He claimed that there was no requirement for completion or for quality.

*To say the least of it, the Directors who were the parties to the signing of such a contract, have evinced either an astonishing amount of imbecility, recklessness or dishonesty, and in either case have forfeited all claim to public confidence and ought to be dismissed. The president [Bigelow] in particular should go and the Directors' greatest blunder was in re-electing him. Holden repeated the claim that Dumble has received \$113,000 and has not spent one third of it and now demands more payments.*¹⁴

Ironically, at this time, a booklet written by Joseph Bigelow as a prospectus aimed at gathering more financial investment, was in circulation throughout the province. In it he stated, quite falsely that, as of August 1, 1870,

*Over three-fourths of the grading and all the heavy cuttings are done, the ties are all out and the culverts and fencing more than three quarters completed - With the present force of men, the entire line will be found ready for the rail by the first of October.*¹⁵

On September 22, 1870, the *Whitby Chronicle* gave a report on a special meeting of the Whitby Council. Mayor James Gerrie was in the chair. He stated that the Council had been served with a bill in Chancery by the PW&PPR and the contractor, Dumble, to compel the Council to hand over a further \$20,000 of debentures and the back interest on all the debentures going back to June 1868. The council then went into committee with Mr. N. W. Brown, the Reeve of Whitby, in the chair.

Councillor Philp suggested that since the railroad looked as though it never would be completed, the Council should hold on to the debentures. The council then proceeded into a discussion on the back interest. Various Councillors stated that the Company had no claim to interest before 19 September 1869, since the Company was not legally organised until that date. Holden asserted that in handing over the earlier \$30,000 in debentures that there was never any reference to back interest. He stated that Dumble himself had spoken to various Councillors and had assured them that upon receipt of the initial \$30,000 debentures that there would not be any demand for the back interest. Holden stated that in his opinion, it was only Dumble who was exerting the pressure to obtain the interest. Chester Draper, who was on the Council and the Railway Board, agreed with Holden.

Draper, later in the meeting stated that it was the understanding of the Company that no demand for interest was to be made. He said that he could not believe that Dumble had made such a demand until he questioned the board members and found out that Dumble had indeed asked for the back interest. He further went on to say that the ...Company should resist this unjust demand for interest.

Holden further stated;

*...the fact was that the Company was only a one man concern, a one man power, and that man is Dumble. He as a servant on the board to do his bidding. [Bigelow] Dumble has had three times the value of the work actually done.*¹⁶

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He went on to say that Dumble was only entitled to receive pay after work had been satisfactorily completed. Referring to Shier's own comments on the work done by Dumble: *"And what was the character of the work done? Their own Engineer said that the culverts were of such a character that he would not put them on the back streets of Whitby."*¹⁷

Regarding the suit against the Council, Holden concluded his statement by commenting:

*Let us fight the suit because the facts will then all come out. The project had been conceived in sin and born in iniquity and was a piece of deception from beginning to end.*¹⁸

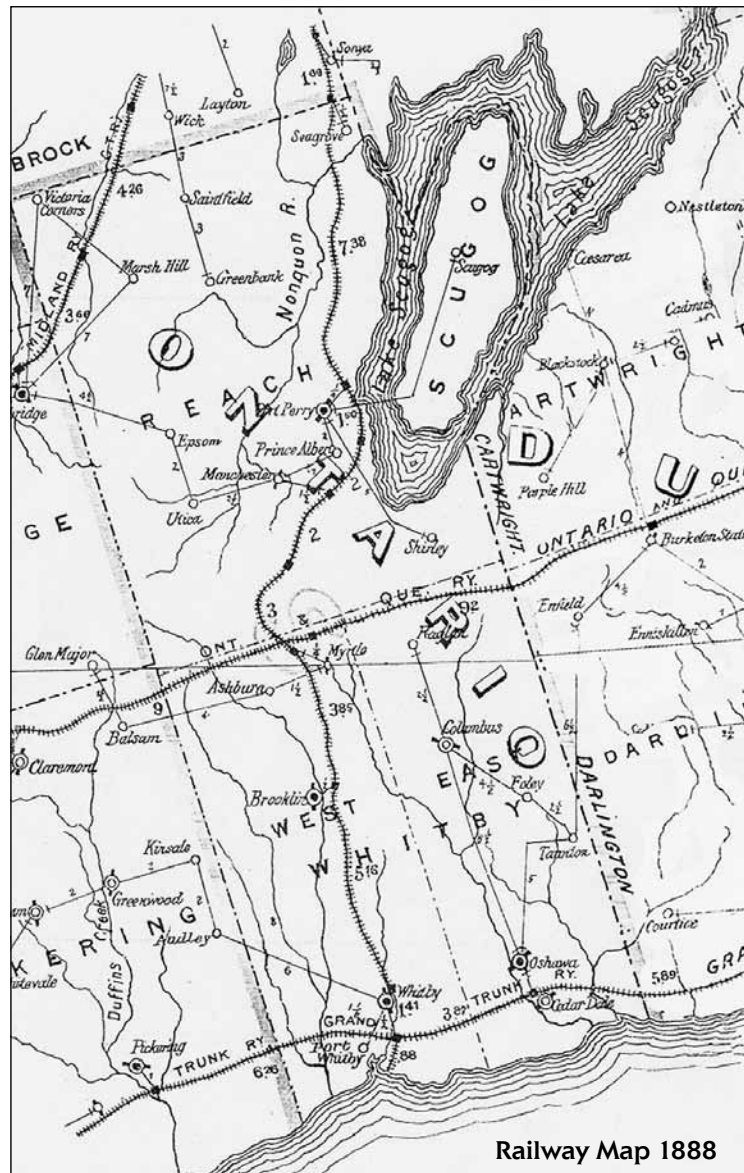
As the meeting descended into chaos Draper tried to put forward a motion proposing to create a committee to deal with the issue of the back interest. The mayor disagreed with the wording of the motion and at that point, the meeting turned into a shouting match; *"great confusion and shouting,"* said the *Chronicle*. Over the din, the mayor accused Draper of duplicity. The mayor and Draper then began to question each other's integrity.

*"...and amidst much confusion, Mr. Brown vacated the chair, donned his chapeau and left the council making confusion worse confounded."*¹⁹

Another chairman was appointed (Dr. Cameron) and the meeting continued, but this also quickly became a name-calling fiasco involving Holden, Draper and the mayor.

*Mr. Draper went on at some length calling the conduct of his worship into question and severely criticizing it, and was repeatedly called to order by the mayor, but without effect, he still continued amid repeated loud calls from the mayor of "sit down Mr. Draper", until at last his worship could bear it no longer, and laying his hand threateningly on the inkstand, Mr. Draper took his seat amidst some confusion. An immediate adjournment took place moved by Dr. Cameron, for two weeks.*²⁰

To a present day observer the management of the affairs of the PW&PPR may seem like the scenario of an hilarious farce. However, these were the sad actions of ill-equipped, frustrated men, both on the Railroad Board and the various Councils, desperate to fulfill a marvellous dream that had gone horribly wrong. The reasons for the tragic state of affairs were numerous and varied.



6

Chapter Six

The Farce Continues

Dumble and Bigelow

The lead editorial of the *Ontario Observer* of October 6, 1870, presumably written by the editor James Baird, specified John Dumble's status;

*So far as the contractor is concerned, he is responsible to the directors for the complete fulfillment of the contract, and the directors are responsible to the public, both for the terms of the contract and for their complete fulfillment.*¹

The editorial continued by repeating another contentious problem;

... the directors presented the contractor with a gratuity of \$30,000 worth of stock, and that he in return agreed to allow the president of the company [Bigelow] to furnish the fencing stuff at a price which would allow the president to pocket a pretty handsome amount.

The president of the railway, Joseph Bigelow, was accused of many discrepancies. However, he always argued that the arrangement for the fencing was a personal one between Dumble and himself, not the company. The editorial then continued at length to chastise the directors for not ensuring that Dumble's quality of work was satisfactory.

The *Whitby Chronicle* responded with an editorial with a distinct headline; "*Whitby and Port Perry Railway. What's to be Done?*" The editor called for an end to "...all complaints and backbiting and exaggeration."²

The *Oshawa Vindicator* of October 12 stated with apparent glee; "*This Company promises to be the best litigated corporation in existence.*" The article listed some of the cases before the courts.

- (1) The Company was suing the town of Whitby for back interest.
- (2) Certain shareholders were charging the board with an over-issue of bonds.
- (3) Dumble was suing for \$10,000 due to him according to the contract. He was to receive debentures and company bonds and cash in payment, but he had received no cash. The issue of new bonds was limited to the amount actually expended on the road. They had issued \$65,000 worth but he had spent only \$42,000 worth.
- (4) The PW&PPR was suing the Town of Whitby for \$20,000 that it refused to pay.

There had been many accusations of deceit and corruption against Dumble. He had been hired in September 1869 and had never responded publicly to these accusations until November 17, 1870 when wrote to the *Whitby Chronicle* assuring the public that;

*The earthwork and grading is all but completed: in less than a fortnight the road will be ready for the rails; more than two thirds of fencing is complete and the material for the remainder is on the ground. The culverts are, with one or two exceptions constructed and nearly 40,000 ties, all that is necessary to lay the rail, have been delivered on the line. The iron rail for the whole line has been purchased in England ready for shipment. All that remains to be done to complete the contract is to lay iron, ballast the road and erect buildings.*³

He went on to assert that he had paid for the rail *"...nearly \$100,000 worth of iron on my own credit in England."*

Ironically, in the same issue of the Whitby newspaper, a statement of John Shier, the engineer of the PW&PPR was printed. In it he stated; *"That about the twentieth day of July last...I made an examination of the work done." Dumble had done work "... upon said railway to the value of \$28,300, and no more; and I value the fence, posts, lumber, ties, and square timber ... at about the sum of \$11,800 and no more."* This amounted to a total value of just over \$40,000.

Shier continued by stating that he had inspected the line again in November and that the total value of the work and materials to that point did not exceed \$50,000 for the project. Further he stated that neither the levels of the embankments, nor the cuttings met the required specifications. Many culverts were constructed and only five or so of the necessary sixty cattle guards were in place. No ballast was on the line, and Dumble,

... has not made any turn tables, station buildings, freight or passenger station, engine house, tank house or machine shop or erected any of them, as required by the said specifications. And there are not any materials upon or near the said line for the purpose of building the same. ⁴

In an accompanying article, the editor stated;

We have the sworn testimony of Mr. Bigelow, the president, and of directors of the company, ... that Mr. Dumble told the Board on the 19th of October that he had not ordered the iron and that he did not intend ordering it until spring. ⁵

Apparently, a new contract must have been agreed upon because a new date for the completion of the line had been set at February 15, 1871. Nevertheless, it was obvious to all that the rails could not be delivered from England by that date because of the problems of getting the rails to Whitby during the winter months. Mr Dumble then applied for an extension to August 1871 for the completion. All of which again brought into question Mr. Dumble's assertion that he had ordered the rails at all, let alone *"using his own credit."* Dumble further sued the company for \$24,000 which he alleged was owed to him.

The Company responded by serving a notice on Mr. Dumble that his claims for the money, and his assertions that work was completed, were incorrect. This notice contained an opening statement which, because of its clauses and subclauses, was one single rambling sentence of almost 500 words in length.

The notice stated that the Company wanted to call on a judge-appointed arbitrator to settle the matter and called on Mr. Dumble to appoint an arbitrator for himself so that the two arbitrators could come to some compromise over the issue.

The Year 1870 in Review

In the *Ontario Observer's* review of the year's events in the December 8, 1870, issue, the editor stated that in the coming year,

...An equal amount of vigilance will be required from the Council of the coming year as from that of the present and the past. This notorious railway still hangs over us like an incubus, and demands may be made which no judicious Council acting in the interests of the whole township, would accede to. ⁶

The editor affirmed that the township had handed over \$20,000 to the railway for completed work and that \$10,000 still remained to be handed over when conditions were met. *"This is the last legal demand which can be made on the corporation,"* he stated. He continued by referring to sworn statements of leading members of the Board of Directors declaring that *"... the main road is in an almost hopeless condition ..."* He further added that the Board was trying to shift the blame for the bungling on to the Contractor. *"If the Company, on the strength of certain casual advantages gave the contractor a little too much latitude, the fault is their own."*

He went on to predict that if the railroad's board of directors is not changed, *"...the snow of another winter, at least, will lie undisturbed on the track."* ⁷

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Chapter Seven

January – September 1871

Executive Shuffle

The *Oshawa Vindicator* of January 25, 1871 reported that the Company had made a survey of the completed grading work on the railway and had found that at the ridges there were some grades that rose 100 feet in a mile, *“A locomotive that can climb them will have to be built like a goat,”*¹

That same day, the PW&PPR held its annual general meeting in Whitby and elected its officers. Apparently the appeal for a new executive by the *Observer* of December 8 as noted in the previous chapter, had not entirely fallen on deaf ears. A significant change in directors took place. John Ham Perry, Greenwood, W.S. and A.N. Sexton, Charles Marsh and J.W. Jacobs, were all dropped from the executive and replaced by James Dryden, Nelson G. Reynolds, James Holden, Aaron Ross, Thomas Paxton MPP and K. F. Lockhart. Chester Draper who had not been on the executive the previous year, was returned to the executive and was elected president and Joseph Bigelow, formerly the president, was elected as vice president. Along with Joseph Bigelow, the only returning executive member was Edward Major.

Chester Draper owned the gravel road that he operated as a toll road (today's Highway 12). The *Observer* commented on Draper's election as president,

*If he manages the railway the way he manages his celebrated gravel road, then God pity the travellers. It is bad enough to have to flounder through mire and mud up to the hubs as was done on the gravel road during the greater part of last year and paying at the same time the highest figure of toll which the law would allow, but the chance of drowning in mud is nothing compared to the chances of breaking one's neck in descending a ladder on a railway car.*²

In February, director Thomas Paxton, as the Ontario County representative in the Ontario Legislature, proposed a Bill as an amendment to the Railway Act which would enable Railway Corporations to obtain all bonuses and debentures allotted to them before the prerequisite work was completed. This was only his second speech in the Legislature. The *Observer* later claimed that Paxton made only three speeches in the legislature during his 4 years in office!³ The Bill was protested wildly by the various local councils who quickly wrote to the legislature appealing the proposed Bill. It was defeated.

In an editorial in the *Observer* on February 2, 1871, it was revealed that Dumble was receiving *“...\$1,200 per month, work or no work, rain or shine.”*⁴ This would be worth more than \$50,000 a month in 2018 money! Apparently Joseph Bigelow presented these findings to the Company and in return the Company voted to give Bigelow \$600 for his services.

Arbitrator's Decision

In February, it was announced that the provincially appointed arbitration board had met to hear arguments from Dumble and the PW&PPR Board. The certificates of performance submitted by the appointed engineers convinced the judge to rule in favour of the railway. The Company then sought legal means to ensure that Dumble received no more debentures or bonuses.

With this decision Dumble realized that his ability to extort money from the company had come to an end. Ever the corrupt businessman, Dumble began to look for a way to make more money as he extricated

himself from his obligations to the PW&PPR.

Meanwhile, in the April 13 issue of Prince Albert's *Ontario Observer*, the editor, James Baird gave an extensive summary of contemporary railroad construction in Ontario. He commented on various neighbouring communities such as Uxbridge, Cannington and Sunderland which had prospered as a result of the railroads that now reached them. Baird stated:

Turn we now to the melancholy spectacle presented by the Port Whitby and Port Perry Railway, a road about a stone's cast long and what do we find? Confusion doubly confounded, everything at a hopeless standstill, stabbed by its friends and betrayed by its advocates, the work now stands, to all appearances in a less hopeful condition than it did before the first shovelful of earth was turned... The Company is swaggering around with the Municipalities' funds in their pockets while weeds and underbrush are fast filling up the track. ⁵

Baird made an urgent appeal, "Let the directors take hold of the work in a spirit becoming of men who seek to secure the confidence of a not ungenerous public..." He concluded with a call to put aside all the bickering and get the work done. Unfortunately his appeal was ignored as the directors again became embroiled in yet another controversy over the gauge. In an effort to save money they decided to revert back to the original proposal of building the railway using the narrow gauge. This meant that all goods shipped on the PW&PPR line would have to be unloaded at Whitby and then reloaded to freight cars on the broad gauge of the Grand Trunk at Whitby or stored in warehouses owned by Draper, while waiting for shipment.

This decision was arrived upon in spite of Joseph Bigelow's prospectus for the railway written in August 1870, where he stated that "The gauge of the road is 5ft 6 in and connects with the Grand Trunk Railway." This was the broad gauge.

The *Ontario Observer* of May 18, 1871 stated the obvious; that newly elected president of the PW&PPR, Chester Draper, wanted the change so that freight would have to tranship to the GTR at Whitby, resulting in befits for his warehouses and freight-men. Obviously this would have a detrimental effect on efficiency for goods being shipped. This view was expressed by the *Whitby Chronicle*:

Merchants were told that they could pack their pork, butter, eggs or other produce at the nearest station on the line and have it carried right through to its destination, Montreal or Toronto; and in the same way merchandise would be brought from either city right through without further handling, mussing or wasting time and money. ⁶

According to the *Observer*, proponents of the railway had told farmers they could get five cents more a bushel more for their grain using the railway. Now the Company proposed to change the gauge

...and thus dry up the glowing golden stream which was presented to the public gaze, or rather to seek to divert it into the bottomless pockets of the insatiable Chester. ⁷

Dumble's Escape Route

The well-publicized discussions about the gauge of the railway created a convenient smokescreen hiding the ugly fact that the PW&PPR was, yet again, virtually bankrupt. On June 22, 1871, the *Observer* reported; "The Port Whitby & Port Perry Railway Company appear to have abandoned the idea of proceeding farther with the construction of their mythical line..." It further announced that since the construction had been delayed, the company had decided to cut up five miles of the railroad ties for firewood and a contract for that task had been let. Dumble was well aware that the PW&PPR's funds had again been depleted, but he was determined not to fall into the same dilemma that had befallen Kestevan and Starrat when they invested their own funds in the line. Behind the scenes Dumble was pursuing a completely different path; he was looking for an unsuspecting contractor to whom he could sell the unfinished project. After the arbitration had ruled against Dumble and in favour of the PW&PPR, Dumble somehow convinced another contractor, Caleb E. English that all was well with the railroad and sold his interests to him for an undisclosed amount.

In the summer of 1871, English brought his work crews in to continue the project. After working for a few weeks making rapid progress on preparing the line for rails, English obtained a certificate of performance from the company's engineer. When he went to the board with his certificate of

performance, the board refused to pay. Unpaid individual railway workers employed by English turned up at the Railway office in Whitby to find all their appeals for money rejected. As a last resort English turned to the courts and entered a suit against Dumble and the PW&PPR.

On August 3, 1871, the *Chronicle* reported that a locomotive named Scugog and several flat cars ordered by the PW&PPR had arrived in Whitby. In addition the Whitby station was now complete. Dumble had ordered the rails and claimed that he had paid for them. The PW&PPR agreed to pay the freight costs of \$6,000. When the rails arrived, and it was discovered that Dumble had not paid for the rails, the Company, now responsible for the cost of the rails and the freight charges, simply refused to pay either; it had no money.

As a result of the Company's further refusal to pay English and his men, work was again completely at a standstill. The *Observer* reported:

From all appearance affairs seem to be in a frightful plight, the poor miserable road lies curved and twisted like a serpent, forsaken and deserted. The workmen, poor fellows, were starved off to a man, and now the concern lies waiting the next shuffle of the cards... It appears that when the iron was ordered by the contractor, the Directors agreed to pay the freight; - \$6,000 - on delivery of the iron, and when it arrived the Contractor notified the directors and asked the \$6,000 to pay the freight, but the board demurred, refused to toe the mark, and here another celebrated deadlock took place. A singular spectacle is now presented, three separate parties standing fighting over the iron - the Contractor - the Directors and the Bank - neither of whom dare put a finger on it. The Directors say that they have paid the Contractor for more work than he has done, while the Contractor, backed by documents from somebody, asserts, and most likely it is so, that the company owe him thousands of dollars; and here the muddle rests and so does the road.⁸

The editor then made the following appeal.

The municipalities should at once demand an independent Committee of Inquiry into the affairs of this muddled concern and should the Ring [the directors of the PW&PPR] object to this, then let the matter be carried to Chancery at once, and the issue we think is hardly doubtful.⁹

As usual, enjoying the disastrous state of affairs, the *Vindicator* reported:

The road is about as far from completion as ever. It is said the iron [rails] at the harbour belong to the bank, the solitary locomotive to private individuals, and the stations to the men who built them.¹⁰

In an effort to continue work on the line and at the same time avoid having to pay Mr. English and his men, the Company appointed one of its own directors, Edward Major, to take over the contract. In the first week of September, Major advertised for workers. The following week, Major and his men arrived on the site to begin their work. Within a few minutes of their arrival, Mr. English and his unpaid workers appeared and informed Major's workers that they were trespassing. A yelling match ensued as heated unpleasanties were exchanged. Then, "... active hostilities were only prevented by the timely arrival of a few non-commissioned guardians of the peace."

As usual the *Oshawa Vindicator* took delight in reporting the farcical affairs of the railway.

Mr Major, who was appointed supervisor, placed men on the road. The contractor [English] assembled a body of his workmen to drive off those sent by the Company, but a collision was prevented by constables who were placed along the line to preserve the peace. The contractor then arraigned a number of persons belonging to the Company before the Mayor of Whitby for trespass, but the case fell through. He next departed for Toronto to obtain a Chancery injunction against the company.¹¹

The Editor of the *Observer* took up the cause of English's unpaid workers and demanded that they be paid, while the *Vindicator* continued with a further gleeful expose of the wretched state of affairs of the finances of the PW&PPR. The debentures, bonds and paid up stock were all gone. In addition, the

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directors on their own personal responsibility had borrowed \$10,000 from the Dominion Bank and \$15,000 from the Ontario Bank and all this had also been spent.

*There is a prospect that a great deal of dirty linen will be washed through the Whitby newspaper. We fear that ratepayers will wait a long time for their unfortunate railway.*¹²

The Shanly Brothers and Casimir Gzowski

In English's case against Dumble for misrepresentation of the condition of the railway, and his later case against the PW&PPR for unpaid work, one of the most prominent railway engineers of the time was called in to arbitrate. His name was Walter Shanly. Walter and his brother Francis, more commonly known as Frank, had been involved in canal building in the 1840's and later became the leading railroad engineers in the province. Their reputations gained prominence after they had gained the contract for the 42 mile long Hoosac Tunnel in Massachusetts. The success on this project enabled them to secure the contract for a major section of the Pittsburgh and Connellsville Railroad in Pennsylvania. From 1852 until 1856 Frank Shanly was the resident engineer for the Western Division of the Grand Trunk Railway. This section of the GTR ran from Toronto to St. Mary's. In 1860 he held the contract for building the Northern Railway from Toronto to Collingwood. More significantly Frank built most of the T&GB, the eastern section of the GWR and large sections of the Midland Railway including the Lake Simcoe to Georgian Bay and the Welland to Fort Erie sections.

Frank's brother Walter Shanly had gained recognition for his work on the Welland Canaial and then as the chief engineer on the Bytown and Prescott Railway. Working with engineer Casimir Gzowski in 1852 he built the Toronto to Guelph railway line. The following year, 1853, the line was bought by the Grand Trunk. In January 1858, Walter Shanly became the chief engineer and general manager of the Grand Trunk Railway.

Gzowski was the engineer who built the Grand Trunk Railway from Toronto to Sarnia. in the 1850's. He also built the International Bridge at Niagara Falls. The names of Walter Shanly and Sir Casimir Gzowski are remembered in Port Perry today by the streets named after them shortly after the first trains reached Port Perry in 1871: Shanly Street and Casimir Street. Casimir Street was originally named Cinderella Street after Peter Perry's first daughter.

Shanly's verdict

In the case of Dumble and English, Walter Shanly quickly and unreservedly ruled in favour of English. He expressed the opinion that Dumble had misled English as to the extent of completion of the work on the PW&PPR. Dumble was ordered to pay English \$13,500. Several months later, following Shanly's verdict, the PW&PPR was ordered to pay English \$46,000 in costs for their part in the affair.¹³



FRANCIS SHANLY



WALTER SHANLY

8

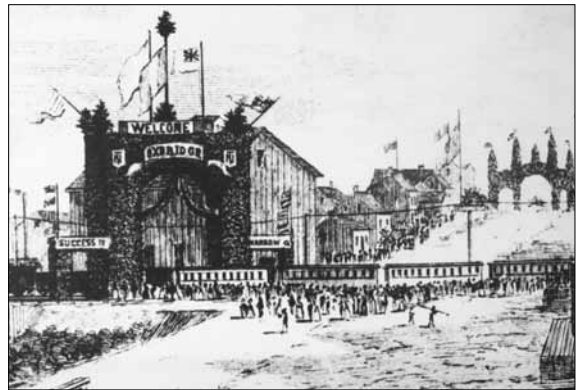
Chapter Eight

“All Aboard” on the PW&PPR

The T&NR

Three days after the sod turning ceremony at the PW&PPR in Whitby in October 1869, Prince Arthur performed a similar ceremony at the TG&BR. On April 10, 1871, the first train on the TG&BR made its way from Weston to Alton. By the beginning of May 1871, the rival T&N was only days away from completion and Uxbridge was excitedly preparing for the arrival of its inaugural train. Arbours of cedar and spruce, as well as huge banners of welcome and congratulations were being set up around the town. An unofficial run made its way from Toronto to Uxbridge on Tuesday May 23, but the inaugural run occurred on September 14. Towns and villages long the route; Scarborough Junction, Agincourt, Unionville, Markham, Stouffville, Goodwood and several hamlets in between, were festooned with banners and arches of evergreens. At each of the larger stations, bands struck up a tune to welcome the train as it pulled into the station. Speeches were made before the locomotive chugged its way to the next stop.

Finally, at Uxbridge a huge celebration took place with many speeches by numerous dignitaries. Chester Draper was invited to speak on behalf of the PW&PPR, but as he began his congratulatory speech, he was drowned out by a barrage of insults, laughter and derision aimed at the PW&PPR over its well-publicized history of corruption, scandal and, of course, its delays. The *Observer* merely commented, “Mr Draper made a few remarks but could not be heard.”¹



Uxbridge Railway Station official opening.

It is not known whether the embarrassed Chester Draper stayed for the banquet provided by the celebrating citizens of Uxbridge. The following month, the next section of the T&NR from Uxbridge was opened to Cannington and a month after that, to Coboconk.

Saving the PW&PPR

All of this excitement surrounding the T&N and the TG&B was in stark contrast to the affairs of the PW&PPR. Edward Major's direct involvement in the construction of the PW&PPR while serving as an executive member of the board indicated a change of direction by the company. The most crucial problem facing the PW&PPR was that it had again exhausted all its funds including two bank loans obtained under dubious circumstances. One of these loans, \$10,000 from the Dominion Bank, had been controversially obtained through James Holden, who was a director of the PW&PPR while at the same time he was serving as a director of the Dominion Bank.

By September, as a result of its empty bank accounts, the ongoing lawsuits and the frustration of the

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communities and individuals that had poured money into the railway company, the future of the railway was in jeopardy yet again. As usual, the *Vindicator* took delight in reporting that a group of Whitby ratepayers had approached their MPP to propose a government bill to force the sale of the PW&PPR! ² The following day, the *Observer* reported the same information and added the usual concerns about the capabilities of Draper and Bigelow and demanded their resignation.

Faced again with work being halted because of lack of money, and, more importantly, with losing absolute control of the incomplete PW&PPR and placing it in the hands of Toronto bankers or other outside interests, Bigelow offered to resign and at the same time put forward \$20,000 in cash. In exchange, he wanted \$40,000 of PW&PPR shares.

Bigelow had another motive; since Port Perry was being separated politically from Reach Township and incorporated as a separate village, he had decided to run for the position of Reeve of the community, making him, if successful, the first Reeve of Port Perry.

The *Oshawa Vindicator* suggested that Bigelow's injection of \$20,000 into the railway's coffers was nowhere near enough to finish the line. Apparently an engineer had estimated that a completed line would require a further \$65,000.³ Nevertheless, Bigelow's offer to resign while inserting \$20,000 in cash in exchange for \$40,000 in shares was immediately accepted as a stopgap measure.

The infusion of cash enabled the PW&PPR to pay some of the bills submitted by Major. He in turn paid his men and the workers resumed work immediately.

Mr Major has things humming... So far the Port Whitby and Port Perry Railway has progressed more favourably during the present than for any previous week for a long time past. ⁴

The *Whitby Chronicle* reported that there was great amount of excitement in Whitby as the locomotive "Scugog" had been fired up. Once the financial details for its ownership by the PW&PPR had been resolved it made a short trip on the completed part of the line from Whitby to a point four miles to the north of the town.

By September 28, the *Whitby Chronicle* was able to report that rails were in place almost to Brooklin. But the ancillaries were a different story. The Whitby station building had been completed several weeks earlier. A contract to build the six stations from Brooklin to Port Perry had been awarded by C.E. English to Harrison Maw a respected builder in Port Perry. Among other structures, Maw had just completed the Anglican Church of the Ascension, an elegant yellow brick building in Port Perry. He contracted to build the six railway stations of the PW&PPR for a total of \$5,000. After he had completed three of the buildings (Brooklin, Myrtle and Manchester) he applied for an interim payment of \$3,000. Since Maw had been contracted to English, the railway board concluded that, due to their termination of the contract with Dumble and English, they were not obligated to honour Maw's bill. ⁵ Maw immediately ordered his workers to put down their tools.

First Freight

By October 9, the southern section of the railway (Brooklin to Whitby) was sufficiently operable to allow its first freight to be shipped; four cars full of oatmeal was loaded at Brooklin and carried to the port at Whitby. This was duly reported on October 11 in the *Vindicator* and the *Chronicle* reported the same story in its October 12 edition.

All the newspapers in the area, reported that the rails were expected to be completed all the way to Port Perry on November 4. Two days prior to this targeted date, the editor of the *Observer*, James Baird, joined a number of members of the PW&PPR



Port Perry Station 1871 with locomotive
James Dryden in foreground.

board and several of the municipal councillors, on a visit to see the progress being made at the north end of the line. At that time the rails had been laid as far as a site just south of Manchester, on the eastern side of present day Highway 12 and north of the second concession. This was the south end of the property then owned by the Graham family and later by the Christies. Baird began his article with optimism, but the tone soon changed.

On Saturday last we had the pleasure of passing over a portion of the Port Whitby and Port Perry Railway. At the place where it crosses the south of Messrs. Graham's property we found the managing director [Major] as busy as the busiest of all bees with a perfect swarm of workers around him in all different stages of development from the larva up. Each one appeared to be employed according to his capacity and so compact was the swarm of workers that the wonder is that they could keep from poking each other's ribs. Horses were performing feats of lacing and interlacing passing in through and out through every imaginable figure with a dexterity which would have done honour to the best circus horses in the land. In one spot we found a bevy of hands busy resurrecting the sunken timbers of a culvert which some of the previous contractors had placed there, but whoever did so appears to have done it in perfect ignorance of what the road was intended for. It might have answered the purpose of a steeplechase where five barred gates were in vogue but no sane locomotive would attempt to leap square up over culvert timbers a couple of feet above the surface which according to the present grading must be the case if the culvert would not be dug out and sunk a couple of feet as the track for quite a distance on each side of the said culvert requires to be lowered by a couple of feet.

And this, the Sheriff [Reynolds] says, is the case over the greater portion of the road. It has either to be raised or lowered to a greater or lesser extent. The fact is evident to anyone who examines this work, the vast amount of grading has yet to be done. After the track is levelled, culverts fixed, ties placed, and iron down, there will be grading and digging ditches and sloping the sides to employ 50 men for months; and this together with the ballasting, crossways etc., will spoil the face of \$100,000 not to mention the very large item of rolling stock which must be financed for in some way or other.

Doubtless the present effort will not be relaxed until the rails have been laid from lake to lake after which there will doubtless be change in the programme.

Leaving the diggers we went on to see the layers of the iron and placers of the ties and here we found another busy group hurrying on after the diggers. Many of the ties appeared to be a little bit shaky, light and imperfect, but they were being placed much closer than is usual. ⁶

Baird concluded his article by reporting that after visiting the site, those who had made the journey retired to Payne's new hotel, just south of Manchester, where they spent a few hours relaxing before boarding the train for its return journey to Whitby.

As a contrast, two weeks later the *Observer* reported on the progress of the rival T&NR:

T&NR in full blast to the village of Sunderland

A very important grain market is being established there. Henry Coullins, one of the enterprising merchants of thriving village ... has already purchased four car loads of barley at this point and forwarded them to Toronto per railway.... And it will be seen that he will be prepared to pay the highest prices for Wheat, Oats, Barley, Peas etc. He has built a large and commodious warehouse convenient to the station. With a switch running to it from the main line.... ⁷



Sunderland Railway Station



Whitby Junction station at junction of GTR and PWPPR.

First Regular Train

On November 15, the citizens of Port Perry must have been incredulous when the locomotive “Scugog,” on its own and without any cars, made its way into Port Perry unannounced and a day ahead of schedule. A number of people including Port Perry’s first stationmaster, Isaac Davis, turned out to welcome the lone locomotive. The engineer and his companions on the footplate were treated to a quickly prepared celebratory meal at the Sebert Hotel across the road from the unfinished station.

A week later, November 23, 1871, for a brief moment, all the problems

of the railway seemed to be temporarily set aside as the first official train made its way to the northern terminus. However, this inaugural run of the PW&PPR from Whitby to Port Perry was in stark contrast to the inaugural run of the T&N to Uxbridge a few weeks earlier. Although enthusiastic crowds gathered along the route, the inaugural run of the PW&PPR was carried out in a comparatively subdued manner. There were no bands and no festooned streets to welcome the first official train. Nevertheless, at Port Perry there were speeches and a banquet to commemorate the arrival of the “Scugog” and its cargo of officials. One can only wonder at Chester Draper’s reaction to this perfunctory affair after participating in the T&N celebrations at Uxbridge on September 14.

For the student of history, there is another set of challenges: the event received sparse coverage in the press. The *Whitby Chronicle* merely acknowledged the arrival of the train in Port Perry and that a banquet had been held. One explanation for the lack of coverage may have been the fact that Whitby had only one representative, James Holden, remaining on the board of the company. Later, on February 22, 1872, the editor of the *Chronicle* commented that he had been asked why he did not run news of the PW&PPR. His response: “*The general good prevails more with us than the petty squabbles of individuals.*”⁸

The *Observer* made no reference to the inaugural run in its pages other than a terse comment criticising the *Standard*’s report of the speeches at the banquet in Port Perry. From November to April there are only two brief, cursory references to the railway in the *Observer*. To further compound the difficulty of studying the history of this event, there are no known surviving copies of the *Standard* for this period, thus we are deprived of its record of the speeches and celebrations on November 23.

The *Uxbridge Journal*, was always a supporter of the T&NR and severe critic of the PW&PPR and reinforced this viewpoint in November and December contrasting the success of the T&NR with the problems faced by the PW&PPR. On Nov 23, 1871, it reported that the T&NR was now operating as far as Woodville.

*The road between Uxbridge and Sunderland is in in good order and trains run regularly from Toronto to that place daily. A large amount of business is contracted here and is increasing rapidly. From Sunderland to Cannington, the ballasting of the line is in a forward state of completion. It is expected to run trains to that place commencing on Monday next and to Junction before Christmas which will afford greater facilities for the people of Lindsay and Beaverton than they now possess.*⁹

A week later the *Journal* noted:

*The PW&PPR is now through to Port Perry. And we learn that the Manager is determined upon ballasting up as soon as possibly practicable. The construction train has not been able to proceed through the deep cut for the past few days, in consequence of the caving in of the banks on said cut but the road is being cleared of all rubbish as rapidly as possible. An accident occurred a few days ago in the cut by which one of the men sustained a slight injury.*¹⁰

Whitby to Port Perry

The first detailed account of a run from Whitby to Port Perry on the PW&PPR appeared in the Whitby Chronicle of December 7 describing a run from "Lake to Lake."

The locomotive Scugog with one of the temporary constructed box cars and some platform cars loaded with freight, left Whitby at 11:40. At the four mile post, wood was taken in occasioning a stoppage of four or five minutes. From this point the road to the harbor is as straight as an arrow and a most beautiful view of the lake and surrounding country is obtained. At 11:55 another start... and Brooklin, 3 1/2 mile further on is reached in 8 minutes. A further delay of five minutes and additions to the company on board. The eleven mile post near Myrtle reached at 12:23. A delay of 25 minutes in taking in water etc.- the pumping apparatus as yet being in an unfinished state. From Brooklin to Myrtle there is a long and heavy grade reaching as high as 90 feet in the mile (1.7 per cent) and for the four or five miles from Myrtle to the summit at the ridges, the grade is also long and steep. The cutting at the summit for about a quarter of a mile is made in some places to a depth of 50 feet through clay and sand which is inclined to slip and give way at every variation in the weather, and although upwards of \$20,000 have been already expended upon it, a further larger outlay will be necessary to render the line at this point perfectly secure. Passing slowly by Manchester and Prince Albert stations, Port Perry is reached at eighteen minutes past one, and allowing for stoppages, the whole distance of 22 miles accomplished in one hour and four minutes. "



Whitby "Uptown" Station, Hickory Street.

The reporter went on to comment on various problems with the line including "badly constructed culverts and dangerous unfinished embankments." However, he reached the conclusion that... "with these drawbacks- which are only a matter of little time to get over and set right- the road is a good one."

Once the initial runs of the railway were noted, the board had to settle in and complete the line and try to bring about its efficient operation. Unfortunately, as we shall see, this was a task well beyond their capabilities,



Brooklin Station

Municipal Elections, December 1871

During the second week in December nomination meetings for Reeves and councillors were held in municipalities throughout the province in preparation for the elections that followed two weeks later. Judging by the reports given in the local newspapers, Port Perry's *Standard* and Prince Albert's *Ontario Observer*, this local election was undoubtedly the campaign of the century for Reach Township and Port Perry. The positions taken on the railroad by each candidate became the target for every debate. The dramatic economic changes brought about by the railroad were clearly evident as the merchants from Prince

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Albert and Manchester moved their businesses to Port Perry.

By contrast, in Whitby and the surrounding townships, the PW&PPR had a much smaller impact on the overall economy of the communities. As a result, the topic of the railway received less attention in the elections.

The nomination meeting for candidates for Reach Township were held in the Town Hall in Manchester whereas the nominations for candidates for the newly incorporated Village of Port Perry were held in Ireland's Hotel (the site of today's Jester's Court). The Manchester Hall meeting proceeded in a dignified manner.

Each candidate was duly nominated through a mover and a seconder, each of whom spoke for a short time and then the candidate was given an opportunity to speak. *"The entire proceedings were highly creditable to both the intelligence and moderation of all concerned."*¹²

The Port Perry meeting was quite the opposite with boisterous acrimony in abundance. Full coverage of the meeting appeared in the *Observer* on December 21 and continued the following week (Dec. 28). The meeting began in the afternoon. Again each candidate was duly nominated and seconded.

The candidates for Reeve of Port Perry were Joseph Bigelow, J.B. Campbell a grain merchant, and pharmacist J. W. Allison. Bigelow was nominated by Dr. D.F. Oakley and seconded by George White, a carriage maker. Both men spoke eloquently in their nomination speeches, praising Bigelow's business acumen.

In nominating Allison as one of Bigelow's opponents, J.B. Campbell said,

*I regard Mr. Bigelow as a shrewd, active, calculating businessman, a little too sharp it may be, one of those men who are said to be too sharp by half for their own interest.*¹³

Inevitably Campbell brought up the most controversial aspect of Bigelow's background;

*No other railway, long or short, has ever exhibited one tenth of the mismanagement which has characterized his work...We have a kind of road it is true, but what is it good for so far? Every member of the board, but especially Bigelow as president, is to blame for the mismanagement. Bigelow should have resigned as soon as he found the system full of trickery and fraud.*¹⁴

Campbell continued his rant by listing the major problems of Bigelow's involvement in the administration of the PW&PPR; the original contract with Kesteven and Starrat and the second contract with Dumble. Campbell accused Bigelow of accepting bribes from Dumble in the signing the contract. The meeting descended into a shouting match between Campbell and Bigelow. Others, including Sexton soon joined in the attack on Bigelow. W.S. Sexton claimed,

*Bigelow is a big booster who blows about what he does for the village as if he were the only one. He drives out business from anyone who crosses him. When I came to the village, [Bigelow's] workmen were paid in trucks and traps of one kind or another at exorbitant prices.*¹⁵

W. S. Sexton repeatedly interrupted Joseph Bigelow's acceptance speech by challenging almost every statement he made about the railway and used the opportunity to bring into question Bigelow's honesty and therefore his worthiness for office. He brought up statements made five years earlier during the campaign to raise funds for the railway and the hiring of the first contractors Kesteven and Sterrat. He expanded on Campbell's earlier claims of bribery in the Dumble contract. As laid out in the minutes, Dumble was supposed to be...

... paid in accordance with the work done... when Dumble began demanding more and more payments



Myrtle Station

*they referred to the contract and discovered that that clause, although in the minutes, was not in the contract that Dumble had signed.*¹⁶

Sexton expanded on the accusation of the alleged Dumble/Bigelow bribe, claiming that Bigelow had received a \$10,000 bribe from Dumble in making sure that that clause was left out of the contract signed by Dumble. The lumber controversy was raised again. Bigelow again did not deny the arrangement, repeating his claim, *"My contract was with Dumble and it was no affair of the company nor the municipality."*

Prior to the election, further meetings and debates were held at Utica, Epsom, Prince Albert, Cedar Creek, Sonya (Seagrave), Greenbank and Port Perry. James Baird, the editor of the *Observer* and another avowed enemy of Bigelow commented on the meetings of Dec. 18 and 21

*... showing as it does the depths of villainy and deception to which dishonest knaves will descend in order to forward their own abominably selfish ends, while it also affords a key to the solution of the otherwise difficult problem how so many small hearted ignorant numbskulls make rich; how the ranks of our codfish aristocracy are recruited and men who have not brains enough to stick two ideas together manage to accumulate wealth.*¹⁷

The *Observer* devoted two full pages to this debate. In spite of the well-publicized acrimony and the many issues of controversy leveled at him and the concerted attack by Sexton, the enthusiasm generated by the arrival of the first locomotive had presented Joseph Bigelow with enough support to ensure his election as the first Reeve of Port Perry. Sexton and Crandell were among the elected councillors. One can only imagine the heated exchanges that would take took place in subsequent council meetings.

PW&PPR Schedule

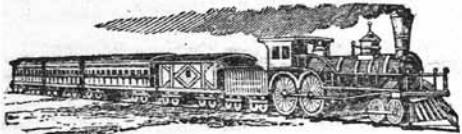
The PW&PPR announced its first regular schedule in January, 1872, however it would be six months before the schedule was realised. The fare from Whitby to Port Perry was 60 cents or \$1.00 return.

The announcement of the schedule gave the impression that affairs of the railway were improving. The truth however, was quite the opposite. The railroad was poorly constructed and the company was virtually bankrupt. Some of the workers had not been paid for four months and there were a variety of court cases pending against the company. The *Oshawa Vindicator* stated that the PW&PPR *"promises to be the best litigated corporation in existence"*

On February 1, the Annual General Meeting of the railway was convened and the directors elected were: James Dryden as the president, Marsh, John Dryden, Holden, Ross, Paxton and Major as directors. Strangely, Joseph Bigelow, the newly elected first Reeve of Port Perry returned to assume a role as director.

In May 1872, the newspapers recalled that when the first locomotive had arrived in Whitby in August 1871, creditors had seized it, but were finally paid off. When the second locomotive was brought in from the United States, the PW&PPR declared a value of \$4,590 for it and paid the appropriate customs duties. But that was not the end of the affair. On May 13, 1872, the *Intelligencer* of Belleville completed the story.

The Whitby and Port Perry Railway Company purchased a locomotive and tender for the line, the price to be paid was \$11,500 on delivery. This was to include duty. That duty is 15 per



WHITBY & PORT PERRY R. R.
TIME TABLE.

TAKES effect on Monday, the 25th August, 1873.

| TRAINS GOING NORTH. | | | |
|----------------------------|---------------|---------------|--------------|
| Stations. | Mail | | Mixed |
| | No. 2. | No. 4. | |
| | A.M. | P.M. | |
| Whitby Junction..... | Depart 9.00 | 7.23 | |
| Whitby | 9.07 | 7.30 | |
| Brooklin | 9.29 | 7.52 | |
| Myrtle..... | 9.49 | 8.12 | |
| Summit* | 10.02 | 8.25 | |
| Manchester | 10.12 | 8.35 | |
| Prince Albert | 10.21 | 8.44 | |
| Port Perry | Arrive 10.30 | 8.53 | |

| TRAINS GOING SOUTH. | | | |
|----------------------------|---------------|---------------|--------------|
| Stations. | Mail | | Mixed |
| | No. 1. | No. 3. | |
| | A.M. | P.M. | |
| Port Perry | Depart 6.00 | 2.30 | |
| Prince Albert..... | 6.09 | 2.39 | |
| Manchester | 6.18 | 2.48 | |
| Summit* | 6.28 | 2.58 | |
| Myrtle | 6.41 | 3.11 | |
| Brooklin | 7.01 | 3.31 | |
| Whitby | 7.23 | 3.53 | |
| Whitby Junction | Arrive 7.30 | 4.00 | |

* Platform Stations—Trains stop on Signal only. Passengers can make connections, East and West, by leaving Port Perry at 2.30 p. m.

JAMES HOLDEN,
Managing Director.

B. R. KIMBALL,
General Superintendent.

Railway Schedule 1873

cent. It would amount of course on \$10,000 to \$1,500 leaving \$10,000 as the figure at which the locomotive should have been entered. It was entered at the frontier at \$4590.. !!!

*As the collector and his second officer had received a second hand affair from some Portland Company twelve months ago which had been entered at \$5,000, their doubts were raised as to the smaller entry for articles quite new and very superior indeed to the old rattle trap of last year. They therefore seized the Locomotive.*¹⁸

As part of the celebrations of the Queen's birthday of May 1873, which coincided conveniently with the locomotive's release from the taxman, a rail excursion to Whitby took place. There were 250 passengers on a train of 10 open cars and one palace car. The locomotive pulling the train was called the "James Dryden." This was indeed the locomotive which had earlier been seized by customs officials. At one point the train was delayed by a pile of timber which had been placed on the track by disgruntled unpaid workers.

Nip and Tuck

It was at this time that the nickname for the railway, "The Nip 'n Tuck", appeared. It was "nip and tuck" as to whether the train with its heavy load would make it up the steep grade from just south of Myrtle to the peak of the Ridges at High Point.

The *Whitby Chronicle* later that month reported,

*For some weeks past over 100 men have been at work on the line. It is expected that cars will commence running regularly after first June and that the mails north will then be sent by rail.*¹⁹

In mid-June, the editor of the *Observer*, which was still being printed in Prince Albert, took a ride to Whitby and reported that the passengers at Prince Albert who wished to board the train had all manner of obstacles in their way. He reported;

*The first difficulty which presents itself is a high board fence or stockade skirted by a deep mud pit in which a series of broken rafters, half sunken saw logs and sundry sticks and stones while beyond this lies a clay hill. First then, the fence is to be scaled in some way or other the pit is then to be climbed over and the clay hill is to be climbed if possible. On this occasion, thanks to the ingenuity of Mr. Sanders, an old ladder was placed from the top of the fence to the top of the clay hill beside the track. Parties had first to climb the fence, then walk either on the sides or rounds of the ladder over the intervening gulf - not a bad feat for an experienced trapeze performer, but a little too much to expect from ladies unaccustomed to walking the tight rope; and when bales and boxes of merchandise to or from Prince Albert the fun of hoisting them over a ten rail fence and witnessing the splendid crash they make when they come to the ground is a compensation for the tears and scratches one gets in hoisting. Cannot the Company furnish a couple of scaling ladders for getting over fence and a bridge for the mud hole so that there may be less likelihood of parties getting their necks broken in getting over.*¹⁹

The condition of the Prince Albert station was further incentive for the Prince Albert merchants to move their businesses to Port Perry. On May 30, 1872 the *Chronicle* reported:

*For some weeks past over 100 men have been at work on the line. It is expected that cars will commence running regularly after first June and that the mails north will then be sent by rail.*²⁰

In a second issue of the *Chronicle* with the same date, May 30, an article appeared describing an excursion train from Whitby to Port Perry that was derailed by timbers placed on the line again by irate unpaid workers. In spite of these incidents, regular daily service from Port Perry to Whitby began June 1, 1872.

9

Chapter Nine

Regular Service, With Problems

Canada Grows

Between the time that Prince Arthur's ceremonial shovel broke the ground, and the announcement of a daily PW&PPR schedule, Canada and the United States were in the throes of dramatic growing pains. The Americans purchased Alaska from the Russians in 1867, the same year that Ontario, Quebec, New Brunswick and Nova Scotia joined together in an exciting new enterprise: The Dominion of Canada. In 1870, Manitoba, or at least a small part of what we now know as Manitoba, joined in. The following year, largely as a result of a monumental railway project, British Columbia became a part of the Dominion.

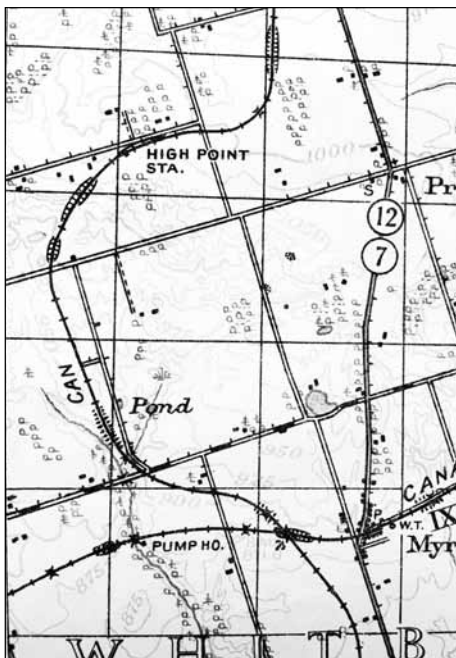
In 1869 the government of the United States demanded that the British Government pay for damages inflicted on the United States by ships built in the U.K. for the Confederate Navy during the Civil War. The U.S demanded \$4 billion, or alternately, to cede Canada to the United States. The British government immediately dismissed the latter and under the Treaty of Washington of March 8, 1871, paid the United States \$15.5 million.

Also in 1869, the Hudson's Bay Company decided to sell the Northwest Territories (Rupert's Land and the North Western Territory) to Canada. In a deplorable oversight, the HBC failed to notify the people who lived in the land involved, a group referred to as the Metis. This oversight led to an uprising of the Metis led by Louis Riel: the Riel Rebellion. John A. Macdonald, on July 15, 1870, gave in to their demands and, as the transfer of land to the government was legislated, the province of Manitoba came into existence. In the agreement, the Metis were given control of 1.5 million acres. Within those lands, French language rights and the Roman Catholic Church were protected by law.

In 1873 Prince Edward Island became Canada's seventh province after John A. Macdonald promised the Islanders that the Canadian government would assume P.E.I.'s debt of \$4 million.

Another challenge for the new nation to face involved the building of the transcontinental railway to unite the provinces of Canada. The scandal surrounding John A. Macdonald's role and eventual resignation over the affair is described in Chapter 4. In the ensuing election Macdonald and the Conservatives were decimated while Mackenzie and the Liberals were swept into power.

Nevertheless, the optimism and euphoria that surrounded the birth of the new nation gave its citizens the determination to overcome these challenges and in so doing generated significant economic growth. Canadian exports, particularly to Britain and the United States, rose from \$58 million in 1868 to \$89 million in 1874. Unfortunately this surge was not to last. A world-wide economic depression began to take hold in 1875. The 1875 depression and its direct impact on the PW&PPR will be discussed in more detail in the next chapter.



PW&PPR at the "Ridges".

Regular Service

Daily service on the PW&PPR from Port Perry to Whitby began in June 1872. A month later, on July 4, the *Chronicle* gave an account of an excursion to Port Perry led by the PW&PPR Superintendent Kimball “who is greatly praised.”¹

On September 5, 1872, the *Chronicle* reported that, in addition to the scheduled daily service, trains from Port Perry were making three or four trips a day with lumber from Fenelon Falls and Bobcaygeon. The logs had previously been brought in log booms pulled by steamboats down to the Port Perry waterfront mills. After milling at Port Perry and shipment by the PW&PPR to Whitby, most of this lumber was loaded onto ships in the Whitby harbor and shipped to ports around Lake Ontario, much of it to Oswego and Rochester, New York. On the basis of these occasional reports of success, it could be assumed that the PW&PPR was finally making progress toward sustainability. But that was merely an illusion.

The run from Whitby, to just beyond Myrtle was almost trouble free, but north of that point, problems arose as the line met the challenge of the ridges. Several times during the winter of 1872-73 the line had been blocked at the cutting referred to in the *Uxbridge Journal* article of November 30, 1871 mentioned in the previous chapter. The man-made cut at the height of land (High Point) extended more than one hundred yards and reached a depth of fifty feet. Initially the cut was less than ten feet wide at its base where the track was laid. Heavy rains caused the sides to erode and in the winter months, heavy snow slid down onto the track. As a result, over the years, the cut and its base were widened and the slope decreased several times.

Another recurring problem took place along the relatively level stretch of line immediately north of the cut, between High Point and Prince Albert. Here on the flat land there was inadequate drainage and water accumulated in the fields. To complicate matters, inadequate ballast had been used to stabilize the railroad bed. During the spring thaw the weight of the locomotive was too much for the railroad bed to carry and predictably the train was derailed and sank into the muddy fields. In spite of frequent addition of ballast, this condition continued for almost a half century.

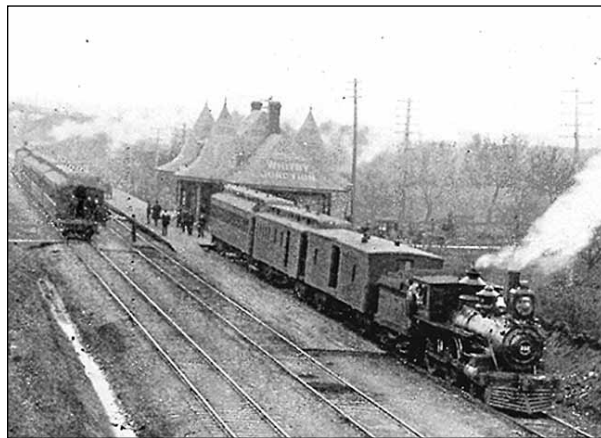
Problems in Prince Albert and Manchester

However the true state of affairs of the railway became apparent when, in October 1872, it was reported that most trains were not stopping at Prince Albert or Manchester. Prince Albert and Manchester freight and passengers were picked up in Port Perry due in part to poor conditions of the facilities at the two stations. Platforms had not been built and there were no facilities for unloading freight at either station. Neither station had a switch or siding. The two station houses were eventually locked because they had not been paid for, and railway staff at other stations refused to accept goods addressed to Prince Albert or Manchester.

In December 1872, even though the trains were still running, all the railway buildings in Port Perry were padlocked by the sheriff as a result of one or other of the numerous law suits against the railway.

Government incentives

In an effort to stimulate growth, particularly in railroads, the government introduced more incentives in 1872. One phase of this stimulus included extensions of existing railroads. This presented the board of the PW&PPR with an opportunity to acquire more funding to relieve them of their financial difficulties as they struggled to complete the railway line. An editorial in the *Whitby Chronicle* of January 23, 1873, reviewed the old claims that the PW&PPR was always intended to go beyond Port Perry, and that is what this new money could be used for, although the article acknowledged “the unfinished state of the road”² and the desperate need to bring the existing railway line into a more dependable state.



Whitby Junction. GTR Toronto bound, left, and PWPPR Port Perry bound on right.

The PW&PPR 1873 Annual General Meeting

The following week, the Annual General Meeting (AGM) of the railway board was held. *"It was acrimonious and disorderly,"*³ said the *Chronicle* as it began its detailed and extensive coverage of the meeting. The meeting began at 10:00 a.m. amid outbursts of yelling underlining a fierce division between the board members from Whitby and those from Port Perry. The Whitby faction insisted that the board should have four members each from the two towns and one from a neutral location within the county. The discussion turned to the deplorable condition of the line with reference to those issues outlined above, with prominence given to the buildings and that the track had not yet been ballasted.

The *Chronicle's* editor claimed that the company had *"judgements and executions against them on every hand."* But the most startling fact to emerge from the meeting was, yet again, the abysmal state of the finances of the company.

Many of its directors were successful businessmen, yet they failed to apply sensible business practices in their management of the railway. At most AGMs, financial statements and written reports of committees are presented. At this 1873 AGM, the directors had no financial statement and no audited report to present. Moreover, it was discovered that their 1871 figures had never been audited and no auditor had been appointed for over two years. After a lengthy animated discussion, the members of the board could not even agree to an audit for 1872.

The meeting was adjourned for lunch. When it reconvened at 2:00 in the afternoon with Charles Marsh in the chair, the discussion began where it had left off: the lack of audits. The meeting erupted again as the shareholders expressed their anger. The Whitby group led by Perry, Reynolds, Draper, Greenwood and Holden accused the directors, particularly Bigelow, of hiding the financial records.

A proposal to appoint a Whitby accountant to carry out an audit of their finances was put forward. For some strange and inexplicable reason, Joseph Bigelow sprang to his feet and vociferously objected to the idea of an audit. John Perry countered by demanding that the accounts for 1871 and 1872 should be printed and sent to shareholders. Joseph Bigelow *"objected in very vehement language."*

Bigelow's objections to an audit raise questions about his financial involvement with the railway. Why would Bigelow object to an audit? He was a former president of the railroad and a key player in hiring contractors and supplied them with lumber for fencing, railroad ties and other building supplies from his lumber yards and mills. Did he have something to hide? The Whitby group accused Bigelow of having *"some motive rather than mere incapacity."* Perry and Lawler argued that since Bigelow had objected to the audit, *"there must be something wrong."* Immediately following this exchange, *"Quite an exciting discussion, interlarded with explanations and recriminations took place."*⁴

As the tumult of the arguments and recriminations subsided, the contractor, Caleb English made a proposal to have an audit carried out by a friend of his who had just arrived from England. This proposal was immediately rejected by the Town of Whitby shareholders who refused to take part in appointing auditors until directors were elected.

To comply with the demands of the Whitby shareholders a nomination of directors took place. The nominations continued in the same raucous manner as the earlier part of the meeting until an election was eventually held with some surprising results. Five directors were elected from the Port Perry area but only three from Whitby. Noticeably absent from the newly elected board was Joseph Bigelow. His objections to an audit may well have contributed to his lack of support. Elected from Port Perry were Edward Major, Aaron Ross, Thomas and Charles Paxton and Charles Marsh. The Whitby men elected were Chester Draper, James Holden and James Dryden. As a concession by the five Port Perry directors to the two Whitby directors, Dryden was elected president and Holden was elected as vice-president.

Before the meeting adjourned, English again proposed that an audit should be conducted. In spite of his continued objections, Bigelow, no longer a director, was overruled and the board voted in favour of appointing an accountant to conduct an audit for 1871 and 1872. English's earlier proposal for an audit by his friend was accepted on the condition that he present them with a complete audit for the past two years at the February 19 meeting.

Bigelow's objections to an audit soon became irrelevant, as the seeds had already been sown for an event that would supersede all other issues in the affairs of the railroad, and particularly on its future: the sale of the railroad. There are no records to indicate that the audit requested by the board was ever completed. A motion to sell the PW&PPR was approved before the audit, if it ever existed, was submitted.

THE NIP 'N TUCK

The sale, and the establishment of a new administration became the prime concern. As a result Joseph Bigelow's alleged improprieties remained just that: allegations. Bigelow was now free to give his full attention to his new found role as Reeve of Port Perry.

Fowler Returns

At the Ontario County Council meeting in the first week of February, a shadowy figure from the PW&PPR's early days returned to make a presentation: John Fowler. After leaving the PW&PPR in 1868 he had somehow managed to gain the approval of Hugh Allan, the contractor for Prime Minister Macdonald's railway to the Pacific. At Fowler's latest visit to Whitby he presented the Council with yet another plan for a railway: The Ontario and Quebec Railway which would run from Port Perry to Goderich through Uxbridge and Arthur and connecting with the Colonization Road and the North Shore Railway. He would extend the PW&PPR line to the mouth of the Muskoka River and beyond. The *Chronicle* reported that he spoke "in condemnatory terms" of the PW&PPR. He claimed that twenty years ago, he had been anxious to have the Whitby road built according to the Shanly Survey to Georgian Bay.

These comments by Fowler seem dramatically hypocritical and at odds with the record, as there do not appear to be any references to him having made those claims when he was involved in a leadership role in the PW&PPR from 1866 to 1868. He compounded this hypocrisy with the comment; *But as for the present road from Whitby to Port Perry, I would not, if offered it, take a present of it. I never knew a road of twenty miles to pay.*⁵ After Fowler's presentation the Council discussed the issue of asking for a grant under the new Railways Act. A member of the County Council named White, said it was right to vote in support of a grant to help the present road. However his proposal was not without a clear stipulation:

*It would, he said, be doing a grievous wrong to ask the government to place a large amount of money in the hands of men who had already so mismanaged matters as the present board of Directors ... he would make it a condition that before any money was granted there should be first a change made in the present management ... he was opposed to placing any money in the hands of men who had already so mismanaged the funds they had.*⁶

The article continued by reporting;

Mr Bigelow drew a disheartening picture of the difficulties of the Company, stating that their great difficulty from the beginning was the want of funds and that all their stock and bonuses had been expended as well as the funds of private parties.

Joseph Bigelow explained that the reason the PW&PP did not qualify for earlier government aid was that it was already under construction when the act was passed and was, by its terms, excluded. He denied that the present Board wished to retain power in order to block the northern extension. Another councillor



Nip 'n Tuck arriving at Manchester Station and grain elevator.

expressed himself as also being opposed to putting any money into the hands of the men who now managed the Road.

An editorial in the *Observer* on the County Council meeting was optimistic about John Fowler's plan and deeply disappointed in the performance of the PW&PPR.

It [the PW&PPR] has meant nothing to Whitby and the bonuses are a loss. If, however, the proposed northern extension and amalgamation were built, the management of the little bit of road to Port Perry would no longer be a standing jibe or a reproach. It would no longer be controlled by a hungry clique whose aims extended no further than the limits of their own village boundaries. ⁷

On the second day of the County Council meeting, a motion was passed expressing the Council's approval of the request to the government for funds for the PW&PPR under the new legislation. The Council also approved Fowler's plan and, most importantly, the sale of the PW&PPR.

This event was followed a week later by a public meeting in Whitby and chaired by Fowler. At this meeting he hypocritically continued his chastisement of the railway that he had so enthusiastically supported when promoting it and receiving remuneration for his efforts. Fowler stated:

As to the little road from Whitby to Port Perry, it would never be any good to either the Stockholder or the bond holders or the town of Whitby." He proposed to amalgamate it with the Ontario and Quebec Railway, first buying up the first link to Port Perry - and he believed it would not take much to do that (laughter) but as it stood he would not have it as a gift, nor \$110,000 with it - only with the hope of extending it - for it would never in the world pay otherwise ... He believed it would be a constant drag on the resources of those who had the management of it - that it had lost the confidence of the people, and would hang upon their hands a useless and unprofitable burden. ⁸



Horse and carriage awaiting arrival of train at the Manchester railway station.

Nevertheless, the sale of the PW&PPR had been approved. To enhance the sale, on March 20, the *Whitby Chronicle* proudly announced that Premier Oliver Mowatt had given his personal assent to a grant to the PW&PPR for \$1,000 per mile conditional upon the completing of the line.

The Toronto press immediately responded by criticizing the government's grant to the PW&PPR and particularly the makeup of the line's board:

...Thomas and Charles Paxton are brothers; Bigelow is a brother-in-law of the Paxton brothers; James Dryden is a half brother of Thomas Paxton; and James Dryden junior is a son of James Dryden. These five directors are responsible for a large part of the company's debt. ⁹

Once the news of the grant had been made public, several of the workers on the line who were owed large amounts of back pay, some amounting to \$400, tried to pressure the board in paying them. As a result of workers leaving because they had not been paid, the railway had only one engine driver: R. Witherspoon, and one conductor: S.K. McCaw, and a brakeman C. McCaw. They arrived at the board office demanding their back pay and were immediately fired.

With all these problems swirling around, the directors and shareholders had the challenging task of finding a suitable buyer for a railway company in chaos.

10

Chapter Ten

New Owners. More Changes

Sold

May 1873 was about to unfold as yet another critical and pivotal month in the life of the *Nip and Tuck*. On May 9 James Holden made an announcement to the Whitby Council. that he had found unnamed associates who were interested in buying the PW&PPR. He commented on the deplorable state of the finances of the railway company calling them “worthless.”¹ He said that he and his partners would take over the road’s liabilities, complete the road, the buildings and the workshops and get the line operating efficiently and profitably. In response to questions from council members, Holden stated that he and associates already had \$80,000 of the \$112,000 required and that the new owners would carry out all the undertakings of the old Company including the extension north. However, he stated that he and his partners would have to put up \$260,000 cash for the total liabilities, in order to be sure of a clear title. He proposed that his unnamed contacts would only offer 10 cents on the dollar for the stock. The Whitby Chronicle reported on 15 May that Holden had partners, again unnamed,

*...who knew all about railroads, unlike the present directors who had been heretofore fooled and deceived in their dealings.... It is in such bad shape that it will be useless in three years if nothing is done... [The new company] can develop its trade, along with the extension, and make it work.*²

The group had also made an offer for the harbor at Whitby. Holden had obtained an option on English’s stock but Draper had not agreed to sell his. He added, almost surreptitiously, that Francis Shanly had agreed to be the engineer for the company if they were successful in acquiring total control of the PW&PPR. The response to this was an immediate outburst of applause as Shanly had a nationwide reputation as an accomplished railroad engineer. One councillor, in approving the motion to sell the PW&PPR, said that he was anxious to see the road “in better hands.”

Austin, Michie and Holden Take Command

On May 22, the press, led by the *Whitby Chronicle*, announced the names of the members of the consortium that Holden had alluded to on May 9. They were James Austin, James Michie and Holden himself. As stated earlier, James Holden was now a director of the Dominion Bank and the PW&PPR and had obtained a loan from that bank for the railway. When problems continued to plague the railroad, unknown to the public at that time, officials at the bank decided that, in order to protect it’s investment from further mismanagement and depreciation, the bank would be better served if it had complete control of the railroad company. James Austin of Toronto was president of the Dominion Bank. James Michie of Toronto also held shares in the Dominion bank and was a director of the Bank of Commerce and the Western Assurance Company in addition to being part owner of a huge wholesale grocery business.

The indenture for the sale of the PW&PPR was signed on May 16. As a result, Austin became the new president and Michie became the new vice president. The other directors of the reorganized PW&PPR were Chester Draper, John Dryden, A Ross and Edward Major,

In the document of sale, Caleb English, James Dryden, George Dryden, Thomas Paxton and Joseph Bigelow agreed to sell controlling interest and shares in the PW&PPR to Austin, Michie and Holden. Caleb English received \$46,000, Joseph Bigelow \$49,106.67, Thomas Paxton \$2,5035.34 and Dryden received

\$7,280, all amounts being in cash. Also in the Indenture, the Company remained indebted to Caleb English for \$67,900 that he held in shares and bonds.

*...And also that the said company are justly and truly indebted to him [Bigelow] for the sum of \$20,000 held in twenty bonds of one thousand dollars each and.... further that the said Company is justly and truly indebted to said Joseph Bigelow in the further sum of \$23,240.13 and as collateral security for said \$24,240.13 Joseph Bigelow now holds fifteen bonds of one thousand dollars each of said company.*³

Fraud

One condition of the sale of the PW&PPR was that an independent audit of the entire finances of the PW&PPR had to be carried out. When it was finally released, the audit revealed a possible reason for Bigelow's reluctance to have audits carried out for 1871 and 1872. Although over \$448,000 had been spent on the line, the auditor could only find evidence of expenditures of \$165,000! The balance was alleged to have been the skimmed off the books through a combination of mismanagement and fraud. However, the audit made no mention of potential culprits. It also determined that a further \$80,000 was needed to bring the railroad to a safe and reasonably efficient level.⁴

In the same issue of the *Observer*, the editor repeated the dream of a road from Whitby to Georgian Bay, linking Lake Ontario with Lake Scugog, Lake Simcoe and Georgian Bay. The logic behind this was that the Bay carried a lot of western American boat traffic, as there were no trans-continental railroads at this time. The Editor concluded by making peace with the past, adding in a remarkably understated manner that "... the earlier difficulties arose from inexperience and lack of money."⁵

New Outlook for the PW&PPR

It is worth noting that, other than Austin and Michie, the new board of directors represented a careful mix of north, south and centre representatives in Ontario County.

As soon as Austin, Holden and Michie were in control, the PW&PPR underwent a dramatic metamorphosis. The decision-making process changed overnight and the efficiency of the railway and its profitability assumed a new urgency. These men were directly involved in business interests of a national scope, focussed on Toronto. The pettiness and bickering generated by the local interests of the Whitby and Port Perry factions immediately disappeared. A noticeable consequence of this was the absence of newspaper articles on the affairs of the railroad. With Bigelow and the Paxtons no longer in the picture, one of the main causes of the rivalries between the *Observer* and the *Standard* in Port Perry had been eliminated.

On May 23, the *Standard* gave a summary of the sale, and its owner Edward Mundy confirmed yet again his loyalty to Joseph Bigelow as he painted Bigelow's role in the railway and the condition of the railroad in glowing terms. The *Standard* office and printing presses were still in Bigelow's building in Port Perry.

Thomas Paxton, Joseph Bigelow C. E. English and James Dryden have disposed of their interests in the Port Whitby and Port Perry Railway by a transfer of \$70,000 of the stock and some \$83,000 of the bonds of the company to James Austin president of the Company and James Holden of the town of Whitby. Mr. Dryden the late President and Mr. C. Marsh have retired from the board and have been succeeded by James Austin as President, James Michie as Vice President and James Holden as Managing Director. We understand that the gentleman associated with Mr. Holden in the purchase are among the wealthiest capitalists of Toronto.... We hope the new blood and capital that has been brought into the concern will be of advantage to all concerned and to the interests of the public generally.

If the men who now control will do what they promise, in the way of fully equipping the road with rolling stock which is at present insufficient to meet the demands for traffic, and the road is otherwise put into first class condition, we shall not regret the change. In referring to the condition of the roadbed, we may say that there is no better in the Province and in condition to run over it is superior to the Grand Trunk. With a change of gauge of that road, which we would be glad to see, trains could run from Port Perry to Toronto without changing or transshipment at Whitby. With proper management in the company's interest this will be one of

the best paying roads in the country.

In reference to the parties who have had control in the past we can surely say that notwithstanding all the obstacles that have been in thrown in their way to embarrass and annoy them in the completion of the road they succeeded and carried it to its present state and have established a large and paying traffic. For so doing no men have been so vindictively, persistently and wantonly abused and miss represented as Mr. Bigelow, Mr. Paxton and Mr. Dryden, and all through their honest endeavours to secure the completion of a railway to the section of the country.

Knowing well the importance of the work to the county and to the country generally, Mr. Bigelow and Mr. Paxton have been the moving spirits in this enterprise from its first inception, and they deserve credit for the determined and persistent efforts on its behalf, and without fear of successful contradiction, we affirm that the county is more largely indebted to these gentlemen for the completion of the road than all the other parties connected with it.

These gentlemen have been charged with desiring to stop the road at Port Perry in order to serve the interests of Port Perry alone, regardless of the town of Whitby and other sections of the county, but such statements are by no means true. They were made with a special object in view - that of hurting the credit of those they were aimed at, and to injure the prosperity of this place. These gentlemen have only been actuated by one motive and that simply the completion of the road. They were willing to handover the road, or their interests in it, and did so as soon as a bona fide proposition was made to them by which they could obtain repayment of their large advances. It was hardly to be expected that while Mr. Bigelow held so large an interest in the company, both as a stockholder and a creditor, that he and the gentleman with whom he was associated, would give up control and allow a ring of manipulators to endanger his interests, and those of his friends, without due consideration to security. When those desirous of managing the affairs of the company found this was the case, a combination was formed for purchasing the interests of the gentleman to whom we have referred.

The advance by Mr. Bigelow amounted to \$49,110 of which she received 42,000 in legal tender from the bank of Montréal on Monday a nice little sum in hard cash. We hope the croakers will now end their abuse as these gentlemen have shown by their willingness to retire, what we have always contended for, that it was not the control they wanted but that they were actually wholly and solely by the desire, first to secure the road and then to secure themselves and we don't blame them for it.⁶

Edward Mundy's comments aside, a contribution to the dramatic change after the removal of Bigelow and Paxton was the expertise that Walter Shanly brought to the railway. Within a few weeks of the new management taking control, the Manchester and Prince Albert stations received platforms, storage facilities and sidings, ballast was applied to the entire line and work began on the government dock at Port Perry.

The Gauge

However, one decision that Bigelow and the earlier board had made that now had positive consequences was the decision to build the line using the narrow gauge of 4' 8". This judgement had been made on the basis of the lower cost of building such a railway line. As mentioned in Chapter 2, a Royal Commission decided that the 5'6" gauge would be adopted as the standard gauge. In 1870 in order to conform with the major railroads in the United States, the Canadian Government changed its mind and the 4' 8" gauge became the new standard. Many railroads took several years to convert their lines to this new standard gauge. The Grand Trunk, for instance did not finish converting all its lines to the new standard gauge until 1874. The Intercolonial Railway switched to the new standard in 1875. As a result of the earlier board's decision, the PW&PPR, already using the 4' 8 gauge, was saved the cost of the conversion.

The Demise of Prince Albert

Unfortunately all the communities on the line did not share the newfound success and good fortune of the PW&PPR. As mentioned earlier, when Queen Victoria's husband and consort, Prince Albert died of typhoid fever at Windsor Castle on December 14, 1861, the entire British Empire mourned his loss and many

felt that his passing symbolized the end of an era. At the time of Albert's death, the prosperous, pleasant and happy community of Prince Albert had not yet reached its zenith, but many of its residents sensed that major changes were ahead.

As soon as the first construction contract for the railroad had been signed, Prince Albert businessmen realised that once the railroad was functioning, their community was merely a stop on the line. Greater profits were to be made in Port Perry, the northern terminal of the railroad. Relocating a store or office in Prince Albert to a new location in Port Perry, a mile away was not an overwhelming challenge. Among the first to leave Prince Albert was George White, the carriage maker, a former partner of James Emany. White built a new factory in Port Perry and commenced his carriage making there. Dr. Jones moved to Port Perry in December 1868. Others followed in their path. But the arrival of the first train in Port Perry triggered a mass exodus to the terminus. Stores, factories, hotels, tradesmen and professionals, all moved from Prince Albert to Port Perry.

One of the major Prince Albert grain merchants, George Currie, moved in September 1872 to the northeast corner of Queen and Perry Street in Port Perry. He then began to build the grain elevator that still stands at the Port Perry waterfront. The building of this structure was a stark and convincing symbol of the changing times, as it served to underline the transference of the grain market, once the basis of Prince Albert's economic strength, to Port Perry. Over a five-year period beginning in 1868, the population of the community of Prince Albert was reduced to less than a half of its pre-railroad size.

Among the last to leave was the newspaper, the *Ontario Observer*. Ironically, the owner of the *Ontario Observer* had always approached the possibility of a railroad with cynicism and, sometimes sarcasm. He publicly announced his move from Prince Albert in August 1873, acknowledging the dramatic and complete shift of economic power. He changed the name of the newspaper to the *North Ontario Observer* and stated the reason for the move to Port Perry:

This is rendered necessary from the altered condition of our village, owing to the concentration of the greater part of the business of the township in Port Perry; and a newspaper above all things, in order to be profitable to its proprietors and convenient to its patrons must have its headquarters as near as possible to the business centre of the locality in which it is published. ⁷

In December, 1873, James Emany, announced that he was moving and that the Ontario Carriage Works had opened its new premises, now the site of the Old Flame Brewery in Port Perry. A month later, on January 21, 1874, T.C. Forman announced that he too, was closing his business in order to relocate in Port Perry. The departure of these two enterprises brought Prince Albert's business and commercial life to a close, leaving it to evolve as a quiet, residential community. Prince Albert, once one of the most important centres of business and commerce in the region, now with only a general store, a post office and a blacksmith remaining, quietly passed into the pages of history. Reuben Crandell the first European settler in Reach Township had settled east of Manchester in 1821. He later moved to Borelia and became a major land-holder in Port Perry. He died in October 1874 and was laid to rest in the Pine Grove Cemetery in Prince Albert. This cemetery was the community's only remaining focal point, a role that continues to this day, yet another metaphor for the changing fortunes of Prince Albert,

Lindsay, Sturgeon Lake and Beyond.

After the sale of the PW&PPR, the proposal made by John Fowler to build a new line linking the PW&PPR from Port Perry westward through Uxbridge to Goderich, suddenly disappeared from the discussion. The new owners had their own agenda, a set of plans that soon became apparent.

Far from being discouraged, Fowler turned elsewhere to carry on his sales. In an article emanating from Fenelon Falls, entitled The Indefatigable Fowler, the former *Ontario Observer*, now comfortably re-established in Port Perry as the *North Ontario Observer* after moving from Prince Albert, reported:

That after hearing the explanations of Mr. Fowler respecting the construction of the Bowmanville, Lindsay and Bobcaygeon Railway to Fenelon Falls, this meeting is of the opinion that it would be of great benefit to this township, and that this council will be justified in submitting a by-law for \$40,000 to be voted on by the ratepayers. ⁸

The motion was carried. The new owners of the PW&PPR agreed with Fowler's proposition that if the PW&PPR was to make any money at all, the line had to be expanded. But the new owners opposed Fowler in the route that an expansion should take.

Rather than Fowler's suggestion of a westward expansion, Austin, Michie and Holden, with Shanly's support and encouragement, decided that the expansion should be to the northeast, a direct, regular, efficient link with Lindsay, now a busy railroad centre. This decision addressed another issue; the timber stands in the Lake Scugog basin were being rapidly depleted and, since the surviving mills at the Port Perry waterfront needed timber, they looked north to the timber stands surrounding Sturgeon Lake. However this placed them in immediate competition with one of the largest and most successful lumber enterprises in Ontario: Mossum Boyd of Bobcaygeon.

Mossum Boyd and the Bobcaygeon Mills

Sturgeon Lake is part of a series of interconnecting lakes that spreads from Georgian Bay to Lake Ontario and includes Lake Scugog as a southern feeding link in its chain. This system is today referred to as the Trent Severn Waterway and includes a system of lakes now known as the Kawartha Lakes as a major part of its makeup.

Peter Robinson, after whom Peterborough was later named, had brought 2,500 Irish settlers into the region in 1825. Their route into the region began at Cobourg and Port Hope.

At the northeast corner of Sturgeon Lake lies the comfortable village of Bobcaygeon. In 1834 Thomas Need had built a sawmill at the water's edge at this site. In the same year a young Irish orphan named Mossum Boyd arrived to settle on 100 acres he had purchased.

In 1837 work began on building a lock to replace the rapids that flowed from Sturgeon Lake, eastward into Pigeon Lake. The designer was Frederick P. Rubidge and the company hired to carry out the ill-fated design was the Cobourg building company of Pierce, Dumble and Hoar. This John Dumble was the father of John Dumble, involved in the PW&PPR. It appears that building calamities run in the family.

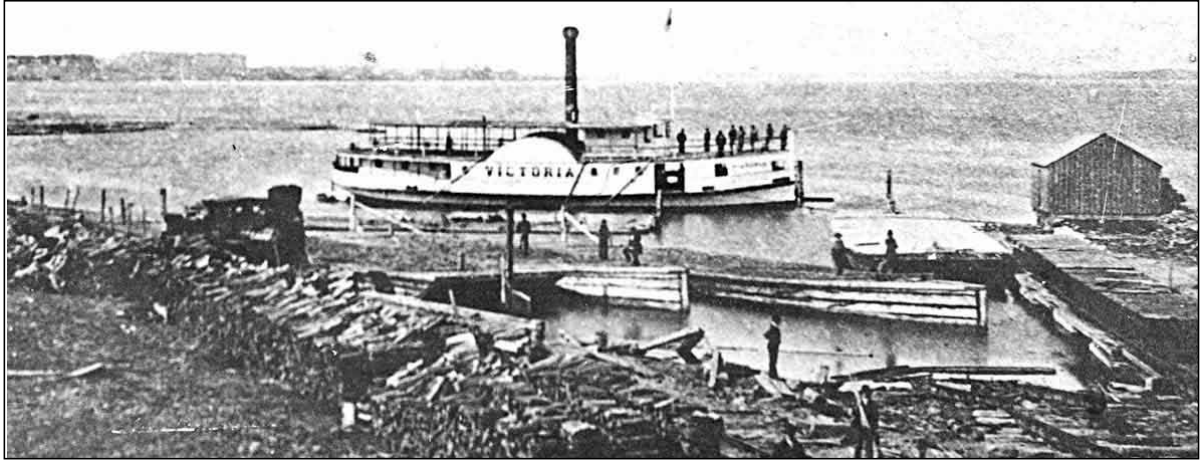
In designing the lock, Rubidge miscalculated the water levels of the two lakes and located the lock in an area of porous limestone. During construction the builders failed to seal the limestone and when completed, the water leaked through the limestone and left the lock empty. Needless to say, the project was a disaster and the useless lock was left to rot. It was rebuilt and opened to traffic in 1857, this time successfully, and without John Dumble.

Meanwhile, Mossum Boyd leased Need's sawmill before buying it outright in 1868. As part of his expanding enterprise Boyd bought many tracts of land and timber rights for even more property surrounding Sturgeon Lake, Pigeon Lake, Buckhorn Lake and Rice Lake. His lumber was milled at Bobcaygeon and then shipped by water to Lindsay and from there by rail to Port Hope. Boyd's lumber enterprises became one of the largest in Ontario. He even had an office in Albany New York, placing him close to the lumber markets in New York City and beyond.

Once the owners of the Port Perry waterfront sawmills, Joseph Bigelow, Thomas Paxton, George Currie and William Sexton began to seek timber sources north of Lake Scugog, they immediately came into competition with Mossum Boyd. Competition with Boyd served as a reminder of the initial purpose of the PW&PPR, to compete with traffic flowing to Port Hope.

Port Whitby and Port Perry Extension Railway (PW&PPER)

In spite of this challenge, the directors of the PW&PPR realized that their economic future, indeed their very survival, depended on expanding their markets into this region. From the first days of their ownership, the new owners looked upon the PW&PPR as the first step of a much larger railroad company. In order to test an extension of their market north to Lindsay, the steamship *Ontario* was hired in the spring of 1873 to transport people and goods on a regular run to Lindsay three times each week and bring log booms down to Port Perry whenever needed, usually on a daily basis. As a result of a positive response, application was made to legalize this expansion of the railway. But the application forwarded to Parliament requested the right to extend the railway all the way to the Pacific! Surprisingly, a charter was granted for this overly ambitious idea, an idea that many considered to be preposterous. With the new charter in hand, the Port



Steamship Victoria at the Port Perry lakefront dock

Whitby and Port Perry Railway was renamed the Port Whitby and Port Perry Extension Railway (PW&PPER).


At the end of the 1873 season, the owners of the PW&PPER ceased their rental of the steamship *Ontario*. In its place they bought, outright, two much larger vessels, the *Victoria* and *Ogemah*. Both steamships were side paddle wheelers.⁹

The Steamships of the PW&PPER

The steamship *Ontario* was built at the Port Perry waterfront and had its first run from Port Perry to Lindsay on July 30, 1868. It was 58 feet in length and was one of only three sternwheelers ever seen in the Kawarthas. After its year with the PW&PPER it was bought by Elijah Bottum and used on the Bobcaygeon to Omemee run. This run proved unprofitable so the vessel was relocated to the Bridgenorth to Fenelon Falls route. It was withdrawn from service in 1887.

The *Victoria*, purchased by the PW&PPER in 1874, was built near Buckhorn in 1867 by Thomas Walters. This side paddle wheeler had a length of 94 feet and a 15-foot beam. The *Ogemah* was an even larger vessel at 103 feet in length but only 11 feet wide between its side paddlewheels. It was also a much older vessel, having been built at Fenelon Falls at the Wallis and Jameson shipyard and launched in 1853. James Wallis remained its captain from its maiden voyage until bought by the PW&PPER in 1874. Both the *Victoria* and the *Ogemah* had been used mainly on Sturgeon Lake between the ports of Lindsay, Bobcaygeon and Fenelon Falls prior to their ownership by the PW&PPER.

WHITBY & PORT PERRY RAILWAY



THROUGH LINE FROM TORONTO TO
Port Perry,
Lindsay,
Bobcaygeon,
and Fenelon Falls.

THE Steamer "ONTARIO" will leave Port Perry Monday, Wednesday and Friday, at 11 o'clock, a. m., on the arrival of the morning Train from Whitby, which connects with the Local Train from the East, and the Express from Toronto, on the Grand Trunk Railway, arriving at Lindsay, at 3 o'clock, p. m., Bobcaygeon, at 5 p. m., Fenelon Falls, at 7 p. m.

RETURNING.—Leaves Fenelon Falls on Tuesday, Thursday and Saturday, at 6, a. m., arriving at Lindsay at 8 a. m. and at Port Perry in time to connect with the Train connecting with the Grand Trunk Railway mixed going West, and Local and Express going East.

| | |
|---------------------------------|--------|
| From Toronto to Bobcaygeon..... | \$2.50 |
| " " " to Lindsey..... | 2.00 |
| Whitby to Lindsay..... | 1.25 |
| " " " Bobcaygeon..... | 1.75 |

Through Tickets can be had of the G. T. Agents Toronto.

Through Freights at low rates. For terms &c. apply to the Agents.

Any information can be obtained by applying to

B. R. KIMBALL, **JAS. HOLDEN,**
Sup't. *Man'g Director.*

September 9, 1873. 40



Steamship Ogemah

THE NIP 'N TUCK

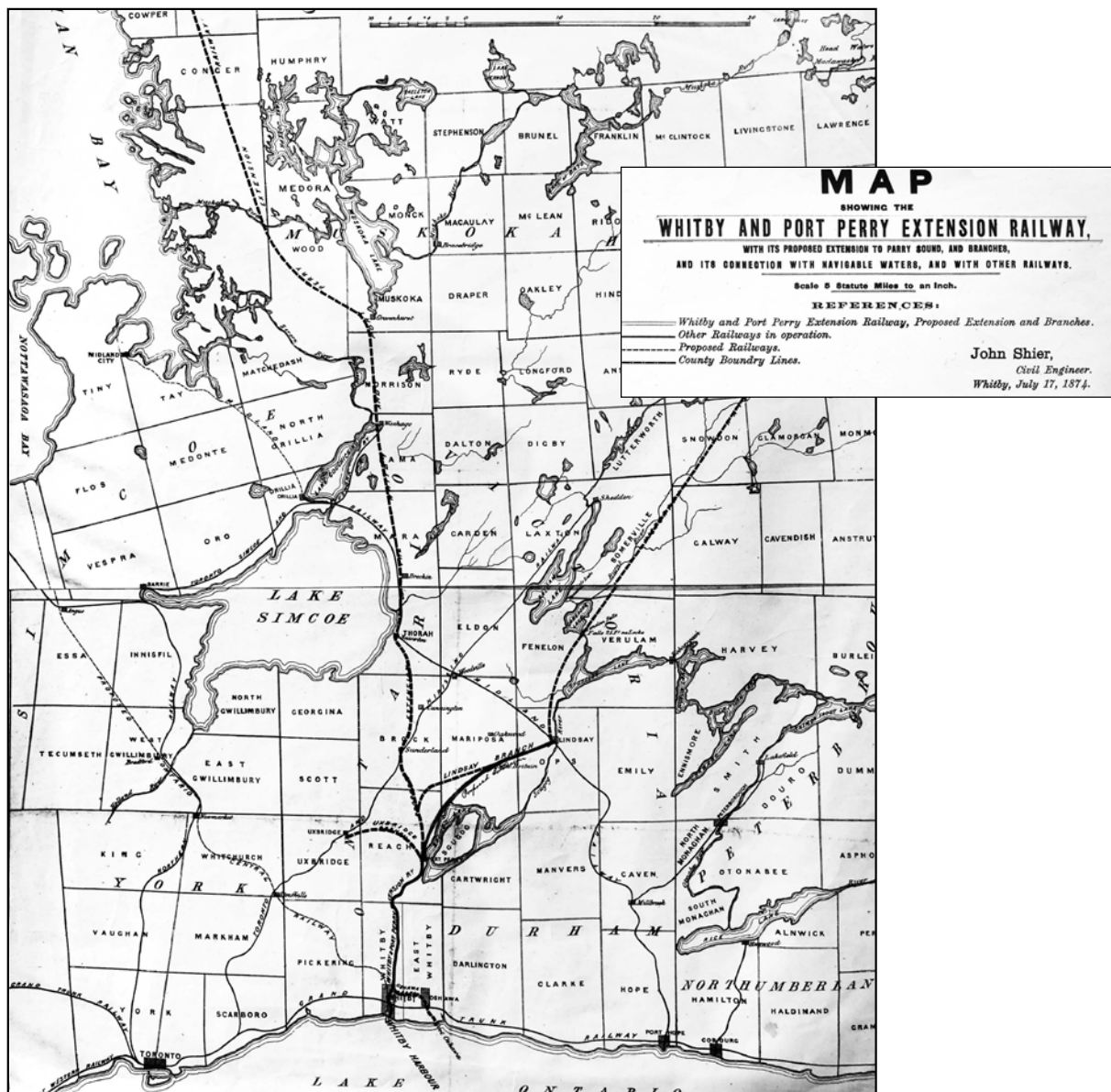
In May, 1874, the steamboats *Victoria* and *Ogema* began their alternated daily runs on Lake Scugog from Port Perry to Lindsay and back. Steamboats left Lindsay at 7:00 a.m. in the morning and arrived at Port Perry by 11:00 to connect with the PW&PPER. In between their scheduled runs they were used to haul log booms, from Sturgeon Lake and beyond, through the locks at Lindsay, to the mills at the Port Perry waterfront. The sawn lumber was then shipped by rail to Whitby harbour.

The Long Depression, 1873-1879.

While the new owners of the railway were planning to expand their line northward, serious economic problems beyond their control were taking place: a world wide economic slump was unfolding; the so called "Long Depression." Its name arose from the fact that it was the longest lasting economic contraction in U.S. history to that point in time. It is alternatively referred to as the "Depression of 1873-79."

In North America the depression was precipitated in October 1873 largely by the collapse of the Jay Cooke banking house after it had over invested in the Northern Pacific Railway (NPR). Jay Cooke was an American financier who was one of the first major investment bankers in the United States. He had helped in financing of the Union side during the Civil War and the building of the NPR, chartered in 1864.

After his initial success with the NPR he bought out a number of railway companies. In 1871 Cooke



allied with Hugh Allen and offered to build the Grand Trunk Railway in Canada and was involved in the financial railway scandal that brought down John A. Macdonald's government.

With the downturn of the economy in 1873 and his financial over-extension in buying up railways, Cooke was among the many who had to declare bankruptcy. Along with Cooke, ten states, dozens of banks and 89 railroads declared bankruptcy. Even the New York stock market closed its doors. The stock market plunged and the lumber market, upon which so much of Canada's economy depended, collapsed completely. Unemployment reached 16% in 1876.

In 1875, it was revealed that a number of federal officials in the U.S. had been involved in enormous frauds. After a series of allegations of corruption and mismanagement emerged, the Secretary of War, the Secretary of the Treasury and the Postmaster General were all forced to resign.

A major event during the depression was the Great Railroad Strike of 1877. As a result of the economic depression, the Baltimore and Ohio Railroad (B&O) reduced the wages of its railroad workers. After the third wage reduction in less than six months, the workers rose up against the owners and began a strike on July 14 in Martinsburg West Virginia. The strike quickly spread to Pittsburgh and Philadelphia. Eventually, strikes were taking place in numerous towns and cities in the states of New York, Pennsylvania, Illinois and Missouri. By the end of the month over 100,000 workers were on strike. Some of the strikers became militant and set railroad buildings on fire. Local militia were called in to try to restore law and order but the situation escalated until federal troops and the National Guard were brought in. They resorted to using their guns to put down the strikers. By the time the unrest had settled, over 100 workers had been killed.

An element of the depression that directly affected the PW&PPER was the collapse of the timber market in New York in 1875. The demand in Upper New York State for timber from Canada immediately dried up. Export of Canadian forest products dropped over 50% between 1873 and 1876. The ports of Whitby and the Lake Scugog region were immediately affected.

This downturn coincided with a challenging ecological problem: the timber stands in Lake Scugog basin had been almost completely exhausted. This was in an era before reforestation was a part of the lumber industry. Two of the lumber mills at the Port Perry waterfront closed their doors. This in turn had an obvious effect on the volume of lumber being shipped from Port Perry to Whitby.

Extension to Lindsay

Before the economy collapsed, the extension of the PW&PPER by steamboat to Lindsay offered potential for the line. However, as a result of the climate, the steamboats were restricted to a maximum of seven months of annual operation. Another financial consideration was the cost of transshipment of goods, the loading and unloading of goods at Port Perry onto the steamships. The competing railroads, T&N and the PHL&B, were direct lines to Lindsay, placing the PW&PPER at a distinct disadvantage. Discussions soon turned to fulfilling the proposal of the charter made in their application for expansion. In spite of the economic conditions, the new board began work on plans to extend the railway line to Lindsay. As a result of its use of steamboats to link Port Perry northward with Lindsay, on March 2, 1876, the name of the extended railway changed its name under a new incorporation: the Whitby Port Perry and Lindsay Railway Company (WPP&LR).



Seagrave Station

11

Chapter Eleven

The WPP&LR

North to Lindsay

With the expertise of consulting engineer Frank Shanly and an efficient board supporting him, the plan to extend the line to Lindsay moved quickly. Immediately after the incorporation of the WPP&LR, the route from Port Perry to Lindsay was determined and surveyed by Manning of Uxbridge. The right of way was purchased immediately and contractors named Gibson and Dixon were hired to build the railway line. Work began in the summer of 1876. The extension ran north to Seagrave, on to Manilla where it turned eastward through Mariposa Station, halfway between Little Britain and Oakwood, and continued on to Lindsay.

Within a year the track had been laid all the way to the outskirts of Lindsay. This rapid and decisive action was in stark contrast to the delays, lack of leadership and cooperation displayed in the building of the original Whitby to Port Perry section of the line.

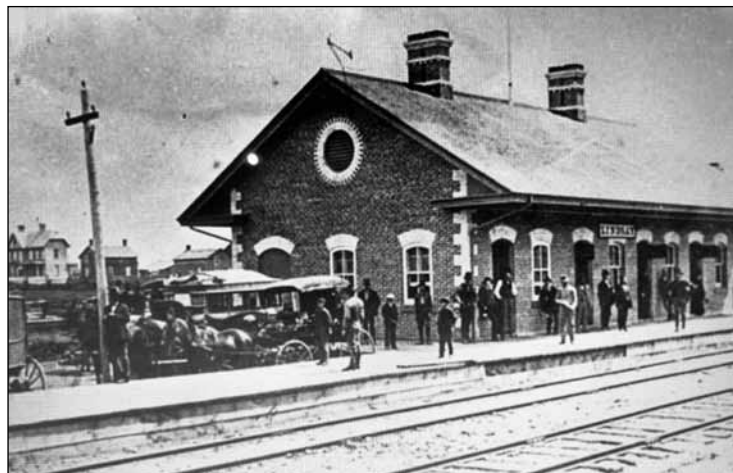
The new Port Perry to Lindsay extension was 25 miles long compared with the 20 miles of the original section, and its operational status was completed in just over 12 months compared with the four years needed for the Whitby to Port Perry section! It should be noted however, that the new section did not have the challenge of climbing the Ridges.

On June 15, 1877, the track laying gang, having completed its task as far as Albert Street in Lindsay, was escorted to Veitch's Hotel and treated to a barrel of whisky. The Veitch Hotel was an impressive three-storey brick building that stood at the south-east corner of Cambridge and Kent Streets. After quenching their thirst, members of the gang took part in a ceremonial "Navy Parade" around the streets of Lindsay. ("Navy" was the term applied to "navigators", labourers involved in building roads, railroads and canals.) Six weeks later, the inaugural train made its way from Whitby to Lindsay.

Railway Lines To Lindsay

The WPP&LR was the third railway line to enter Lindsay. The first line to link Lindsay with markets to the south was the Port Hope, Lindsay and Beaverton Railway (PHL&BR) that ran from Port Hope to Lindsay and began operation in December 1857. The line was extended to Peterborough on May 12, 1858. In 1869 the charter for the PHL&BR was changed to enable the extension of the line to Georgian Bay. It became, appropriately, the Midland Railway. It was extended to Lakefield in 1870 and to Beaverton the next year and Orillia in 1873.

In Lindsay, the line ran northward



Lindsay Station, Victoria Avenue.

along the east side of the Scugog River and ended at Colbourne Street. It is interesting to note that the PHL&BR was advertised as the "reliable route to Peterborough." This was a reference to the troubled C&P railway and its disastrous bridge across Rice Lake mentioned earlier. The Midland was soon to play a further role in the history of the WPP&LR.

The second railway to reach Lindsay was George Laidlaw's Victoria Railway (VR). It began its days as the Fenelon Falls Railway. To build this line, a number of workers from Iceland were hired. After completion of the line they moved to Manitoba and founded the community of Gimli. Since the short line to Fenelon Falls proved to be financially unsustainable, Laidlaw obtained a charter to extend the line and it became the Lindsay, Fenelon Falls and Ottawa Valley Railway (LFF&OVR). This was renamed the Victoria Railway in 1873.

The VR had not even begun to build a station in Lindsay in time for its first run. When the company heard that the WPP&LR was to be extended to Lindsay the VR petitioned the town of Lindsay to permit an extension of its own track to link up with the line from Whitby in order to use the WPP&LR station.

The Bylaw number CCLXX was granted on May 7, 1877 giving the VR the right to build an extension of their railway line right down the centre of Victoria Avenue:

*...upon the street known as Victoria Avenue in the town of Lindsay at or near the street known as Pottinger Street and from thence southward along the centre of said Victoria Avenue to a point of diversion at or near Melbourne Street. ... the rails shall be laid and carried along the centre of the said street.*¹

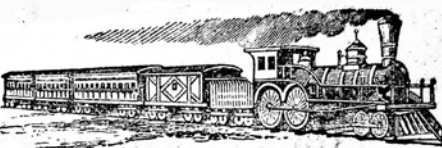
They were also ordered:

...to construct and lay down a plank sidewalk four feet wide on the said avenue from Melbourne Street to Colbourne Street... To gravel the said avenue from Melbourne Street to Regent Street with one foot in depth at each side of the centre line of the Railway gradually diminishing in depth and sloping thence to the ditches on either side of the street.

Once the WPP&LR was complete, the two railway lines could share a common station. Work began on this redbrick building in the early summer of 1877. It was appropriately named "Union Station" and remained in use from 1877 to 1885.

Changes in Port Perry

The extension of the WPP&LR to Lindsay meant that Port Perry was no longer the northern terminus of the railway. Port Perry was now relegated to a position as another stop on the line to Lindsay. Port Perry merchants began to fear that they would experience a little of what Prince Albert had experienced a few years earlier. However, where Prince Albert had experienced a huge exodus of its businesses and population, there was no mass departure from Port Perry. The town's growth merely came to an abrupt halt. Holidayers and others from Whitby and points beyond, wanting to board George Crandell's steamers no longer stopped in Port Perry, they went directly to Lindsay. The steamers on Lake Scugog reduced their scheduled journeys between Lindsay and Port Perry. By 1885 steamboats had completely removed Port



WHITBY, PORT PERRY & LINDSAY RAILWAY.
TIME TABLE No. 23.
 Taking effect Monday, July 1, 1878.
 TORONTO TIME.

Trains Going North.

| | MAIL. | EXPRESS. |
|----------------------------|----------------|-----------|
| | Depart. | Depart. |
| Toronto, via G. T. R. | 7.07a.m. | 4.37 p.m. |
| Whitby Junction G.T.R. | 8.35 " | 6.45 " |
| †Whitby | 8.45 " | 6.52 " |
| †Brooklin | 9.05 " | 7.08 " |
| Myrtle | 9.18 " | 7.20 " |
| *Summit | 9.27 " | 7.29 " |
| Manchester | 9.34 " | 7.35 " |
| Prince Albert | 9.43 " | 7.43 " |
| †Port Perry | 9.55 " | 7.53 " |
| †Seagrave | 10.16 " | 8.13 " |
| *Sonya | 10.22 " | 8.19 " |
| †Manilla | 10.35 " | 8.31 " |
| †Mariposa | 10.53 " | 8.50 " |
| *Ops | 11.05 " | 9.03 " |
| †Lindsay | arrive 11.15pm | 9.15 " |

Trains Going South.

| | EXPRESS. | MAIL. |
|----------------------------|----------|----------|
| | Depart. | Depart. |
| †Lindsay | 7.00a.m. | 5.30p.m. |
| *Ops | 7.08 " | 5.39 " |
| †Mariposa | 7.20 " | 5.45 " |
| †Manilla | 7.38 " | 6.14 " |
| *Sonya | 7.49 " | 6.27 " |
| †Seagrave | 7.56 " | 6.35 " |
| †Port Perry | 8.25 " | 7.00 " |
| Prince Albert | 8.30 " | 7.07 " |
| Manchester | 8.38 " | 7.17 " |
| *Summit | 8.44 " | 7.25 " |
| Myrtle | 8.53 " | 7.35 " |
| †Brooklin | 9.05 " | 7.48 " |
| †Whitby | 9.25 " | 8.05 " |
| †Whitby Junc. G.T.R. | 9.35 " | 8.15 " |
| Toronto, via G. T. R. arr. | 11.02 " | 11.07 " |

*Flag stations—Trains stop on signal only.
 †Telegraph stations.

Railway Schedule 1878

THE NIP 'N TUCK

Perry from their regular daily schedule, although steamboats continued to ply the waters of Lake Scugog for charters and summer excursions.

Goods from Whitby to Lindsay were no longer off-loaded at Port Perry. The passengers and goods previously handled by steamboat from Port Perry to Lindsay were handled by rail directly from Toronto or Whitby to Lindsay. Goods from Port Perry to Lindsay could now be shipped year-round by rail. Attempts by John Bowerman and others to revive the water traffic from Port Perry on a much smaller scale met with only limited success. The once thriving waterfront facilities declined rapidly.

To underline Port Perry's declining status, in July 1877 the "northern headquarters" of the WPP&LR was officially moved from Port Perry to Lindsay and with that move, Stationmaster J.D. Hunter and conductor S.K. McCaw were also moved to Lindsay.

In the decade from 1851 to 1861, Reach Township enjoyed its greatest ten-year population growth for the entire century. Its population grew from almost 3900 to over 6200, an increase of over sixty percent. After this the population began to decline until the turn of the century.

| Population: | Reach Township: | Whitby Township |
|-------------|-----------------|-----------------|
| | 1851: 3,874 | 7,996 |
| | 1861: 6,214 | 7,321 |
| | 1871: 5,252 | 6,661 |
| | 1881: 4,990 | 6,363 |
| | 1891: 4,190 | 5,631 |
| | 1901: 3,545 | 5,410 |

Port Perry's statistics were generally included as part of Reach Township until 1871.

| Population: | Port Perry: | Whitby Town |
|-------------|-------------|-------------|
| | 1871: 1,557 | 2,732 |
| | 1881: 1,800 | 3,140 |
| | 1891: 1,698 | 2,786 |
| | 1901: 1,306 | 2,110 |

The merchants who had moved from Prince Albert to Port Perry in the 1870's remained in their new accommodations and managed to survive the loss of Port Perry's water and rail trade at the waterfront. The sawmills, along with the foundries and other waterfront businesses, dramatically reduced their output and found ways to adapt to the changes or closed their doors. In November 1877, for instance, Joshua Wright of Prince Albert bought the Sexton Mill at the Port Perry waterfront and turned it into a tannery. The storekeepers and other merchants in the main core of Port Perry continued to sell their groceries, clothes and hardware to local residents. Some products such as harnesses, pumps and agricultural machinery continued to be shipped from Port Perry.

Joseph Bigelow had, in 1869, built Port Perry's most impressive and imposing commercial building, a three-storey department store that he named the Royal Arcade. In addition to his department store, the building contained a bank and the post office. In May 1877 Bigelow began building his new residence, a large, grand, Victorian mansion on Cochrane Street. In 1878 he sold his Royal Arcade to Jonathan Blong, a Toronto businessman. Although his involvement in the railway came to a close in 1873, he continued to serve the community as its Reeve. At that time reeves were elected annually. Bigelow served as Port Perry's reeve from 1872 until December 1884, the year of Port Perry's devastating fire.

Time Table

Prior to the line being extended to Lindsay, only one train ran north and south each day, leaving Port Perry each morning at 6:00 a.m. and reaching Whitby at 7:30 a.m. The return journey left Whitby Junction at 3:00 p.m. and arrived at Port Perry at 4:30 p.m. Freight trains ran frequently, but separately on their own schedule.

Once the line to Lindsay was completed the trains were increased to two each day. The Express left Lindsay at 7:00 a.m., arrived in Port Perry at 8:25 a.m. and at Whitby at 9:30 a.m. At Whitby it met the Grand Trunk and took its mail and passengers to Toronto arriving there at 11:02 a.m. The Mail train left Lindsay at 5:30 p.m. reached Port Perry at 7:00 p.m., Whitby at 8:05 p.m., and Toronto at 11:07 p.m.

The northbound trains left Toronto at 7:07 a.m. and 4:37 p.m. reaching Whitby at 8:45 a.m. and 6:52 p.m., Port Perry at 9:55 a.m. and 7:53 p.m. and Lindsay at 11:15 a.m. and 9:15 p.m.

As the WPP&LR settled into its quiet and scheduled life, railroads across Ontario were experiencing a dramatic change. In 1878 Sir John A. was swept back into power, the Pacific Scandal behind him.

In an attempt to gain some publicity as a viable railroad, on July 22, 1881 the WPP&LR's owners proudly announced that a new record for the journey from Whitby to Lindsay had been set. A special train with directors of the Victoria Railway onboard enjoyed a record run for the 46 mile journey in a time of one hour and fifteen minutes. This gave the train an average speed of 35 miles per hour, quite impressive for the time. On November 25 1881 the Victoria Railway shop in Lindsay announced that work was underway in building its first passenger coach.

While these notable accomplishments gained publicity for their railroads, boardroom meetings were taking place that would change the lives of everyone involved in railroads in Ontario. By the end of 1881 news of these events had exploded onto the front pages of newspapers of the day.

George Cox and the Midland and GTR Expansion

In the last quarter of the nineteenth century, an intense rivalry developed among the major railroads of the period; The Grand Trunk, the Canadian Pacific, the Midland, and the Great Western. Each one scrambled to outmanoeuvre the other, not by building new railroads but by buying out existing smaller lines in order to expand their holdings.

As a result of the economic crisis that began in 1873 the Midland Railway Company was in severe financial straits. In spite of its financial challenges this line was changed to the narrow gauge in 1874. The following year a new management, made up of its shareholders, took control. One major shareholder was Sir Henry Tyler who was also president of the Grand Trunk Railway.

The GTR had absorbed several lines including the GWR, the Northern Railway and the Hamilton and North Western Railway. George Albertus Cox, a wealthy, dynamic and persuasive insurance agent who had served as the mayor of Peterborough seven times, became a director of the Midland Railway in 1875. By buying shares in the Midland cheaply over several years while an insurance agent, he became the largest shareholder, other than the Bank of Montreal. This enabled him to become the president in 1878. In July 1879 he negotiated an agreement whereby the Midland, the T&NR, the Toronto and Ottawa Valley Railway and the WPP&LR were amalgamated.

By skilful negotiation, Cox and Tyler gained financial support from British interests and led the MR into a further expansionist policy. They began buying up other smaller railways across the province in a remarkably rapid fashion. Later that year George Laidlaw retired and sold his interests in the Victoria

Railway to a syndicate led by Hon. D.A. McInnis and John Procter of Hamilton. Cox organized a merger with them.

A month later (July 1881) Cox bought controlling interest in the T&N. and by November he had negotiated a merger with McInnis and Procter, and the three railways, T&N, VR and PW&PPR, were consolidated under the Midland Railway and Cox was its president.

Cox, always looking for ways to increase traffic, oversaw the first Peterborough to Toronto line in December 1881, but the route was



Sonya Station

THE NIP 'N TUCK

convoluted, running through Millbrook, Lindsay, Lorneville and Blackwater. To make the route more direct, and therefore, quicker, he ordered the construction of "missing links," one between Peterborough and Omeme and the other between Manilla and Blackwater. These were built in 1883.

In summary, the Midland, under George Albertus Cox, had gained control of:

- (i) the Grand Junction Railway (GJR) that ran from Belleville to Peterborough,
- (ii) the Belleville and North Hastings Railway (B&NHR),
- (iii) the Toronto & Nipissing Railway (T&NR),
- (iv) the Toronto and Ottawa Valley Railway (T&OVR)
- (v) the Lake Simcoe Junction Railway which ran from Stouffville to Sutton,
- (vi) the Victoria Railway (VR).
- (vii) the Whitby, Port Perry and Lindsay Railway.

New Leadership

With the MR acquisition of the WPP&LR, yet another noticeable change immediately took place. All the Whitby and Port Perry businessmen who had handled the affairs of the railway were removed from office and complete control was now in the hands of Midland Railway executives, none of whom were from Whitby or Port Perry. The head office was located in Port Hope and the interests of the Dominion Bank were taken over by the Bank of Montreal.

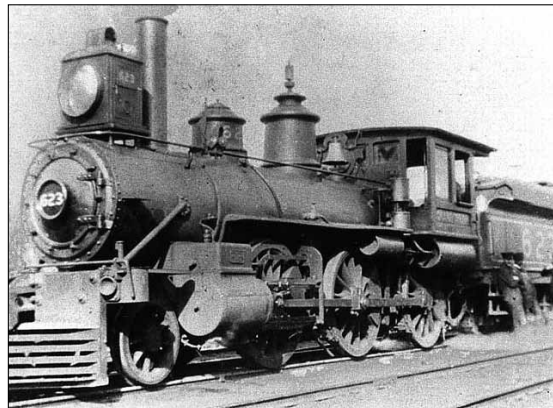
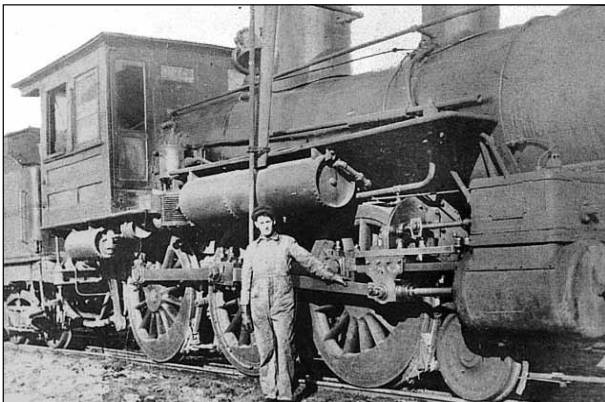
President and General Manager: George A. Cox of Peterborough

Directors: Lewis Ross of Port Hope
H.P. Dwight, of Toronto
J.R. Dundas of Lindsay
Robert Jaffray of Toronto

In London, England,

H. Grissell, U.R. Burke and Edward J. Halsey.
Officers: Secretary and Treasurer: H. Read
Superintendent: W. B. Ferguson,
Gen Freight and Passenger agent: Arthur White
Engineer: R. F. Tate
Bankers: Bank of Montreal in Canada

But even more profound changes were about to take place.



Locomotives of the Grand Truck Railway.

The Grand Trunk Railway

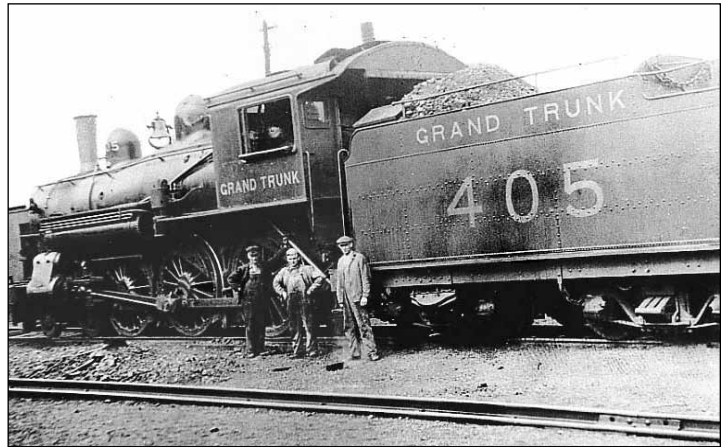
The Grand Trunk Railway (GTR) that ran through Whitby made its first run from Toronto to Oshawa on August 25, 1856. That inaugural run concluded with a dinner party for its officials and invited guests in Whitby. The regular scheduled service from Montreal to Toronto began two months later and by the end of the year the trains were running to Stratford. Three years later it was extended to Sarnia.

British-owned and financed, the GTR built a special factory in 1850 Birkenhead, England. Taking advantage of the expertise and technology that was available in Britain, a factory named the Canada Works was built to manufacture locomotives for the GTR. Between 1854 and 1858, over 50 locomotives were built at the Birkenhead factory and shipped to Canada aboard a custom built ship. By 1853 the GTR had 34 locomotives. The GTR also built locomotives in its own shops in Point Charles in Montreal. With the Montreal and Birkenhead factory locomotives, and acquisitions from the United States, the GTR boasted 325 locomotives in 1870.

One of the reasons for the rapid growth of the GTR was that Francis Hinks, the Inspector General of Canada (Minister of Finance) in the Baldwin-Lafontaine government, was a director of the company. He enabled vast amounts of public money to flow into the GTR. He became immensely wealthy himself and was later knighted for his services to Canada.

Throughout its history, the management of the G.T.R followed an expansionist policy, beginning in the 1850's with the purchase of several Quebec railroads including, in 1863, Canada's first railway, the Champlain and St. Lawrence. Since the Grand Trunk was one of the larger railway companies in the 1880s, it was in a position to expand further. In 1883 the Company began to look at the assets of the Midland. The following year it obtained the Midland under a lease agreement signed on January 1, 1884. By an Act of Parliament in 1893, the Midland Railway officially became part of the Grand Trunk system.

A distinct change in the fortunes of the GTR took place in 1896 when Charles Melville Hays took over the management of the GTR. He reorganized the financial arrangements of the company and improved its infrastructure.



Locomotives of the Grand Trunk Railway
on the Port Perry line.

The Portland Company and the PW&PPR

In 1967 a steam locomotive engine known as CN 40 was acquired by the Canadian Science and Technology Museum (CMST). This locomotive had been built by the Portland Company of Portland Maine and delivered to the Grand Trunk Railway in 1872. CN 40 is the oldest surviving passenger locomotive in Canada. Historian David McGee researched the history of the locomotive and issued a report to the CMST in 2007.

In his detailed report McGee specifies that the CN 40 was a type of locomotive that was standard for its time. McGee includes several photos of CN 40 and other Grand Trunk locomotives produced by the Portland Company. The Grand Trunk took delivery of its first Portland locomotive, Portland's # 67 in 1854, and by 1870 had purchased more than 30 locomotives from the Portland Company.

When the newspapers recorded the arrival of the first locomotives for the PW&PPR they noted that they had been named the "Scugog" and the "James Dryden." There are no known records of the origins of the "Scugog;" there are certainly no records of that locomotive in the Portland archives. Between August of 1872 and August 1873, the Grand Trunk took delivery of 20 new locomotives from the Portland Company. It is possible that the "Scugog" was a second hand engine from the Grand Trunk. What is perfectly clear is that in April, 1872, the PW&PPR took delivery of the "James Dryden," a brand new locomotive from the Portland Company. A year later the company delivered another locomotive, the "James Austin 3" to the PW&PPR.

Photographs in McGee's report show clearly that the Grand Trunk's Portland Company locomotives are almost identical to the "James Dryden" of the PW&PPR.



Photos of Portland Locomotives delivered to the Grand Trunk in 1872 and 1873.



Portland Company,
PORTLAND, ME.,
Are prepared to fill all Orders with Despatch for
Locomotive Engines and Tenders,
Marine Engines, Stationary Engines, Sugar Mills,
BOILERS, HIGH AND LOW PRESSURE.
Cars and Snow Ploughs,
CASTINGS OF ALL KINDS,
Chilled Car Wheels, Double and Single Plate,
ALWAYS ON HAND.
J. B. BROWN, Pres't. GEORGE F. MORSE, Supt.
JACOB McLELLAN, Treasurer.

12

Chapter Twelve

Incidents on the line

Tragic accidents

Due to the frailties of human nature, when people are involved, accidents on a railway line are inevitable. In September 1887 a train was passing about a mile south of Seagrave on its way to Port Perry when engineer Dean noticed a small child sitting between the rails on the track. He instantly whistled, braked and reversed his engine, slowing the train as much as possible. But, he couldn't stop the locomotive before hitting the child. By the time it came in contact with the child, Dean estimated that the train was travelling at about 10 miles per hour. The child had risen at the sound of the whistle, but was too slow to move himself from the railway line. He was struck by the cowcatcher at the front of the engine and thrown into a ditch. Fortunately the lucky lad suffered only a few bruises from the impact of the cowcatcher and his rolling onto the ditch.

Barely a year later, on a hot July evening in 1888:

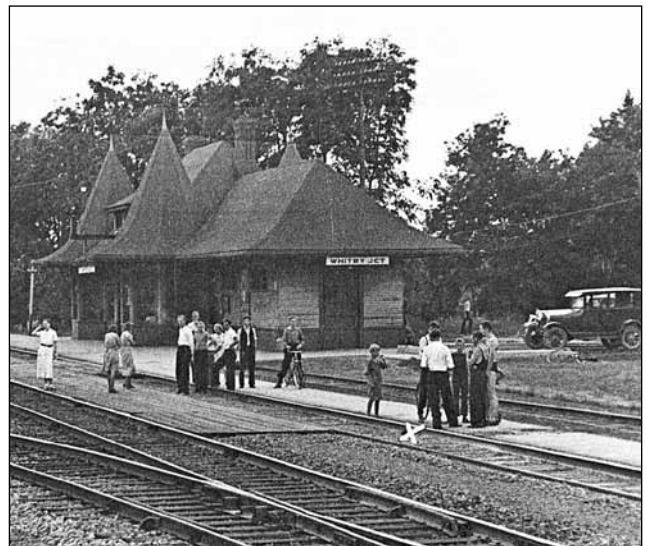
A little fellow named Ewers met with a bad accident near the railway station [Port Perry] Monday night. He is but 12 years old and while watching the trains shunt, he stole a ride on the back of the tender to be dumped. While the train was running back to the shed, he fell off and was run over by the tender and the engine. His leg was broken and his face badly crushed.¹

Luckily the young lad survived.

Watson Hodgson was not so lucky. In August 1906, Hodgson, age 79, "one of Port Perry's most estimable citizens was killed when his buggy was struck by a train at Perry Street railway crossing."² Whenever someone is killed by on a railway line the questions of accident, murder or suicide become part of the subsequent investigation. The coroner and the inquest were unequivocal in their verdict over the death of Hodgson: "Death by accident."

The verdict was the same in the death of young Douglas Brown in front of the Whitby Junction station on August 17, 1935. The jury for the inquest into his death were brought to the station to view the scene of the tragedy. Apparently the boy had been standing with his bicycle close to the track and somehow the train caught the wheel of his bicycle and he was dragged under the train and lost his life.

This incident was the subject of an inquest in which Marjory Ruddy became involved. Ruddy was one of the first truly successful Canadian photojournalists. She was a reporter for the *Whitby Chronicle* and later for the



'X' marks the spot where the young boy was killed.

Marjorie Ruddy photo

THE NIP 'N TUCK

Toronto Daily Star and the *Globe and Mail*. Many of her photographs became official records and were made available to the inquest jury in this case.

Winter Woes

The cut at High Point had its own problems in the wintertime as snow accumulated here on a regular basis, frequently bringing the train to a halt.

Snowed Up

The severe snow storm of the 14th blocked up the track of the Whitby and Port Perry railway to such an extent as to bring into play the powers of the snowplow; but in spite of the best efforts, the evening train did not reach Port Perry until 3 o'clock in the morning of the 15th and the morning train of the 15th did not get out. We find amongst other expectants waiting on getting through, two splendid carloads of cattle for the Montreal market. One of the loads is owned by Messrs. Bongard and the other by Mr. C. Crandell. ³

Sometime in March 1877, the train managed to force its way through the snow by backing up and repeatedly taking a run at the drifting snow. It finally reached Port Perry at 3:00 a.m. On March 29, 1879, the *Observer* reported, "The trains on the line were blocked again last week, this being the fourth time this winter they have been snowed in, so they could not run for a day or two." ⁴

On one occasion in November, 1911, heavy snow and ice buckled the track and derailed the locomotive just north of the cut at High Point. During the harsh winter of 1918-1919, the line was blocked by snow many times. In January 1919, the line was blocked for several days.

The newer stretch of railway from Port Perry northward to Lindsay, was much better designed and engineered than the earlier southern section. Nevertheless, it was not immune from problems of winter weather. An incident on this section of the line attracted the attention of the *Canadian Post* in Lindsay in March 1883:

We have become heartily sick of the snow blockade which seemed to be made worse by very indifferent Midland management. We were nearly a week without mail and it took twenty days for merchant goods to reach here from Toronto. There are complaints of mismanagement, and even the employees of the road are no satisfied. They say they have been worked day and night and starved in the bargain. ⁵

James Holden Reports

On September 18, 1941 the following letter appeared in the *Port Perry Standard*.

James Holden, the writer of this letter was born in Prince Albert on December 22, 1861. His father, also named James Holden, was the owner of the *Ontario Observer*, the newspaper that formed the basis of so much information in this study. His father owned the paper until 1863. It survived until 1920 when, due to declining readership it ceased publication. The *Standard* was its rival throughout the controversial period of the railroad's promotion and early operation. The *Standard* changed its name to the *Port Perry Star* around 1907. Most significantly, Holden senior, later became the president of the railroad. This letter was written to the Editor of the *Port Perry Star*:

Kansas City, Mo., Sept. 8, 1941,
Editor,
Port Perry Star,
Port Perry, Ontario.

Dear Sir,

... It was in 1877, after graduation at Whitby High School, when I commenced my railway career as office boy and messenger for Supt. J. J. Ross. It was the days before the telephone, so I came in touch with men in all the branches of railway work, shops, track work, agents, engine driver – and before three years was up – I was called upon at times to act as conductor, station agent and travelling auditor.

Then too, I got in contact while riding over the line, with engine drivers who would let me do the

driving, which brings me to my story about "Dear old Port Perry" and its merchants as follows:

As I reached the office at Whitby about 8 o'clock one morning in the fall of the year, my boss J. J. Ross, advised me I would have to leave on the nine o'clock train to act as agent at Port Perry, as the regular agent had been taken seriously ill. I hurried home to get a satchel and at nine o'clock jumped in the engine. I asked Jim Dean to let me handle the throttle. He replied: wait a while Jimmy, the engine is just out of the shop, and I'd better drive her. Let's get up to the summit – then you can handle her into Port Perry.

After leaving Whitby it began to snow and when we reached Myrtle, the snow was coming down in sheets. At the top Jim said, now you can take her. I knew she didn't need much steam to take us down the hill; but as I was approaching the big cut on the curve about two miles south of Manchester, and just a little track rise, we would have to put on the power, so the throttle got a pull – and we entered the cut strongly but failed to get through.

Jim Dean jumped to the rescue, tried to back her up but failed. So there we were. Stuck in the snow.

Next to the engine we had a boxcar which carried local freight for the different towns. This car I opened and gathered eatables – tea, crackers, ham and eggs, which by the use of the wood stoves in the two passenger cars enabled us to serve two meals – noon and evening. There were some little children aboard and a man passenger got some milk for them from a farmhouse fully a mile away. I am sorry, I forgot his name. Another item I overlooked- the fact that in breaking into the different packages in the box car I was careful to open only those marked Port Perry, knowing I could settle, as agent, with the consignees, which I did on the first day I was there. Some of them even saying, you did a good job so let's forget it.

At two o'clock the next morning rescue showed up. An engine and crew from Lindsay and we reached Port Perry by about four a.m.

So I was station agent in Port Perry for about two weeks.

After my father's death in 1881 the road became part of the Midland Railway, and I was agent in Toronto for that company in 1884. Later the Grand Trunk became the owner.

In 1886 I came to the United States, became an executive officer of the Choctaw, Oklahoma and Gulf in 1891 at Little Rock Arkansas. A similar job with the Rock Island Company, Chicago, 1902, the Kansas City Railway Company, Kansas City, Mo., 1910. Now retired.

Awfully sorry my first railway had to give up part of its line because of the lack of traffic. But the same thing is occurring over here. Better Highway the answer.

Yours Truly

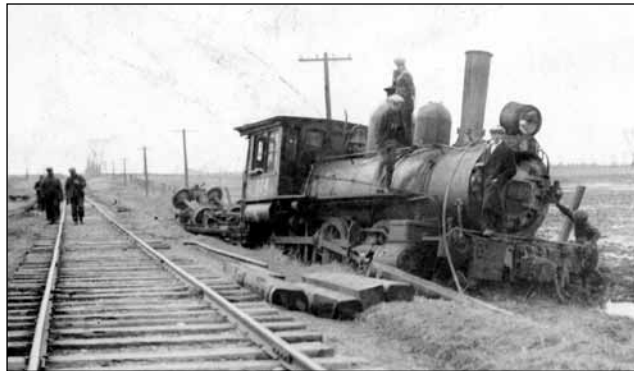
J. F. Holden ⁶

An almost identical incident took place in January 1918 when a large number of snowbound passengers were fed by residents who lived near the tracks just beyond High Point.

Derailments

Reference has been made earlier to the problem of the flat land that stretches north- east between High Point and Prince Albert. Even today from early spring until the early summer, water sits in many spots on this poorly drained plateau. The weight of the locomotive caused the track to move on the soggy terrain and derailments occurred on a regular basis. In most instances, the locomotive and a couple of cars were derailed. However, in March 1879 five rail cars were thrown off the track 3 miles south of Manchester and in July 1913 four cars derailed ripping up the track near Manchester. Two years later in exactly the same location, four cars and the locomotive were again derailed. In April of 1929 severe storms caused many roads to be flooded in this region of Ontario. The Nip and Tuck was not spared from this event as several stretches of the railroad bed between High Point and Prince Albert were washed out and no trains ran for eight days.

North of Port Perry derailments did happen but these were rare. In the spring thaw of 1912 high water tore out a large section of the track across Beaver Meadow immediately north of Port Perry but in this case the locomotives were given adequate warning of the damage and avoided derailment.



Derailments

Above: 1913
Top right: 1911
Below Right: 1915

Shootout at Myrtle

The problems of drunkenness prompted Susanna Moodie to write, in 1852;

*Alas, this frightful vice of drinking prevails throughout the colony to an alarming extent. Professional gentlemen are not ashamed of being seen issuing from the bar room of a tavern in the early morning, or of being caught reeling home from the same sink of iniquity late at night.*⁷

In his book *Scugog and its Environs*, F.G. Weir states:

*Many a man drank himself off his farm in those days and there were unprincipled bar-keepers who found pleasure in seeing the debts of certain customers pile up, and in anticipating the day when they should be enriched by the possession of another farm. Many a loyal wife and mother had to endure the trial brought upon her by drink, a trial far greater than hunger or isolation.*⁸

One result of the abuse of alcohol was the rise in the number of Temperance Societies that sprang up across the country. By 1858 there were Temperance Societies in Prince Albert, Port Perry, Greenbank, Blackstock and Uxbridge. Brooklin had two.

In 1853 a law was passed which allowed each municipality to decide whether or not whiskey could be sold. The Canada Temperance Act (also known as the Scott Act) was passed in 1878. This act gave municipalities the right to prohibit the retail sale of alcohol. In 1885, Ontario County voted in favour of prohibition.

In Port Perry as elsewhere in the province, hotel owners got around the legislation by renting or leasing their bars to people who would in turn serve alcohol to their clients, thus absolving the hotelkeepers of the responsibilities if caught.

At the St. Charles Hotel in Port Perry, George Brown leased the bar from the owner Henry Charles. Across the road William Lattimore rented the bar at the Oriental Hotel (the Sebert House). Both gentlemen served liquor to their respective hotel clients.

In 1887, the government decided to enforce the Scott Act more effectively. In order to do so in Ontario

County and the adjacent regions, two detectives were hired: John S. Dennin and William McRae, a 23-year-old former sewing machine salesman.

In the early winter of 1887, Dennin and McRae visited a number of hotels and taverns in Whitby and laid numerous charges of violations of the Scott Act. On December 14 they proceeded northward to Brooklin and Myrtle where more charges were laid. In the late afternoon they walked to the Midland station at Myrtle to take the train to Port Perry. Meanwhile, in the bar of the St. Charles Hotel in Port Perry angry patrons, led by Brown and Lattimore, discussed the pending visit of Dennin and McRae. After announcing their animosity toward the detectives and their mission, Brown and Lattimore enlisted the aid of Fred Corbin, also of the St. Charles Hotel, and Thomas Trebell to aid them in teaching the detectives a lesson or two.

The quartette reinforced their courage with a substantial amount of whiskey before Brown and Lattimore each pocketed a revolver. The well-fortified quartet set off for Myrtle at a rapid pace in Brown's buggy.

Word of the "welcoming committee" reached Dennin and McRae and they decided to avoid a confrontation by making a hasty retreat from the Myrtle station on the "Nip and Tuck," down the road to the Myrtle Grand Trunk station and catch the 7:12 p.m. express train back to Toronto.

What followed was reported in the *Oshawa Vindicator* as:

An Awful Scene.

One of the most dramatic and lively scenes that ever occurred in these parts took place on the platform of the railway station at Myrtle at just exactly 7:09 on Wednesday evening.⁹

By 7:00 Dennin and McRae had entered the station waiting room. A number of other railway passengers were in the station including the station agent Joseph Scott, J. A. Mulligan, president of the Toronto Branch of the Irish National League and four other railway patrons.

The "welcoming party" from Port Perry arrived at the station at 7:09. Brown entered the waiting room and beckoned to McRae and Dennin to come to the door. As soon as Dennin reached the door, Brown grabbed him by the lapel of his coat and ordered him to "take a walk with me." Dennin, who was much taller, jerked himself free and refused to comply.

Lattimore and Brown immediately drew their revolvers. McRae quickly reached for his revolver. A shot rang out. It is not clear who fired that first shot, but immediately, a cacophony of gun shots rang out with bullets ricocheting everywhere. Everyone present ran for cover. Scott locked himself in his office. Brown dropped to the station platform with blood pouring from three wounds. Dennin grabbed Brown's revolver and the gunfire continued.

The gun battle went on for as much as three minutes.

There was a rapid clatter of exploding fire-arms, which much resembled the popping of fire-crackers. ... His [Brown's] supposed companions fled in the darkness behind the station. McRae and Dennin rushed into the waiting room with their smoking weapons in their hands... The little crowd outside didn't know which way to turn or what to do. The station agent had locked his office and was nowhere visible. All attempts to get into his department proved futile. The affair was so sudden, so startling, and so mysterious to the people in the waiting room that they were paralyzed with fear.¹⁰

Once the gunfire had stopped, Trebell picked up the limp body of Brown and carried him to the rear of the station. Brown was still alive but had been seriously wounded with two bullets in his chest and one in his leg. The nearest doctor was at Brooklin. He was called immediately.

Five days later, Lattimore, Trebell and Corbin were arrested and charged with conspiracy. But the detectives Dennin and McRae were also charged with causing bodily harm. The case was remanded and then thrown out of court for lack of evidence as the case appeared to revolve around who fired the first shot.

Brown fortunately recovered. His action in preventing the government detectives from attempting to close the bars of Port Perry made him an instant hero.

Edward Mundy, owner of the *Port Perry Standard* was well known for his support for more readily accessible alcohol. It is unfortunate that very few of the Port Perry newspapers for the period 1884 to 1890

THE NIP 'N TUCK

have survived, thus we are deprived of Port Perry's reaction to the event. Mr. Mundy's expressed opinions would be particularly interesting. Nevertheless, the details above are recorded in the *Whitby Chronicle* and the *Oshawa Vindicator*.

One issue of the *North Ontario Observer* for that period has been located, the November 18, 1888 issue. It records that in November 1888, the government's inspectors returned to Port Perry with a vengeance. Three charges for violations of the Scott Act were laid against the St. Charles hotel resulting in the permanent closing of the bar.

The proprietor has decided to run a first class Temperance House from this time out. The merchants of the town turned out in a body last Friday night and presented the proprietor Mr. T.H. Dancaster with a complimentary oyster supper to show their esteem for him and their approval of this thorough Temperance move. "

George Brown, the bartender at the St. Charles, moved on to Seagrave, where he bought the Ocean House Hotel. He continued to sell liquor until two years later (1896) when the Temperance group managed to close him down. He moved on yet again, to an unknown location.

When a vote on the Scott Act was held in Port Perry in January 1889, out of the 275 available voters in Port Perry, over 100 signed a petition for the repeal of the Scott Act.

On December the first, 1926, Ontario voters finally voted in favour of the sale of liquor. The following year, those who could afford the \$2:00 permit were able to purchase liquor at government outlets.

Port Perry however, voted repeatedly to keep such stores outside the community. It was not until November 1957 that Port Perry residents voted in favour of outlets for beer and liquor and the stores opened the following June.

Murder in Whitby Junction Station.

At 12:37 a.m. in the early morning of December 11, 1914, Leslie Cormack, the telephone switchboard operator in the Bell Telephone office on Brock Street received an urgent call. It was from William P. Stone, the night telegraph officer at the Whitby Junction station.

"Get me the Chief, quick, I've been shot," was the startling message he received from Billy Stone. "Who did it?" Cormack asked as he rang for the Chief Magistrate. "I don't know but get me the chief quick," was the reply.

When Chief MacGrotty answered the telephone call, no reply could be obtained from Stone and Leslie Cormack himself told the Chief what he had heard.

Immediately Chief MacGrotty hurried downtown, asked nightwatchman John Patterson to accompany him and the two went to the station. "

On arrival at the station the two men entered the building cautiously. Looking through the interior office window they could see Stone's body lying on the floor. He had collapsed on top of the telephone. The door to his office was locked from the inside. The men led by Chief MacGrotty forced the door open and saw that 22 year-old Stone had been shot in the chest. The shot had obviously been fired from the ladies' waiting room, through the wicket to his office.

Of particular interest to MacGrotty was a bloody handprint on the wall but there was no blood on Stone's hands. The chief could find no evidence of a struggle or of any cash or tickets being stolen. Later information led to the discovery that a .38 calibre revolver that Stone kept in his desk, was missing. Stone had been killed with a .38 bullet. The revolver was never located.

On Stone's desk was his entry book. The last entry was his recording of an eastbound freight at 12:15 a.m., only 22 minutes before



The Stone tombstone, St. John's Cemetery, Whitby.

his urgent telephone call. However just as MacGrotty and Patterson had arrived at the station a west bound freight passed through the station. It was not recorded. MacGrotty ordered Patterson to telegraph ahead to get the freight train stopped as it proceeded to Toronto. Two young men were found riding the freight. They were arrested but later released when it was found that they had climbed on board the train as it made its way slowly through Oshawa.

The challenge of solving the murder was handed over to Inspector William Greer of the Ontario Provincial Police. Several clues were followed, leading to many suspects being interrogated.

Stone's father William H. Stone was given a subpoena to attend the inquest as a witness. On the evening of June 18 immediately prior to the inquest, William made his way to the GTR tracks just east of the station where his son had been brutally murdered. William waited for a passing train and lay down on the track and was killed instantly. The coroner's jury in his case had no difficulty in declaring that his death was a suicide. The reasons for his suicide were never clearly defined, neither were the circumstances of his whereabouts on the evening of his son's murder. Some believe that William Stone was involved in his son's death and that his suicide was as a result of his guilt. Several other possible suspects were interrogated. The crime remained unsolved.

Today, visitors to the Whitby Arts Station Gallery, receive their tea and coffee through the same wicket through which the fatal shot was fired. Young William Stone lies buried beside his parents and a young sister in the St. John's Anglican Cemetery, a short distance east of the station.

Whitby Mule Wreck. November 2, 1916.

At 4:30 in the morning of November 2, 1916, the residents within a mile radius of the railway junction at Brock and Garden streets in Whitby were jolted out of their sleep by what felt and sounded like an earthquake. Many of those rudely awakened by the explosion dressed quickly and made their way in the dark to the source of the sound; the junction of the WPP&LR and the main east-west line of the Canadian Pacific Railway.

As they approached the scene, they could hear the hiss of a steam locomotive, but there was an additional mysterious sound: the sound of mules braying.

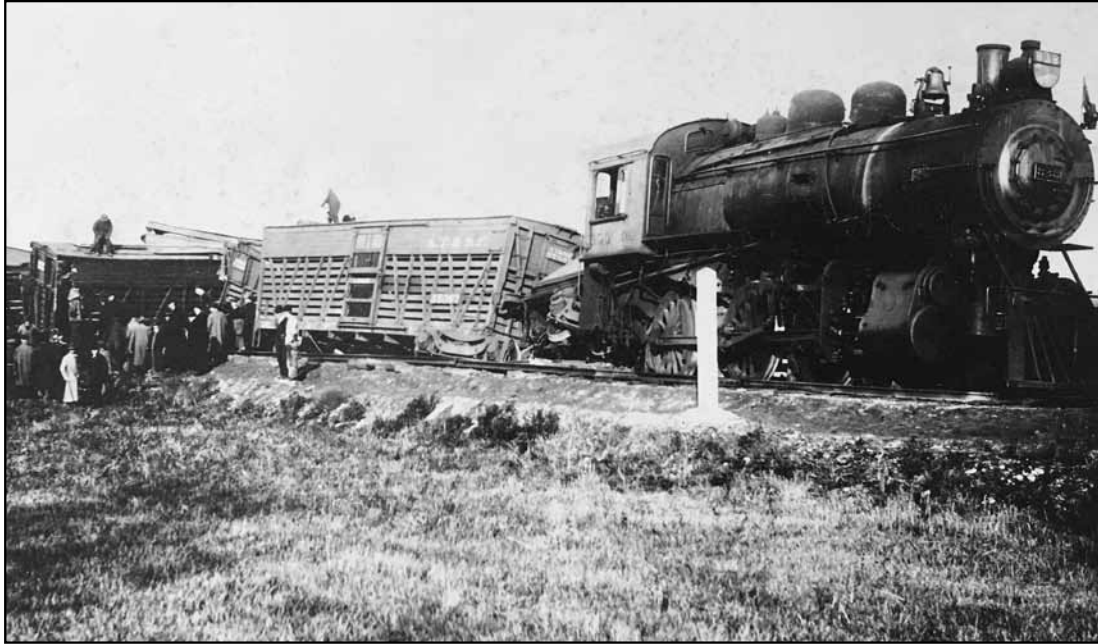
Scattered around, just east of the junction they found wrecked railroad cars along the edge of the track. An east bound freight train of nine cars was strewn in the fields and along the track, east of the junction. But more surprising, the curious observers encountered dozens of mules, some wandering around aimlessly apparently unharmed, others injured and bleating in their agony and some lying dead.

The crowds of observers increased as word of the incident spread. By daybreak it seemed that the entire town had gathered at the site.

The horrendous accident had been caused by the switchman in the switching tower at the junction. When trains wished to travel straight through the junction on the CPR, a safety derail switch was applied to the rails on the WPP&LR. Alternatively when a train was travelling south on the WPP&LR the derail

switch was applied to the CPR line. By mistake the switchman he had opened the safety derail switch on the CPR line instead of on the WPP&LR. This error caused the Montreal bound freight train on the CPR line to derail instead of progressing smoothly through the junction. As a result the engine shot off the tracks and continued along the railroad bed. The tender flipped over on its side causing three cars to swing off the track at right angles and the remainder of the cars had careened off the track. One somersaulted along the track and ended upside down. Another came to rest pointing skyward.

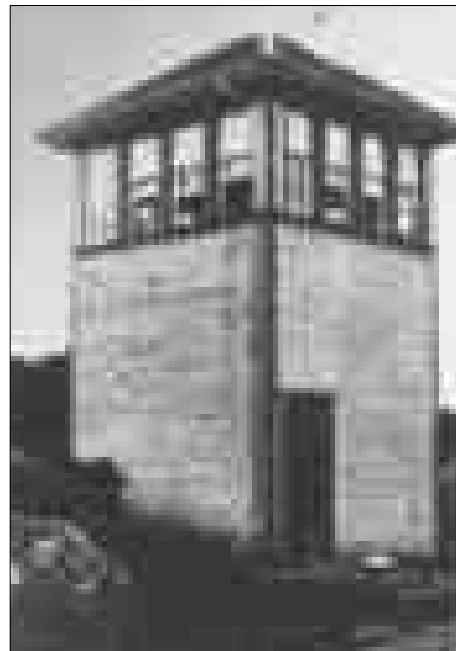




Mule train wreck, 1916.

The train's nine cars were loaded with mules, 180 of them, loaded 20 to a car. These animals were bound for Montreal where they were to be shipped across the Atlantic to England and then onward to France and Belgium to be used as beasts of burden in the First World War. More than 130,000 horses, donkeys and mules, mainly light draught horses and mules were shipped overseas to the battlefields of Europe during the war. The Canadian Army even established two veterinary hospitals, one in England and one in France. 221 Canadian veterinarians moved through the theatres of battle caring for the animals. By the end of hostilities, it is estimated that one million horses and mules were serving the British and Commonwealth forces in Europe.

Of the 180 animals involved in the Whitby Junction accident, only 30 were eventually shipped on to Montreal. The remainder had been killed or had to be destroyed as a result of their injuries.



Whitby Junction switching tower.

13

Chapter Thirteen

The End Approaches

Decline of the Nip and Tuck

The takeover of the WPP&LR by the Midland and then by the Grand Trunk gradually led to the distancing of the management from Whitby, Port Perry and Lindsay interests. The WPP&LR was a 46.5 mile railway in the Grand Trunk's 1,156 mile system. As a result of its relative size, the line had an ever-diminishing significance in the boardroom discussions of the growing railway company. With the absence of local people in the management of the line and the resulting removal of local influence, the newspapers also lost interest in reporting or commenting on the management of the line. It could be argued that with the loss of local representation on the board of management, the Nip and Tuck lost its identity.

The Smaller lines of the Grand Trunk Railway 1881. ¹

| | Miles of rail | Income per mile Passenger | Income per mile Freight | Net income per mile |
|---|---------------|------------------------------|----------------------------|------------------------|
| Toronto and Nipissing | 114.5 | 540 | 1,091 | 599 |
| Midland Railway | 143.6 | 583 | 1,659 | 1,027 |
| Victoria Railway | 55.5 | 295 | 465 | 296 |
| Whitby, Port Perry and Lindsay Railway | 46.5 | 251 | 680 | 366 |
| Grand Junction Railway | 90 | 229 | 342 | 136 |



Whitby Junction Station with ambulance standing by for wounded soldiers.

Cresswell-Manilla Junction Missing link

In spite of the diminishing interest in the former WPP&LR, trains continued their daily runs on the line and the GTR continued to invest in maintenance and some improvements. One major construction project undertaken during the Midland ownership of the line was to fill in the “missing link” between the Whitby to Lindsay line and the Toronto to Lindsay line. That “missing link” was a short line of 7 miles length joining the two lines between Wick and Manilla Station. This was built during the spring and summer of 1883 along with a new station at Manilla Junction.

Over 60 men (mainly Italian) were hired to complete the “missing link” project as quickly as possible. They were billeted at hotels in the area including the Albion Hotel operated by Lewis McLean in Manilla Station. On a warm Saturday evening in June 1883 news of McLean’s fresh supply of whiskey was on its way to the Albion and had reached the Manilla Station building. The men raided the station, broke into a barrel of the shipment and enjoyed its contents. *“They partook of its contents so freely that they were lying in the waiting room and outside, three deep in some instances until the following morning.”*²

The incident appeared to have had little permanent effect as the men returned to work the following day. When news of the incident reached the boardroom of the railway, the board immediately *“signified their willingness to pay Mr. McLean for the liquor consumed.”*³

The construction of the “missing link” resulted in the rapid growth of the community of Cresswell. As the line was being built, the station building with accommodation for the station agent was completed, along with a freight shed and a separate house for the section foreman. This construction attracted businessmen into the community to open a blacksmith shop, a hotel, a general store and a grain warehouse with a 20,000 bushel capacity. Dougal McGinnis even established a lime kiln to serve the construction needs. By 1886 the local residents felt confident enough to build a Congregational church, but its supporters were not able to sustain its existence and sold the building to the Presbyterians in 1894. The Manilla Station facility was closed in 1884 but remained as a flag station for the remainder of the line’s existence. A local post office had been opened in Manilla Station in 1878. This was closed and relocated in Cresswell three years later.

Upgrades for the Line

On April 27, 1883, a more efficient and powerful coal burning locomotive replaced the last of the wood-burning locomotives on the “Nip and Tuck”. The coal burners had a tall straight pipe whereas the older wood-burning locomotives had a funnel-shaped chimney with a 48” diameter at the top. As the efficiency of the locomotives increased, the height of the chimney decreased.

The GTR invested in a new station at Port Perry, tearing down the old brick building and replacing it with a modern and attractive wooden structure. On August 17, 1888, the *Observer* reported:

*A new Station house is progressing favourably and will be a great acquisition to the town. The 40 or 50 Italians who were engaged at the station have been moved down the line.*⁴

The station building was completed over the winter and was fully operational by June 1889. For a detailed description of the station, see the section entitled *“Jim Tobin and the Port Perry Station”* in Chapter 14.

GTR Expansion

By the beginning of the 1880s the GTR was on its way to become one of the largest railways in the world. Again this was accomplished by buying existing railways. Not only was the Grand Trunk the dominant railway in Ontario, it had extended its line to Portland, Maine in the east and Chicago in the west. The Canadian government encouraged the GTR to also buy the Canadian Atlantic Railway (CAR), an extensive company whose lines stretched from Ottawa to Vermont. This purchase was finalized in 1905 led by its general manager Charles Melville Hays who became the railroad’s president in 1909. He tragically lost his life in the sinking of the Titanic in 1912.

His death is considered to be a turning point of the success of the company. Immediately after his demise the company suffered from poor management and encountered numerous financial problems. The company eventually defaulted in its payments to the government in March 1919.

Canadian National Railway

A year after it had defaulted, the Grand Trunk was taken over by the federal government's Board of Management and on January 20, 1923 the Canadian National Railway (CNR), a Crown Corporation, took complete control of the GTR. By the time its board relinquished control, the former GTR had ownership of more than one hundred railways including the former WPP&LR.

With the new CNR management the rail system was reorganized into divisions. The "Nip and Tuck" became part of the Southern Ontario District, Belleville Division, and was identified as the Port Perry Subdivision.

Nip and Tuck Daily Schedule

Each day in 1881, the GTR was running two passenger trains and up to five freight trains from Whitby to Port Perry. Over time, the passenger traffic diminished and by 1913, although a daily train was scheduled, there was no passenger service on Monday or Tuesday.

By the end of hostilities in Europe in 1918, the various levels of government began to invest heavily in the improvement of roads, largely as a result of the notable increase in the availability, efficiency and increasing reliability of the automobile. This prompted a further decline in passenger traffic on the "Nip and Tuck." In January 1931, under the management of the CNR the daily passenger service from Whitby to Port Perry was reduced to three days a week. A year later this was changed to one mixed train (freight and passengers) on Tuesday, Wednesday, Friday and Saturday.

The Beginning of the End

Four years later, the Board of Governors of the Canadian National Railway applied to the Board of Railway Commissioners of Canada to abandon the entire Whitby to Lindsay line. In that proposal, the CNR included statements that claimed that 60% of the railroad ties were not in good condition, the drainage for the entire line was "poor" and that the ballast of gravel and cinders was far from acceptable. On February 3, 1936, the Railway Commissioners approved the abandonment of the Port Perry to Cresswell section but refused the abandonment of the Whitby to Port Perry section.⁵

CNR followed through with its approval by closing the Cresswell to Lindsay section in April 1936. Crews began to remove the rails on June 7, 1937, and completed their assignment by June 15. The section of the line from Port Perry, north to Manilla was torn up at the same time. A small CPR spur line from Manilla Junction to Cresswell remained open and was maintained mainly to accommodate a coal merchant and a farmer, Charlie Thompson, who shipped turnips to the USA. This was eventually closed following the application for abandonment filed on July 22, 1949.⁶

Palmer Park

As the use of the *Nip and Tuck* continued to decline in the post World War One era, the need for storage and freight in the lands that made up the Port Perry railway yards was also reduced.

In 1937, the National Chiropractic Association of the United States began to look for a location to place a monument memorializing their founder Daniel David Palmer. Palmer had spent his childhood





Passengers leave train at Port Perry Station and walk into town.

and youth in Port Perry. They consulted with the Port Perry council and the council decided to turn the former railroad yards into a waterfront park dedicated to Palmer. In July 1938 a huge delegation of chiropractors visited Port Perry to participate in a dedication of Palmer Park and began a fundraising campaign for a statue to Palmer. In April 1939, the Public Works Department in Ottawa approved the spending of \$15,000 on Port Perry's waterfront facilities, including part of the former railway lands.

The outbreak of World War II forced the Chiropractors to suspend their project but not to abandon it. After the conclusion of hostilities, the project was resumed and in August 1946 another huge ceremony took place during which the statue to D.D. Palmer was unveiled at the northwest corner of the former railway yards, now Palmer Park in Port Perry. In addition, in 2009, the Historic Sites and Monuments Board of Canada unveiled a plaque to designate Palmer as *"a person of national historical interest."*

In a strange twist of irony, it was later discovered that Palmer was not born in Port Perry as originally believed, although he had indeed lived in Port Perry from 1850 until around 1865. Palmer had been born in Audley in Pickering Township in 1845. After his formative years in Port Perry, Palmer made his way to Iowa where he developed the practice of chiropractics in the 1890s.

| PORT PERRY SUBDIVISION RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES | |
|---|--|
| C.P.R. Crossing—Mileage 2.43. Semi-Automatic Interlocker. Automatic signals (color type) govern. Not interlocked. Telephones located at each home signal for trainmen to communicate with C.P.R. operator at Whitby if signals inoperative. If home signal on C.N.R. has been cleared and a train passes home signal and then backs up before passing through plant and wishes to have home signal cleared again, it will be necessary for train crew to open box located on relay case and push strap key to clear signal. | |
| Manilla Jct.—Junction with Uxbridge Subdivision. | |
| Whitby Jct.—Junction with Oshawa Subdivision. | |
| Brinlook Crossing—Junction and Crossing with Orono Subdivision not interlocked. | |
| SPEED RESTRICTIONS | |
| Whitby—Speed over Dundas Street Crossing east of Whitby Town Station 10 miles per hour. Westward trains stop before passing over this crossing. | |
| Port Perry—Speed over Crossing one mile east of Port Perry 10 miles per hour. | |
| Brooklin—Speed along thoroughfare from Public Crossing about one quarter mile east of Brooklin Station to Brooklin Station 10 miles per hour. | |
| All trains 18 miles per hour between Seagrave and Myrtle. | |
| Passenger trains 40, Freight trains 30 miles per hour. | |
| FLAG STOPS | |
| Sonya mileage 28.04 and Prince Albert mileage 18.21 flag for 377 and 378. | |
| YARD LIMITS | |
| Whitby Town 1020 ft. East of Passenger Station. | |
| Rule No. 42 is applicable on Port Perry Subdivision. | |
| Rule 27, paragraph 7, will govern. No switch lights burning. | |

14

Chapter Fourteen

Reminiscences of the Nip N Tuck.

May 1939

The Whitby to Port Perry section of the line continued to exist for the occasional freight train. The passenger facet of the line finished with a memorable flourish, a blaze of glory, in one of the most auspicious events in its history. In February 1939, to no one's surprise, the train was twice derailed due to the condition of the track east of High Point. Nevertheless, three months later, early on a sunny May morning in 1939, hundreds of excited local school children from Port Perry and surrounding areas climbed on board the passenger cars of the "Nip and Tuck" to journey to Toronto to see King George VI and Queen Elizabeth on the occasion of their state visit to Canada.

Wesley Johnson

The following is Wesley Johnson's record of his memory of that last run. ¹

On a beautiful sunny May day in 1939, there was enthusiastic excitement in Canada and also in Port Perry, Manchester, Myrtle and Brooklin because thousands of people including children of all ages were going to Toronto to see the Queen and her husband King George VI who were on a Royal tour of Canada.

There was a twofold purpose for this Royal Tour of Canada. It was to strengthen the ties between Britain and Canada as war clouds were gathering in Europe. In the event of war, Britain might need Canada's help. At that time we didn't dwell on such thoughts nor did we care. We were just plain thrilled that the Queen and King were coming to Canada. On this excursion day, many people boarded the train at Port Perry. Then the old "Nip and Tuck" engine pulling freshly polished passenger cars slowly chugged its way to Manchester Station where it made another scheduled stop. The train had to go slowly because this was to be the last run of the train, therefore maintenance of the steel rails and wooden cross ties was at a minimum. The Johnson family including my mother, sister Doreen, brother Harley and myself, climbed aboard. Other Manchester neighbours, the Walkers, Holtbys, Thomsons, Franklins, Smiths, Dobsons and others which I do not remember, also eagerly found seats on the train.

As a sixteen-year-old boy, after I slid into a leather seat on the train, I noticed that a local neighbour's teenage daughter had attractive legs. Then as the train rocked and swayed and sometimes almost bounced as it labored southwards, we absorbed with our eager eyes the countryside scenery, a moving panorama of grazing cows, horses sheep interspersed with farmhouses, barns and clumps of wood lots. In our minds we compared these farms whether they were more attractive places to live than our own. After listening to the ear-piercing whistle which can be heard at least for five miles in every direction, sounded by the engineer of our train at every road crossing in our path. It was interesting to view the assorted cars and vehicles of every description wisely waiting for our special excursion train to pass.

Two more station stops were at Myrtle and Brooklin stations, where more women, men and children who were dressed in their finest attire occupied most of the vacant seats.

At Whitby, our passenger cars were shuttled to another line, heading for Toronto. With another engine and more solid tracks, we travelled at a much faster pace towards Toronto.

At Exhibition Grounds, our train slowed itself motionless standing where thousands of On-

tario Canadians were gathering.

There was enormous excitement and cheering in the air, when a motorcade carrying Queen Elizabeth and King George VI came into view. We gazed in awe at a very charming, beautiful, smiling, waving, radiant faced Queen wearing white, attractive hat, carrying her long, white, delicate gloves. Her husband king George VI in his sparkling, shiny trim, royal uniform added to the breath-taking picture of the whole occasion.

Reluctantly, we finally had to find our way back to our railway passenger cars.

When our numbers were all accounted for, "All Aboard" was sounded, and the puffing noisy engine belching smoke and steam slowly gained momentum as the steady click of wheels on the bumps of iron rails reverberated more rapidly. Now we were starting to feel slightly weary and tired as the telephone poles raced past our windows. Finally Whitby town appeared within our eyesight as the sun was losing its light.

The old "Nip and Tuck" engine grabbed a hold of our passenger cars and we were northward bound. Hold Everything! More adventure was lurking ahead! Now it was becoming completely dark! We should have been home before nightfall. Somewhere between Whitby and Manchester, maybe it was at the Ridges which was the top of a prehistoric lake after the "Ice Age". There was a very noisy grinding of one of the passenger car wheels. The whole train, engine and passenger cars ground to a sudden halt. Several small fires were started on both sides of the tracks.

Crew members were walking beside the train carrying lanterns. The fires were lit to give more light. Maybe you won't believe this, one of the cars was off the track! The spikes holding the iron rails had come loose. It seemed to take half the night for the weary crew to repair the damage and have "Nip and Tuck" rolling again. However, they did it.... As my story approaches conclusion, this train had carried everyone safely home to Brooklin, Myrtle, Manchester and Port Perry.

Wesley died at the age of 80, in Port Perry on November 30, 2003.

Zula (Jackson) Hall

One of the children boarding the May 1939 train at the Port Perry station was 7-year-old Zula Jackson. When interviewed in 2010, she remembered the day with remarkable clarity.

We were given a flag, a Union Jack, to wave and we had to take a lunch. For us it was incredibly exciting. We had seen pictures of the King and Queen in books but this was an opportunity to see them in person. It is difficult for anyone to imagine the excitement.

It was the first ride in the train for many of us, myself included. I remember that the seats had wooden slats and were quite uncomfortable. It was a cool day and we wore spring jackets, but it wasn't raining so we didn't need our boots or raincoats.

Many parents came along as chaperones, including my dad.

Once we arrived at the CNE we sat at the side of the road to wait for the Royal couple. I am a short person and we short kids got to sit at the front.

We had to stand as the car drove by. I was so excited as the King and Queen were only a few feet away. After they had passed, I realized that I had forgotten to wave my flag.

After the motorcade had passed we sat down and had our lunch. We were late in leaving because Maurice Jeffery had left the group and gone to visit a relative in Toronto without telling the teacher and we thought that he was lost. He did return and we made our way back to the station.

Later we were all presented with a medal as a souvenir. I still have mine.²

Zula married Howard Hall who later became mayor of Scugog. Sadly, Zula passed away in June 2012.

Beryl (Cook) Bond

Beryl (Cook) Bond was a classmate of Zula's. She remembered the eager anticipation in the weeks before their journey.

It was a really the most exciting day of our lives, and for me, it was the first and only train ride I ever took. I have only been back to the CNE once since that time and that was by bus.

Bill Brock

Bill Brock recalled as a six-year-old, the excitement that had been building.

For three or four weeks prior to our trip to Toronto, The Toronto Star Weekly newspaper had been running articles and photos of the Royal family and the plans for the visit. We were all very much attuned to the Royals at that time.

As a result of Maurice Jeffrey being late I don't think that we got back to Port Perry until about four in the morning. ³

Bill later became a teacher at Port Perry High School and, with his wife Claudette, helped to run the Brock store on Queen Street in Port Perry. Today Bill and Claudette's daughters Marina and Juliana, continue the Brock family tradition operating the business in the tradition begun by their great-great grandfather in 1881, making Brock's one of the oldest family stores in Ontario.

Ted Griffen

The Griffen family lumberyard, Lake Scugog Coal and Lumber, was right beside the railway track at the Port Perry waterfront. Ted Griffen was the envy of many boys as he got to sit in the cab of the locomotives as they arrived to bring lumber and coal to his father's lumberyard. But the ride to Toronto was his first long train journey.

For an eleven-year-old, the fun was more in the ride than the destination. Still, I remember us getting all excited about the King and Queen coming and that we were going to see them. My mother came along too but for some reason, my brother Jack was unable to go, so later, my father drove him to Zephyr to see the King and Queen as they made a whistle stop and appeared on the back of their railroad car. Great memories of my childhood. ⁴

Ted and his children and grandchildren continue to operate the Lake Scugog Lumber store begun by Ted's father Sam, albeit in a different location.

Miriam (Peel) Price

Miriam (Peel) Price had a particularly fond memory of the Royal visit. In addition to her memories of the journey to Toronto, she treasured a newspaper article with a faded photograph that cites "... a select shipment of capons for use on the Royal Train... The dressed capons were provided for the tour by Peel Brothers of Port Perry. That's my Dad," she said proudly. ⁵

Bob Archer

Bob Archer was 11 years old when the King and Queen came to Toronto. He stated emphatically;

The memory of that day is still as clear as the day it happened. I was so excited when we got on the train at Port Perry. I sat with Helen Hayes, she was the daughter of Ernie Hayes, the bank manager in Port Perry. I sat with her on the return journey too.

Mother came along with us. She brought opera glasses so we could get a better glimpse of the Royal couple. Luckily we sat at the front row so we didn't need them. I remember being so impressed with the Queen. She was so gracious with that gentle wave. Her back was absolutely straight. Of course one of the impressive things for me as a boy was the magnificent big, black, McLaughlin Buick convertible that they rode in.

Gord Goode and Ted Griffen were also in our railroad car. ⁶

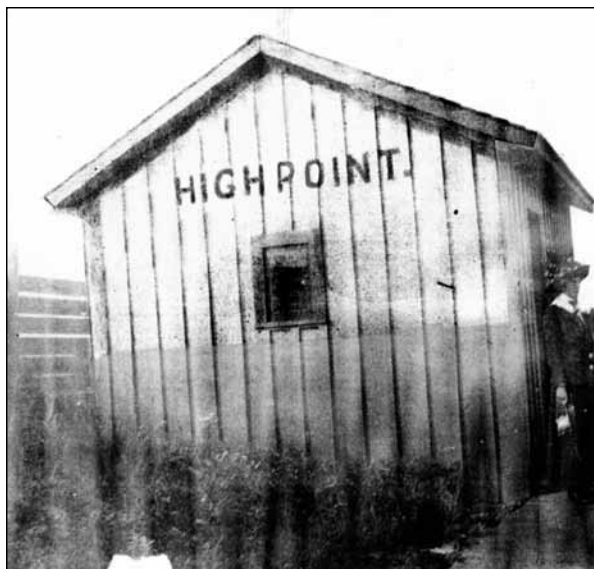
Leslie Smith at High Point ⁷

Les Smith, who was born and raised at the family farm at High Point, took the train daily to attend High School in Whitby. This is now Henry Street High School, where his son Alvin and his wife now teach. Les left school in June 1927 to work on the family farm. He recalled that it took half an hour to go to Whitby but one and a half hours to come back. This was as a result of the grade below High Point. Les commented:

If there were three freight cars along with the one passenger car, the train would have difficulty making it up the grade, particularly if the train had to stop at Myrtle. If it did not have to stop at Myrtle, the train had enough momentum and would make the run with less difficulty.

Tickets for the train cost \$3.00 for the month.

I was one of a number of kids who went to school in Whitby. The ones that I remember getting on at Manchester were Jack Holtby, Jean McIntock and the Walkers. I got on at High Point with my sister Maude. Jean Parker got on at Myrtle. Her father had a store at Ashburn. Howard Arksley boarded the train at Brooklin. I think that he was the last to board the train before we got to Whitby.



High Point station. See Chapt. 15, Les Smith.

The following year, the school boundaries were reorganized and residents of communities north of Myrtle attended Reach Township Elementary schools and Port Perry High School.

The photograph of the station above, at High Point, taken according to Les in 1912 or 1913, shows Les' aunt Eva who boarded the train to attend Shaw Business College in Toronto. She later married Gordon Faulkner of Toronto who became a policeman and later, a locomotive engineer.

When Les worked with his father raising their prized Holstein cattle, they frequently attended fairs.

Oh yes, I remembered taking cattle to show at the Oshawa Fair in 1924. There were no ramps or facilities for loading cattle at High Point, so I had to walk them from the family farm at High Point to Port Perry where there was a proper ramp to load the cattle on to the cattle cars. Once we reached Whitby they were unloaded and I walked them through the streets of Whitby and Oshawa along Simcoe Street. When we later showed cattle at the Port Perry Fair, we built a ramp to load them at High Point.

Les and his wife Kathaline (Wilson) continued to work the farm at High Point and raise Holstein cattle until his death at the noble age of 97 in January 2011.

Jim Tobin and the Port Perry Station ⁸

Jim Tobin was the son of Gordon Tobin, the last agent (station master) at the Port Perry station. Gordon had been the agent at Brooklin for four years and replaced Guy Winters as the Port Perry agent in 1937 when Winters moved to Marmora. Gordon held the Port Perry post until 1941.

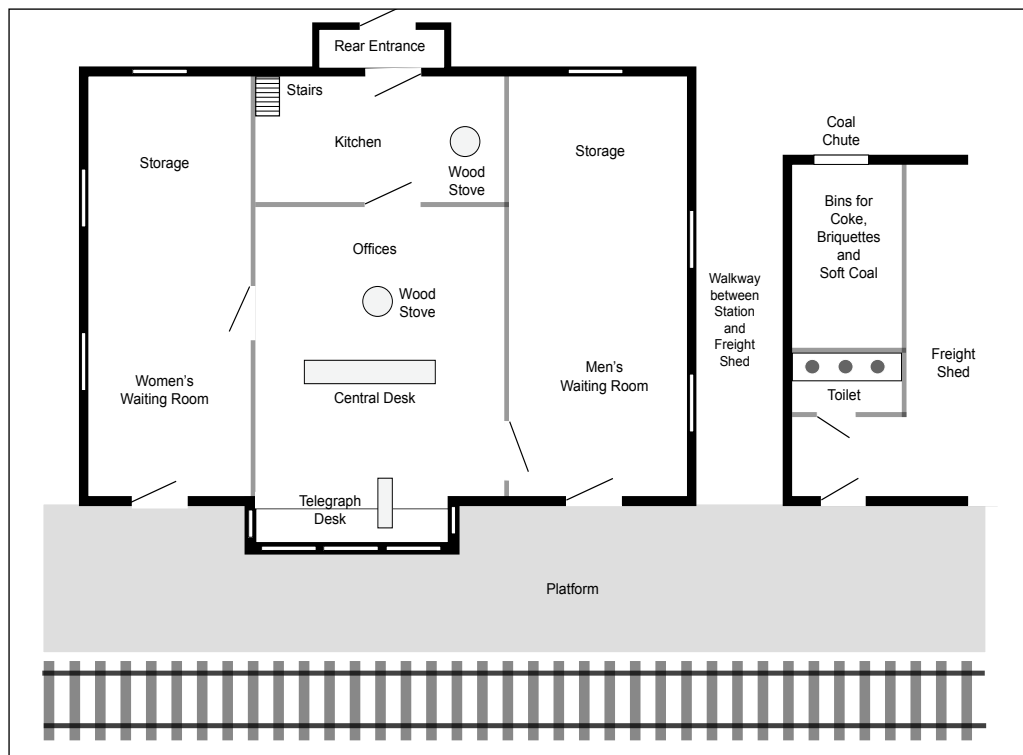
Jim Tobin was the eldest of the Tobin children. He had three sisters; Margaret, Marie Therese and Rita. All attended school in Port Perry and lived in the station at the Port Perry waterfront from 1937 to 1942.

The Port Perry station stood in Palmer Park a few metres east of the present bandstand. Jim gave the following description of that station building:

On the main floor there were two waiting rooms, the northern one for the men and the southern for the ladies. Although, the men's waiting room had evolved into a general waiting



Port Perry Station about 1940.



Port Perry Railway Station - Ground Floor circa 1930.

The accompanying diagrams are based on notes and sketches by Jim Tobin.

THE NIP 'N TUCK

room while the women's waiting room was no longer in use as such, so mother used it to hang clothes to dry after washing them. Neither of the waiting rooms was heated. The family kitchen was located downstairs on the main floor behind the office and central desk.

Upstairs where there were three bedrooms, a living area and a huge unfinished storage area. My bedroom was in the south-east corner overlooking the Lake. All the buildings were painted in a dirty greyish paint.

Jim recalled that the building had no insulation so that it was "As hot as Hades in the summer and as cold as the arctic in winter." Two pot-bellied stoves provided the heat for the building: one in the office and another in the upstairs hallway.

Part of the agents' salaries consisted of H.F.L.R. Heat, Fuel, Lights and Rent.

We were fortunate in one respect and that was that we had all the coal that we wanted. As a result, after a long winter there would be a pile of ashes outside as high as a man. My father was paid \$179 a month as well as some commissions on the express and telegraph. We were always happy there.

After finishing grade 12 at Port Perry High School in 1941, I helped my father at the station, handling Express and Freight parcels and the telegraph.

I had learned Morse Code in my father's office at the station and at night I could hear the tap tapping of the telegraph as my bedroom was immediately above the telegraph office in the station. I practiced on the station telegraph machine in the quiet of the evening, communicating with a friend at the Whitby station.

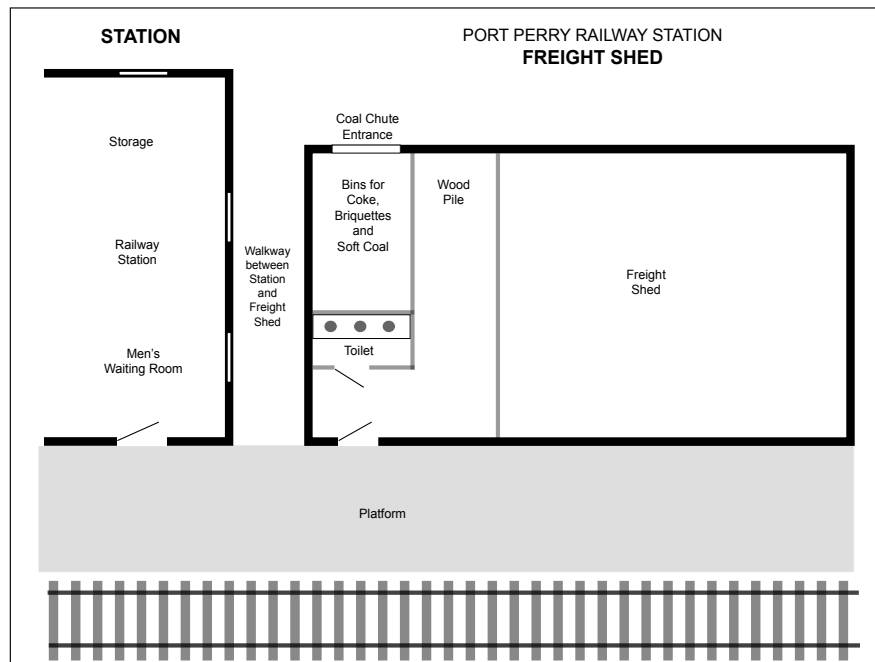
When the last official train ran from Whitby to Port Perry in May 1939, dozens of cheering Port Perry school children responded excitedly to the "All Aboard" of Jim's dad.

After the last train ran, the Tobin family remained in the station for another two years handling freight, express parcels and the telegraph. Jim affectionately remembered Bill Nesbitt who picked up the parcels to deliver them throughout the community with his horse and an old wagon. Bill was also the village policeman on weekends.

Jim's father filled in at a number of stations while waiting to assume his office at the Haliburton station. He later retired from there.



Port Perry Railway Station - Second Floor Living Quarters



In February 1942 Jim began work as a clerk at the Oshawa Station. His job at that time was to meet trains and handle the baggage and freight, and to check railroad cars in various yards. He worked six days a week, 10 hours a day for \$90 a month. In 1944 he became a telegraph operator at the Divisional Headquarters of the Belleville division.

He recalled dispatching his first train in July 1947 from the upstairs window of the Lindsay station.

I gave authority for a train to move directly and without interruption from Lindsay to Belleville. I can still feel the feelings of fear and of anticipation as the train made its way across the Scugog River in the distance.

"What have I done?" I thought to myself. I then telegraphed my father at Haliburton. Dad responded and allayed all my fears with the simple message, "Well done, son."

In 1949 Jim married a nurse, Mary Alice Murphy of south Ops. As Jim followed his father into the railroad business, four of Jim and Mary's sons have also taken on careers in railroading. Their oldest son Jim drives freight trains from Toronto to Sarnia. Kevin was a supervisor of signals on BC rail. Shawn is an engineer on the VIA passenger service and Mel, an assistant supervisor at Oakville.

Jim passed away in Oshawa on August 14, 2014 at the grand old age of 94.

15

Chapter Fifteen

The End of the Line

Track Removal

After the May 1939 journey, a freight train appeared occasionally on the line but the CNR decided that the cost of maintaining the line was no longer sustainable. In 1940 the CNR applied to the Board of Transport Commissioners to completely abandon the line. Permission was granted in October 1940 and authority to lift the rails was granted on April 13, 1941. Work began on carrying out the order a few weeks later. In granting permission to remove the rails, the Board of Transport Commissioners noted that the Whitby to Port Perry section of the CNR had lost \$30,000 between 1936 and 1939.

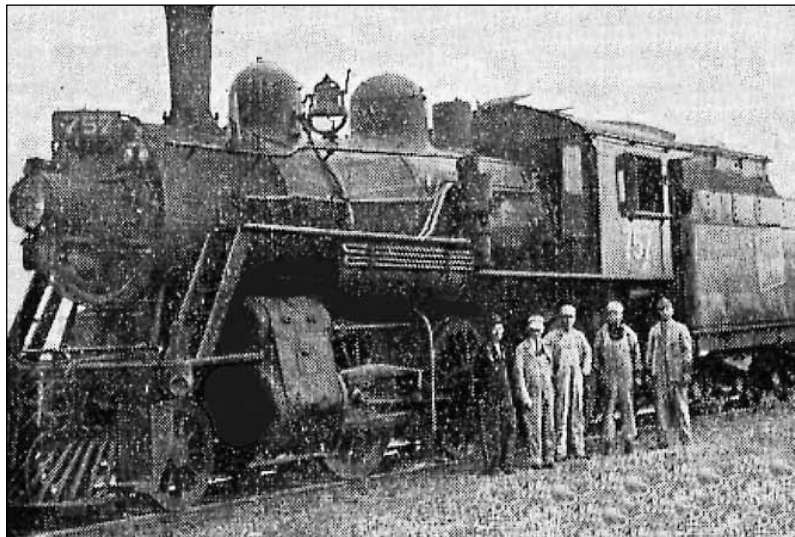
On July 3, 1941, the final locomotive to run on the line made its way slowly from Whitby to Port Perry. It stopped for an hour at the northern terminus and then headed back to Whitby. A few weeks later the tracks were removed and the steel shipped to various factories where it was reused, principally in producing armament for the war effort.

On July 7, 1941 a photo of that last Nip and Tuck locomotive appeared in the *Oshawa Times* with the following caption:

First and Last Passenger on "Nip and Tuck."

One of the oldest railroads in the province, the "Nip and Tuck" C.N.R. spur line between Port Whitby and Port Perry, has gone out of service. The last run on Thursday of the freight train brought the line's 74 years of service to a close.

Here, the crew, James Wheelan, engineer; Cliff Condre, fireman; P. Alexander, conductor; and Alf Becker, brakeman, gathers around the engine previous to its last run. To the right appears John Jeffrey, 84, Prince Albert, who was a passenger on the first trip over the line and on the final run. ¹



Nip 'n Tuck final run to Port Perry.

John Jeffrey passed away on August 30, 1944 and was laid to rest in the Pine Grove Cemetery in Prince Albert.

Whitby's Decline and Rise

As the timber stands of the Lake Scugog basin were depleted, shipment of timber from Whitby's harbour dropped accordingly. At that point the growth of the population of Whitby came to a halt and remained more or less unchanged until the huge growth of General Motors in Oshawa and the steel factories of Whitby that gained momentum in the late 1920s. To further diminish the shipping volume from the harbour, the McKinley Tariff Act of 1890 placed a tariff on all grain exported to the U.S. The last grain shipments from Whitby harbour took place in 1913. The trains that had brought the timber and grain were no longer needed. The lighthouse that had been built in 1857 was taken down a century later. The harbour continued to operate on a vastly reduced and ever diminishing basis until the end of WW2 and in 1967 the federal government declared it a recreational harbour. A waterfront trail and several parks have been created on the harbour lands.

Fortunately for the town, the massive growth of General Motors and the associated supply industries in the immediate post war period enabled the town to attract numerous industries, some related to GM. Its population doubled from 7,000 in 1951 to 15,000 in 1961, to 37,000 in 1981 and to 61,000 in 1991. Today its population approaches 150,000 placing it among Canada's 100 largest urban centres. This growth in population has helped to trigger a renewed interest in railroad commuter traffic. Whitby is now a major point on the Via Rail/ Go Transit to Toronto and the CNR and CPR Toronto – Montreal corridor.

Whitby's main PW&PPR station, referred to as the "Uptown Station," was built in 1870 and stood on Hickory Street just south of Dundas Street. It was demolished a century later. However, two buildings from the PW&PPR are still identifiable in Whitby today.

The original engine shed for the PW&PPR line is still vaguely discernible. It stands at the north-east corner of Hickory and Mary streets. The original shed was built in 1871 but destroyed by fire in 1875 and a

PORT PERRY SUBDIVISION

| WESTWARD TRAINS | | | | Time Table No. 26 Effective September 25th, 1932 | | | | EASTWARD TRAINS | | | | |
|-----------------|-------------|-------------|--------|---|-------------|-----------------------------|-----------------|-----------------|--------------|-------------|--|--|
| SECOND CLASS | | | | Miles from Whitby Jct. | STATIONS | Train Order or Telephone | Car Capacity | | SECOND CLASS | | | |
| | 377 | 311 | Symbol | | | | Siding | Other Tracks | 312 | 378 | | |
| | Mixed | Mixed | | | | | | | Mixed | Mixed | | |
| | Tue. & Sat. | Wed. & Fri. | | | | | | | Tue. & Sat. | Wed. & Fri. | | |
| | 10.42AM | | R | 33.44 | L | MANILLA JCT. | A | T 23 | | 4.30PM | | |
| | | | | 32.83 | | CRISWELL | | 9 | | | | |
| | 11.07 | | | 27.00 | | BRAGG | | 9 | S | 4.15 | | |
| | 11.30 | | | 19.64 | | PORT PERRY | | T 30 | S | 4.00 | | |
| | 12.01PM | | | 15.89 | | MANCHESTER | | 3 | F | 3.30 | | |
| | 12.10 | | | 14.10 | | HIGH POINT | | 18 3 | F | 3.25 | | |
| | 12.15 | | | 11.04 | | MYRTLE | | 9 | F | 3.15 | | |
| | 12.25 | | | 7.20 | | BROOKLIN | | T 10 | S | 3.05 | | |
| | 12.45 | | | 5.52 | | BRINLOCK CROSSING | | | 3.22PM | 2.53 | | |
| | 12.50 | 12.40PM | | 1.52 | | WHITBY TOWN | | T Yard | S 3.10 | 2.45 | | |
| | 1.00 | 1.05PM | W | 0.00 | | WHITBY JCT. | L | T Yard | 3.00PM | 2.25PM | | |
| | Tue. & Sat. | Wed. & Fri. | | | | | | | Tue. & Sat. | Wed. & Fri. | | |
| | 377 | 311 | | | 33.44 miles | | | | 312 | 378 | | |

Trains may leave Manilla Jct. without terminal clearance when no operator on duty.

WAY FREIGHT

Way Freight leave Lindsay 9.50 a.m., Thursdays for Port Hope via Whitby Jct.

new brick engine shed was erected a year later. Following the closure of the line it stood empty for many years. The building was remodelled to become a garage in the 1960s.

The most delightful and evocative reminder of the PW&PPR still remaining in Whitby is the Junction Station. When the building was slated for demolition in 1969 a group of art enthusiasts, interested in establishing a permanent art gallery, purchased the structure and had it moved it to the north-west corner of Henry and Victoria Streets. They organized a complete restoration of the building and named it the Station Gallery. The building was again moved in 2005 to its present location at 1450 Henry Street. A

THE NIP 'N TUCK



Whitby station prior to demolition.

boxcar was added to the centre to increase the floor space for the extensive art centre.

For railway enthusiasts, the last remaining stretch of rail from the days of the Nip 'n Tuck can be found lies on a patch of land near the Whitby harbour. This 100 metre stretch of rail can be found by driving south on Brock Street until it becomes Water Street. At a point about 100 metres along Water Street, the track can be located in the park on the left (north) side of the road.



The PW&PPR Engine House, northeast of Uptown Station, above.

Oshawa

In the 1990s Oshawa began to experience its own dramatic shift in employment as automation began to take over the General Motors facilities. Where once 55,000 were employed, the same production can be accomplished through automation with a workforce of one tenth of that 1960 figure. Huge factories have been torn down and replaced by shopping malls and residential complexes. Fortunately two major compensating factors to the decline of the automotive workforce have been established: the Durham College/Ontario University Institute of Technology and Lakeridge Health Oshawa, formerly known as the Oshawa General Hospital. Responding to the need for more post-secondary education facilities, Durham College was established on the northern edge of the city in 1967. Sharing its facilities, the Ontario University Institute of Technology was established in 2003. Today, this is the fastest growing campus in Canada, with a combined total of more than 30,000 students now enrolled.

The Oshawa General Hospital was founded in 1910 but several major additions have been added to the structure. In 2007, the opening of a new north wing with a Cancer Treatment Centre established the hospital as one of the largest health facilities in Ontario.

Port Perry

As mentioned at the conclusion of the last chapter, after the trains had stopped running, the Port Perry station continued to be used as a telegraph and parcel depot for two years. Eventually the building was permanently closed, turned 90 degrees and pushed across Water Street where it now stands as the rear section of a store. The grounds on which the station and its yards had stood were deeded to Port Perry to expand Palmer Park. Over the years the Port Perry waterfront lands formerly belonging to the railway were



Port Perry Station and water tower, looking south.

gradually improved and now form a pleasant park with a bandstand, tennis courts, baseball diamonds and pathways. The grain elevator, built in 1872, still stands as a reminder of the community's agricultural and commercial foundations. It is the oldest remaining wooden elevator in Canada.

It wasn't until the 1950's that the community began to grow again, initially as a bedroom community for those employed in the Oshawa to Ajax industrial core. Port Perry's industrial and economic base had been at the waterfront in the Victorian era. In the 1960's the industrial and commercial development took place on the outer edges of the community, while a vibrant historical core maintained a commercial viability.

In the last half of the twentieth century a number of changes took place. The lumber mills and the accompanying lumberyards at the waterfront gradually became involved in the change in heating source from wood to coal, and the lumber merchants became lumber and coal merchants. But this factor also evolved. As the home heating systems changed again from coal to oil, electricity and natural gas, the need for coal merchants also vanished. The lumberyards gradually disappeared completely from the waterfront. The last to leave was Lake Scugog Coal and Lumber Company, renamed Scugog Lumber. They moved to more commodious and efficient quarters south of the town and on their former property a new and pleasant library was built.

Along Water street and the adjacent portions of Scugog Street (Highway 7 A), modern and relatively



Port Perry station, with grain elevator in background circa 1900.



A train makes a stop at the Port Perry station on its way to Whitby in 1912.

mundane strip malls began to appear, replacing the sheds and warehouses which had accommodated the water and rail transportation. With the opening of the new waterfront Memorial Library in 1979 on a former lumberyard, the only remaining vestige of the waterfront industry was the aforementioned grain elevator. All other evidence of that era had been removed leaving a tranquil and idyllic setting for its citizens to enjoy the pleasures of watersport, sunshine and the written page.



Port Perry railway yard circa 1900.



A crew of men on a railway car at the Port Perry Station in the 1920s.

Lindsay

During the height of the railway era Lindsay had five railway stations accommodating seven different railway lines including the WPP&LR. Meanwhile in Port Hope, in 1883, more than one hundred men were employed in the railway workshops. 2 Four years later, much to the consternation of the citizens of that town, the Grand Trunk began to move its maintenance and repair shops and its roundhouse, brick by brick from Port Hope to Lindsay. By early summer 1888, all of the workmen and their families had also moved to Lindsay. This



Lindsay GTR Station.

move confirmed Lindsay's designation as the regional headquarters for the Grand Trunk.

In the first two decades of the twentieth century, as many as twenty passenger trains and between twenty and fifty freights trains arrived in the town each day. It has been established that Lindsay's railways employed more than 350 full time workers. Lindsay's function as a key railway hub enabled it to expand its importance as a regional centre for business and commerce. Railroad historians consider Lindsay to have been at its height as a railroad centre in the 1930s, symbolically brought about when the Maynooth Subdivision of the CNR was added to Lindsay's control in 1931.

As the surrounding timber stands were depleted and, later, as the improvement of roads began to take effect, Lindsay's need for rail transport diminished. By the 1980s the CPR had reduced its Lindsay operation to a daily freight train between Toronto and Lindsay. The CNR had reduced its freight trains to one or two trains per week.

Eventually the sounds of the railway faded completely. Lindsay today, with a population of 22,000, has been dramatically affected by the demise of the railway. One of the last remaining stations, the CPR, was used as a museum for a few years, but that once proud building had also disappeared by 1970. The last remaining tracks were lifted from Durham Street in the 1990s.

In 1988 the CNR donated a locomotive and caboose to the town at the urging of a group of historically minded citizens wishing to memorialize the town's railway heritage. This was initially displayed on Victoria Street. In 1998 the town moved the locomotive and caboose to the Memorial Park at the south end of town. The Town of Lindsay and the Royal Canadian Army Cadets Corp jointly maintain the display.

The decline and eventual removal of the railway lines in Lindsay brought about a serious employment problem. This problem was exacerbated in the 1990s when several major factories closed. When the

provincial government announced in 1998 that Lindsay would be the location for a new "superjail," a medium/maximum facility for 1200 inmates, the citizens of the town immediately supported the program. This Central East Correctional Centre now provides employment for 600 people. Along with substantial retail expansion, Lindsay is experiencing a slow return to economic success matching its railway driven strength of the early part of the twentieth century.



Lindsay GTR Station.

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Chapter Sixteen

Conclusion

Personalities

The story of the Port Whitby and Port Perry Railway and its successive extensions, is a fascinating one, but it could not have existed without a cast of colourful individuals. Once their involvement with the Nip 'N Tuck had come to a conclusion, their lives, and the lives of those closest to them, followed a variety of paths.

John Fowler.

While Fowler was involved in railway construction in Southern Ontario, his wife Jane (Prudham) managed their 400-acre dairy farm in Cobourg. Unfortunately he suffered significant financial losses in financing railroad ventures. Probably to avoid the embarrassment of his losses, he moved, with his wife and eight of their ten children to Headingly, Manitoba in 1882 where he died in 1900. His obituary in the *Winnipeg Free Press* in November 1900, outlines his experiences but makes no mention of his involvement in the PW&PPR:

There was laid to rest in Headingly's church yard on Saturday, Nov 3 one of the oldest railroad contractors in Canada, in the person of John FOWLER, an Englishman who had much to do with the early railroad construction in Ontario. He built portions of the Grand Trunk, The Hamilton, Grey and Bruce, the Cobourg and Peterborough and in 1895 obtained control of the Midland railroad in Port Hope, built the Millbrook branch and for years was managing director of that road. A man of iron will and true British pluck, he gloried in opposition and laughed at obstacles. Failure had been a thing unknown to him, until in the '70's he attempted to build the Toronto and Ottawa railroad (now C.P.R.) and lost his large fortune and fine property in Cobourg, in an attempt to finance the road himself. In 1882 he came west and has since lived quietly on his farm in Headingly until the loss of his wife two years ago (1898) gave him his death blow. He leaves several sons and daughters to mourn his loss: Mrs. W.A. FARMER of St John's; Mrs. Herbert ACHESON of Souris and the Messrs. FOWLER, Headingly, and three sons, Robert, Alfred and Samuel, besides two married daughters in the east. ¹

The Fowler's son Robert followed in his father's footsteps by becoming an engineer and worked on the section of the CPR linking Manitoba with Ontario. He was present at the "last Spike" ceremony at Feist Lake in 1882. His sister Jennie was also present and, as the only female attending the ceremony, was asked to drive in the "Last Spike." This event preceded the "last Spike" Ceremony at Craigelachie, B.C. of 1885.

John Fowler and his wife Jane are buried in the Anglican cemetery in Headingly, Manitoba.

John Dumble

When John Dumble died in Cobourg in 1903, there was little fanfare and his obituary made no reference to his involvement in the PWPPR or the disastrous C&PR.

John Dumble died Monday, 23 Nov 1903. Like the younger son he died quickly, without warning. He was a Master in Chancery, Police Magistrate, lawyer. Born Ireland 1829. His fa-

*ther brought him to Canada in 1844. Father was an officer in the Royal Engineers and member of a commission that delineated the Maine boundary. He then surveyed what became the Intercolonial line. They then went to Cobourg. The young Dumble was an engineer on the construction of the section of the GTR from Shannonville to Cobourg. He had worked on the Victoria Bridge in Montreal. At age 32 he took up the study of law. Had little education and it took him some time to qualify. He raised and commanded the Cobourg Garrison Artillery in the Fenian scare. He was a life member of the Smithsonian.*²

Sheriff Nelson Reynolds

Nelson Gilbert Reynolds was one of the directors on the original board of directors of the PW&PPR. He was born in Kingston in 1814. During his early adult years he earned the title "Iron Reynolds" due to his varied and challenging experiences. He served with the Hudson's Bay Company and travelled throughout the Canadian West. He returned east to become the president of the Marmora Foundry and Smelting Company. During the 1837 Rebellion, as an officer in the militia, he was involved in a skirmish and received serious wounds. A musketball remained in his thigh for the remainder of his life. In spite of his role in the militia, he was arrested when being suspected as a rebel but was acquitted and settled in Belleville. Reynolds married Hannah M. Eyre in 1834 and the couple had 12 children. Hannah died in September 1850. Two years later he married Frances Armstrong and had twelve more children!

He used his political influence to gain the appointment as Sheriff of Ontario County in 1854 and five years later, in Whitby, began construction on a huge magnificent mansion reminiscent of the palatial baronial mansions of Britain and Europe. The vast building with a main hall over 100 feet long was completed in 1862. He named it Trafalgar Castle after his namesake and idol, Horatio Nelson the victor at the Battle of Trafalgar in 1805. The two roads to the mansion were named Reynolds and Gilbert, after his own surname and the maiden name of his mother.

After the PW&PPR ceremonial sod-turning on October 6, 1869, Reynolds' wife Frances led Prince Arthur into the drawing room at the castle. They were followed by Governor General Baron Lisgar, Prime Minister Sir John A. Macdonald, Ontario Lieutenant Governor Sir William Howland, Ontario Premier John Sanfield Macdonald and all their respective retinue.

Three years after Reynolds hosted young Prince Arthur, he sold Trafalgar Castle and built a more modest residence in Whitby, but still in the baronial style. Trafalgar Castle and its estate were eventually purchased by the Methodist Church of Canada to become the Ontario Ladies College. It was renamed the Trafalgar Castle School in 1979 but retained its status as a private girls' school, welcoming girls of all faiths and denominations.

Of his 24 children, only eleven lived into adulthood. Reynolds died in January 1881 at the age of 66 and was buried in a modest grave in St. John's Anglican cemetery in Whitby.

James Holden

Holden was born of Irish parents in Markham in 1828 where he began his career as a merchant. In 1857 he moved to Prince Albert to begin publication of the newspaper that has been one of the prime references in this study, the *Ontario Observer*. In 1864 he sold the newspaper to Henry Parsons and moved to Whitby where he had been appointed to the office of County Assignee. In 1868 he became the Deputy Reeve and began his direct involvement with the PW&PPR.

He simultaneously ventured into a partnership with a number of businessmen in Toronto who, under the leadership of James Austin, founded the Dominion Bank of Canada in 1871 with Holden as a director. That year, branches of the bank were opened in Toronto and Whitby. Holden used his influence to arrange for a loan from the Dominion Bank to the beleaguered PW&PPR in 1873.

Holden died in 1881 in Dominion City, Manitoba while trying to raise money for the Trans Continental Railway. At the time he was also President of the Ontario Ladies College which had been established in the former home of his friend Sheriff Reynolds. The Dominion Bank of Canada joined with the Bank of Toronto to form the Toronto Dominion Bank in 1954. James Holden was buried in the Union Cemetery in Oshawa leaving behind a widow and nine children.

Samuel Zimmerman.

On March 12, 1857, forty-two-year-old Samuel Zimmerman attended a meeting in Toronto in which he discussed the final details of a project that brought together the Amherstburg and St. Thomas Railway, and the Woodstock and Lake Erie Railway. This would later evolve into the Canada Southern Railway. He left the meeting and boarded the GWR train bound for Hamilton. Unfortunately this was the train mentioned in Chapter 1, which tragically failed to stop before crossing the bridge at the Desjardins Canal near Hamilton. It plunged into the canal killing 59 people. Among the first bodies to be pulled out of the wreck was that of Samuel Zimmerman.

During the investigation into the cause of the disaster, the civil engineers reported that the bridge had been specified to be built of oak. In a cost saving measure that contravened the engineer's plans, the structure was built of pine. The engineers researching the disaster found that the entire structure had been weakened by the deterioration of the pine. In spite of these findings, the Great Western railway declared that the accident was "an Act of God" and no one was held accountable.

At the time of his death, Zimmerman was one of the wealthiest men in the country, having acquired his immense fortune largely through unscrupulous, sometimes ruthless means. To celebrate his wealth he was in the process of building a huge mansion in a 52-acre estate overlooking Niagara Falls. He was laid to rest in Clifton in Niagara Falls but was later reinterred beside his first wife, Margaret Ann Woodruff at St. David's. She had died six years earlier. He was survived by his second wife Emmeline Dunn and sons John and Richard from his first marriage.

James Dryden

James Dryden Junior's account of some of his experiences as an engineer on the Nip and Tuck appear in Chapter 13. His father James Dryden Senior had come to Canada at age 14 with his widowed mother Elizabeth. He married Abiel Groat in 1830. Their daughter Mary Ann married Joel Bigelow, the twin brother of Joseph Bigelow. Unfortunately Abiel died shortly the birth of their daughter. In 1835 James married Elizabeth Marsh the daughter of prominent Baptist minister Rev. William Marsh.

In anticipation of their retirement, the Drydens bought land on Cochrane Street in Port Perry from Joseph Bigelow and began making plans to build an impressive Italianate styled home, similar to the neighbouring Bigelow house. Work began in the spring of 1881 but before the building was complete, James died in Whitby on July 31, 1881. He was laid to rest in the Baptist cemetery in Whitby.

John Dryden was the oldest son of James and Elizabeth. John became involved in politics at the age of 24 when he was elected as a city councilor in 1864. In 1879 he was elected as a Member of the Legislature and became Minister of Agriculture in 1890. In that capacity he directed the creation of an experimental farm in Northern Ontario and the town of Dryden was named after him. John was also one of the original members of the Board of Governors of McMaster University in Hamilton. He died in 1909 at the age of 69.

Sir Allan MacNab (Ch. 4)

Allan MacNab was elected to the Legislative Assembly in 1830 and became an immediate opponent of the reformists led by Peter Perry and William Lyon Mackenzie. He was chosen as the Premier of Canada West in September 1854. His involvement in the building of the Great Western Railway is covered elsewhere in this work. In 1856, as Premier and Grand Master of the Masonic Lodge he laid the cornerstone for Cobourg's imposing Victoria Hall. He was joined in that task by the architect Kivas Tully.

MacNab's first wife Elizabeth Brooke died in November 1826 due to complications while giving birth to her second child. MacNab later married Mary Stuart. In this second marriage MacNab had two daughters Sophia and Minnie. On November 15, 1855 Sophia married William Coutts Keppel at the MacNab stately home, Dundurn Castle, in Hamilton. Through this marriage of their daughter, Sir Allan MacNab and Mary are the great, great, great grandparents of Camilla, Duchess of Cornwall, wife of Prince Charles.

Joseph Bigelow

After divesting himself of his financial interests in the railway in 1873, Joseph Bigelow devoted himself to his new task as Reeve of Port Perry. He had been elected to that post in 1872 and was re-elected each year until 1876. He was re-elected again in 1889 and 1890.

Under Bigelow's ownership his Royal Arcade, a three-storey department store, had become the focal point of the commercial section of Queen Street. The building contained the Post Office, for which he was the post-master, and a branch of the Royal Canadian Bank for which he was the manager.

During the depression of 1875 Bigelow suffered some financial losses and eventually sold his Royal Arcade in 1877, the same year that he became a Justice of the Peace. The sale of his Royal Arcade enabled him to build one of the most impressive homes in the community. He hired architect and builder H. R. Barber of Oshawa to undertake the project. Work began on the Italianate styled home on Cochrane Street in the fall of 1876. This stately home remained in the Bigelow family until 1980.

In spite of Bigelow's many successes, allegations of questionable practices while promoting and building the PW&PPR gave voice to many detractors. When he sought election as a member of the Legislature in 1881, he lost his bid, albeit by a narrow margin. Joseph Bigelow retired from his milling enterprises in 1887 but returned to the commercial life of the community again in 1908 by opening an apple evaporating plant.

He died in 1917 at the age of 89. The entire town came out to a standstill for his funeral.

With his death, the Bigelow name passed into history. The Bigelows had four sons: William died in infancy, Charles and Thomas married but had no children and their son George never married. Their daughter Emma married a jeweler, William McCaw and they had eight daughters.

Retrospective

As was pointed out at the beginning of this study, it is unfortunate that so much of the documentation of the PW&PPR has disappeared. Even the newspaper coverage is sporadic as many issues of the newspapers have not been preserved. More documented information on the details of the incompetence, the intrigue and corruption of its directors and contractors would certainly have enhanced this work.

The early directors of the PW&PPR, were men of means from Whitby and Port Perry. They had acquired their wealth and status through success in conventional businesses; general merchants, grain merchants, store keepers, mill owners, bankers and lawyers. Not one of them had any experience in the business of organizing or building railways.

This lack of experience was exacerbated in some instances by a level of arrogance and ambition that made them particularly vulnerable to the numerous railroad promoters who roamed the country promoting a variety of railroad schemes. Some promoters were sincere and legitimate, but many were simply unscrupulous scoundrels whose skills were in their ability to exploit the frailties and vanities of ambitious men.

One factor which links the PW&PPR with most of the railways developed in what is now Ontario is that its directors and owners had a clear link to the government, although not to the coffers of the public purse to the same extent that so many other railway owners and directors had. President, Joseph Bigelow's brother-in-law, Thomas Paxton was elected as a member of the Provincial Legislature in 1867 and held that post until 1881 when he became Sheriff of Ontario County. In his role as MPP Paxton was able to exert some influence on access to public money. While John Dryden was a director and major shareholder on the PW&PPR he was an elected member of the Legislature. However, neither of these two men held much power or influence in the government of the day.

Although the Nip 'n Tuck existed as a mere footnote in the broad spectrum of history of Canadian railways, it remains in some ways a stereotype of the dozens of small lines that make up that history. The PW&PPR and its successors were never profitable. The line continued to lose money due to a number of reasons including corruption, excessive initial debt load, poor construction, the constant need for repairs and the ever-changing economic conditions.

During an era of dramatic change: the growth of the population of the province and the accompanying needs for infrastructure, the construction of roads, the advent of the automobile, the growth of new industries, new sources of income; all had a direct impact on the railways of Ontario including the PW&PPR.

THE NIP 'N TUCK

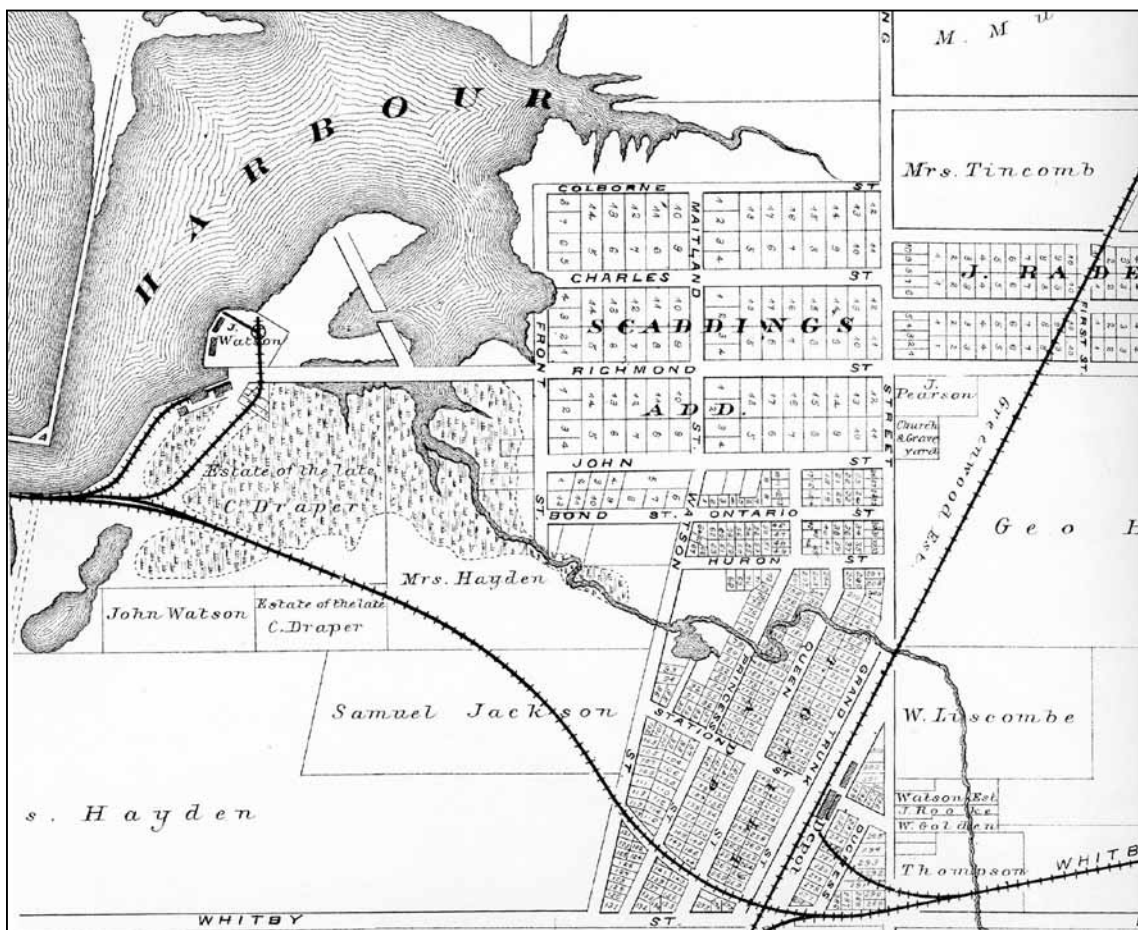
In reviewing the history of the Nip 'n Tuck, it would be interesting to indulge in some speculations, but one rises above the many: if Peter Perry had lived a few more years beyond his death in 1851 and completed his initial plans for a railroad from his harbour at Whitby, northward through Port Perry to Lake Huron, what would have been its effect on local history? This conjecture was considered in Beer's Illustrated Historical Atlas of Ontario County in 1877:

Had Peter Perry been spared ten years longer, the great railway from Whitby to Georgian Bay would have been built: and in all probability, Whitby with its fine harbour and surrounding advantages would be today a city rivalling in wealth and importance the City of Toronto, or at least dividing with the latter the trade of this whole section of the country. ³

Perry's railway would have been one of the earliest in the province and would have certainly reached into vast regions of the province. Without doubt, it would have taken advantage of the height of the lumber trade and would have initially been profitable. As Beers suggested, that railway would have produced dramatically different patterns of economic and social history for this region of the province.

Speculation aside, as we have seen, once the railway was finally operating, the lumber trade in this part of Ontario was well past its peak. The line was a small one and continued to quietly serve the residents of the townships through which it ran. Unfortunately, their demand was minimal and service gradually dwindled.

Ironically, beginning in the late twentieth century, with the huge expansion of our urban landscape, an urgent need for mass transit has returned. Once again, visionaries like Peter Perry are desperately needed. It is to be hoped that they can avoid the human errors that his successors displayed throughout the life of the Nip 'n Tuck.



Whitby Railway lines 1877.

[illegible]

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