

TILLSONBURG
LAKE ERIE
AND
PACIFIC
RAILWAY

C H RIFF

Tilsonburg, Lake Erie and Pacific Ry.

A meeting of shareholders was called, to be held at Tilsonburg, Ont., July 9, to authorize the building of an extension from Tilsonburg to Ingersoll, to borrow money for the purpose and to increase the capital stock. It is stated, but not officially confirmed, that the desired authority was given, that a contract has been let to Dart & Hamilton, of Ridgetown, and that work will be started at once.

August 1901

p 233

Tilsonburg, Lake Erie and Pacific Ry.

Work has been commenced on the extension of this line from Tilsonburg to Ingersoll, Ont., 15 miles by Dart & Hamilton, of Ridgetown, who have the contract for the whole work of clearing the right of way, building culverts, stone work for bridges, ballasting and track-laying. It is to be completed by Nov. 1. The line will run very nearly north from Tilsonburg through the townships of Dereham and West Oxford and the small villages of Ostrander, Mount Elgin and Salford. The maximum gradient will be $1\frac{1}{2}\%$, and the maximum curve 6 deg. 10 min. The country is quite rolling and the gradients will change very frequently. There will be no large bridges; nothing to exceed 16 ft. in length. The culverts will be mostly iron and concrete. The rails will probably be 65 lbs. There will be about 2 miles of sidings. The south end of the extension near Tilsonburg is not settled, the matter being before the Railway Committee of the Privy Council. Bell & McCubbin, of St. Thomas, are the engineers in charge of construction. (Aug., pg. 233.)

September 1901

p 275

Tilsonburg, Lake Erie and Pacific Ry.-

Recent press reports stated that J. Charlton, M.P., was promoting a railway from Port Rowan to Collingwood, and that active building operations had been commenced at the southern termination. The report evidently refers to the T.L.E. and P.R. Co., of which Mr. Charlton is President, which has its line in operation from Port Burwell to Tilsonburg, Ont., 20 miles, and has about completed an extension from Tilsonburg to Ingersoll, 15 miles. This 35 miles of track will give the T.L.E. and P.R. connection with the four trunk lines of Ontario, and the Co. expects to be in a position to command the coal trade of central Western Ontario, and also to supply the C.P.R., the G.T.R., the Michigan Central Ry. and the Wabash Rd. within the same area. At Port Burwell the harbor is approaching completion, and will be the equal of any on Lake Erie, having 18 ft. of water, and a turning basin 360 ft. in diameter, 1,700 ft. inside the ends of the piers. The Co. proposes to establish a coal ferry to one of the U.S. coal ports, either Erie, 40 miles, the nearest, or Fairport, 57 miles, the furthest; with Conneaut, or Ashtabula, lying between them. As to any extension of the line northerly everything is pure speculation.

December 1901

P 359

THE RAILWAY AND SHIPPING WORLD.

There has been some talk of an extension from Ingersoll to Stratford and thence to Collingwood, but there is as yet nothing tangible in the scheme.

Grading was completed early in Nov., and a contract was given to Dart and Hamilton for the tracklaying and ballasting of the extension to Ingersoll. The tracklaying will include 4 miles of siding. It was expected to have this work completed before the end of the season. (Sept., pg. 275.)

At a recent meeting of the Railway Committee of the Privy Council at Ottawa it was agreed between the parties interested that the T.L.E. and P. Ry. should cross the G.T.R. line near the station of the former Co. in Tilsonburg, at right angles, on level crossing, and without grade, and that the former should run its line parallel to that of the Great Western and across the Canada Southern Ry. by an independent subway.

Tillsonburg, Lake Erie and Pacific Ry.

—At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was renewed to this company for an extension of its line from Ingersoll to Woodstock, Ont., nine miles; and a new subsidy voted for an extension from Woodstock to Berlin, or from Ingersoll to Stratford, or to any point on the G.T.R. between these places, not exceeding 35 miles, making in all 44 miles. Negotiations are in progress with the Stratford council with a view to securing a bonus towards the construction of the line through that city. A preliminary survey has been made of a route into Collingwood, from Ingersoll, via Stratford and Flesherton, about 125 miles. Five miles of line north of Flesherton on this route would involve much heavy construction, but on the other parts of the route the work would be light. (Sept., 1903, pg. 307.)

..... **Windsor Ry.**—We

January 1904

TILLSONBURG LAKE ERIE AND PACIFIC RAILWAY

January 1898

p. 68

General Manager Teal informs us under the date May 7 (1898) that about half the steel had been laid on the connection between this line and the Michigan Central Railway and that work was progressing on the substructure of the Otter creek bridge which would be a steel structure 56 feet long made by the Dominion Bridge company. It would rest on thirty cylinders of four feet in diameter which was sunk to the bottom of the pond until they struck clay on the bottom, then they were filled with concrete. The picnic grounds at Port Burwell were being cleaned and the buildings repainted so that everything was in readiness for the summer season. The interlocking plant at the junction of the Tillsonburg Lake Erie and Pacific Railway and the Grand Trunk Railroad Air Line was completed that week.

June 1899

p. 176

The Tillsonburg Lake Erie and Pacific Railway now runs from Port Burwell to Tillsonburg twenty miles connecting at Tillsonburg with the Grand Trunk Railway, The Michigan Central Railway, and the Wabash Railway. The Company wants to extend to Woodstock, and was endeavouring to secure a Government subsidy.

October 1899

p. 297

The Baltimore and Ohio Railway wants to operate the T L E & P.

August 1901

p. 233

A meeting was held July 9th (1901) to build an extension from Tillsonburg to Ingersoll.

September 1901

p. 275

Work was commenced on the line to Ingersoll.

January 1904

p. 9

The TLE&P Railway are planning an extension from Ingersoll to Woodstock.

August 1907

p.587

The TLE&P Railway are looking for a subsidy to extend the line from Woodstock to Stratford to the Grand Trunk Railway.

October 1910

p. 859

The grading and culvert work on the 4.5 miles of line between Code Junction (Zorra) on the Toronto to Windsor was well advanced. The contractors are MacDonnel and Fletcher. This piece of line will connect the Tillsonburg Lake Erie and Pacific Railway now terminating at Ingersoll, with the St Marys and Western Railway now with its eastern terminal at Code Junction (Zorra).

November 1910

p.933

The Tillsonbrg Lake Erie and Pacific Railway were authorized to open the portion of the Ingersoll branch from Ingersoll Junction north 4.8 miles to Code Junction (Zorra).

1904

rs,
ly,
nd
er,
it-
al
m-
ue
er-
m-
id,
ka

Tillsonburg, Lake Erie and Pacific Ry.—
Shareholders of this company have been called to meet at Tillsonburg, Ont., Sept. 20, for the purpose of ratifying a lease of the company's line, etc., to the C.P.R. The T., L.E. and P.Ry. extends from Port Burwell to Ingersoll, Ont., 35 miles, and it has power to extend its line to Collingwood, either via Berlin or Stratford. John Charlton, M.P., is President.

Toronto, Hamilton and Buffalo Ry.—

Tillsonburg, Lake Erie and Pacific Ry.—A subsidy contract has been entered into between the T.L.E. and P. Ry. Co., which is leased to the C.P.R. for 999 years, for the construction of a line from Woodstock northerly to the G.T.R., or from Ingersoll to Stratford, Ont., 35 miles. The T.L.E. and P. Ry. is extending its line from Ingersoll to Embro, where it is to effect a junction with the St. Mary's and Western Ontario Ry., which line will be operated by the C.P.R. when completed.

August 1907

p 587

Tillsonburg, Lake Erie and Pacific Ry. In connection with the construction of the extension of this line from Ingersoll to Embro, Ont., where it will connect with the St. Mary's and Western Ontario Ry., a deputation waited on the Minister of Railways, May 4, to ask that the Government ask Parliament to grant the usual subsidy.

St. Mary's and Western Ontario Ry. The law ratifying and confirming the agreement with the company has been finally passed by the St. Mary's town council. Cheques for the full balance of the loan of \$1000 authorized were ordered to be drawn at the meeting of the council held May 3. A deputation waited on the Minister of Railways at Ottawa, May 6, to ask for the granting of a subsidy in aid of the construction of this line at present under construction from St. Mary's to near Embro, Ont.

MAY 1908 p 337

Tillsonburg, Lake Erie and Pacific Ry. In connection with the construction of the extension of this line from Ingersoll to Embro, Ont., where it will connect with the St. Catharines and Western Ontario Ry., a deputation waited on the Minister of Railways, May 28, 1908, and asked that the Government ask Parliament to grant the usual subsidy.

June 1908

399

Tillsonburg, Lake Erie and Pacific Ry. In connection with the construction of the extension of this line from Ingersoll to Embro, Ont., where it will connect with the St. Mary's and Western Ontario Ry., a deputation waited on the Minister of Railways, May 5, to ask that the Government ask Parliament to grant the usual subsidy.

St. Mary's and Western Ontario Ry. The law ratifying and confirming the agreement with the company has been finally passed by the St. Mary's town council. Repayments for the full balance of the loan of \$10,000 authorized were ordered to be drawn at the meeting of the council held May 3. A deputation waited on the Minister of Railways at Ottawa, May 6, to ask for the granting of a subsidy in aid of the construction of this line at present under construction from St. Mary's to near Embro, Ont.

June 1908

p 399

Ingersoll to Embro, Ont. -An Ingersoll paper says: "If Ingersoll is ever to have a railway running through the district to the north of us and connecting with the main line of the C.P.R. at Embro, she will have to build it herself. . . . That northern country is the only country not having good railway connection with Ingersoll. The only way we can get into close connection with the C.P.R. main line is by constructing a straight line to Embro. And the only way we will ever have such a road is to build it ourselves."

The C.P.R. has a branch line from Woodstock to St. Thomas, Ont., passing through Ingersoll, where the Tillsonburg, Lake Erie and Pacific Ry. from Port Burwell also comes in. Embro is a station on the C.P.R. main line between Toronto and Windsor, and is the point from which a line has been constructed under the T., L.E. and P.R. charter, to the town of Embro, about six miles northerly, connecting with the St. Mary's and Western Ontario Ry., which has been completed and is in operation from Embro to St. Mary's. What the Ingersoll people are therefore asking is for the construction of a line to connect their present lines with the C.P.R. main line and the extension of the T., L.E. and P.R. at Embro station.

December 1908
7865

Tillsonburg, Lake Erie and Pacific Ry.

Application is being made to the Dominion Parliament for an act extending for a further period of five years the time within which the T., L.E. & P.R. Co. may complete the railway it was authorized to construct by sec. 2, chap. 105, of the statutes of 1902. An extension of time for construction was obtained in 1904.

MARCH
1909

Hillsburgh, Lake Erie and Pacific
St. Marys and Western Ontario Ry.
It is reported that work will shortly
start at Code's Junction on an ex-
tension of the line into Ingersoll, Ont.
The T.L.E. and P.R. extends from Port
Burwell to Ingersoll, and in 1908, under

August
1909

RAILWAY AND MARINE WORLD.

p 585

its charter, there was constructed a line
from Code's Junction into Embro village,
connecting with the St. M. and W.O. Ry.,
from St. Mary's to Embro. The construc-
tion of this proposed piece of line would
enable trains to be run through from
Port Burwell to St. Marys.

August
1909

In connection with the projected ex-
tension of the St. M. and W.O. Ry., from
St. Marys westerly to Sarnia, Ont., it is
stated that arrangements are being com-
pleted for the submission, during the
winter, to the taxpayers of various
municipalities of by-laws granting aid
for construction.

We are advised that the extension
from Code Junction to Ingersoll, when it
is constructed, will be undertaken by the
T., L. E. and P. Ry. Up to July 23, we
have been informed, no work on the
extension had been done, neither had
tenders been asked for.

Ingersoll to Code Jct.—The grading and culvert work on the 4.5 miles of line between Code Jct., on the Toronto-Windsor line, and Ingersoll, Ont., is well advanced. The contractors are Maconnell and Fletcher. This piece of line will connect up the old Tillsonburg, Lake Erie and Pacific Ry., now terminating at Ingersoll, with the St. Mary's and Western Ontario Ry., another C.P.R. subsidiary now having its eastern terminal at Code Jct., and will enable trains from St. Marys to be run through to Ingersoll direct instead of to Woodstock as at present.

In connection with the reports that the company contemplated the abandonment of Port Burwell, as a terminal for its cross lake ferry, the Dominion Government has under consideration the building of a 1,200 ft. breakwater at the southwest side of the harbor, with a view of preventing the formation of a sandbar, which is proving an obstacle to navigation.

October 1910

P859

Tillsonburg, Lake Erie and Pacific Ry.

—The Board of Railway Commissioners has approved of a change in the location of the line along Victoria St., Ingersoll, Ont. Plans have been prepared for a station building on the corner of Thames and Carnegie streets..

St. Mary's and Western Ontario Ry.—

A Stratford press report says it is likely that the project to build a line from St. Marys to Stratford will be abandoned, and that a line will be built from Embro through to Midwood, probably via Wellesley, and that the line to Gravel Bend will be located through Carlingford, Russeldale and Exeter.

London Improvements. — Work has been started on the improvements north-east of London, Ont. Several wells are being sunk to give the company its own water supply.

— South — Branch — Since the

December 1910

P 1025

ance against the general contractor, one of the grounds alleged being that the terms under which they started work are being varied, and another that they are asked to purchase all their supplies from the contractor, paying him 15% on the purchases. An appeal is reported to have been made to the Commissioner of Public Works on the subject. (Jan., pg. 23.)

Tillsonburg, Lake Erie and Pacific Ry.—The extension from Tillsonburg to Ingersoll, Ont., 15 miles, has been put in operation for both freight and passenger traffic. The line from Port Burwell to Ingersoll, is 35 miles in length. The Port Burwell harbor is completed. It has a depth of 18 ft., and a turning basin 2,000 ft. from the entrance, 375 ft. wide. The piers are set several feet deep in blue clay, and the work is of a most permanent character. The harbor opens out into deep water, and can be kept open for car ferry purposes throughout the winter. The T. L. E. and P. Ry. crosses the G. T. R. air line, Michigan Central, the Tillsonburg and Brantford branch of the G. T. R., and connects with the C. P. R. at Ingersoll. The projected extension of the Lake Erie and Detroit River

Ry. from St. Thomas to Buffalo will cross the T. L. E. and P. Ry. The T. L. E. and P. Ry. will have special facilities for the coal trade. Port Burwell is 51 miles from Erie, Ohio; 49 miles from Conneaut, Ohio; 37 miles from Ashtabula, Ohio, and 63 miles from Fairport, Ohio. It will furnish commercial coal to the towns upon the route, and to the other towns which may be reached by the Michigan Central, the T. H. and B., and the C. P. R. The road has a charter for an extension from Ingersoll to Collingwood, Ont., about 100 miles. The route selected will be either by Stratford or via Woodstock and Berlin, and bonuses are being asked for. Negotiations are in progress for establishing a car ferry to Port Burwell by putting on a steamer that will carry 30 loaded cars. Either this plan will be adopted or extensive coal docks and packets will be erected at Port Burwell, and hoisting machinery for taking coal from the holds of coal vessels. (Nov., 1902, pg. 387.)

Toronto and Mimico Ry. (Electric)—Surveys have been made recently for the extension of this line from its present terminus, 5.25 miles from Sunnyside, Toronto, to Oakville,

and it was stated that construction will be gone on with in the spring.

Toronto, Hamilton and Buffalo Ry.—The bridge over the Grand river at Brantford has been raised 4 ft., and by the addition of a steel through girder span of 100 ft., making four spans in all. A new concrete pier and abutments were constructed for the additional span. The cost of the whole work was about \$18,000. An addition of 250 ft. to the freight shed at Hamilton has been completed. An addition of a similar size was built about two years ago. (Nov., 1902, pg. 387.)

Toronto, Lindsay and Pembroke Ry.—Plans have been filed with the Ontario Department of Public Works for a section of 20 miles of this proposed line, in continuation of the 8½ miles for which plans were filed in 1901. These plans show a line from Bird creek, to which point the Irondale, Bancroft and Ottawa Ry. has been constructed from the G. T. R. Lindsay-Haliburton branch to Palmer's Rapids. The Ontario Government voted a subsidy to the L. B. and O. Ry. for this piece of line at its last session, reserving running powers over it to the T. L. and P. Ry., and as an alternative permitted the T. L. and P. Ry. to

Construction & Betterment Notes.

THE GRAND TRUNK is putting in 10 additional sidings, with a capacity of 60 cars each, at Belleville, for freight traffic.

INTERCOLONIAL. E. Crossman has a contract for erecting between 3,000 & 4,000 rods of fencing between Moncton, N.B., & Campbellton. A. J. Tingley has the contract for the division between Moncton & Newcastle. The new station at Moncton, N.B., is about finished.

THE MICHIGAN CENTRAL expects to build a bridge over Big Creek, near Tilbury, this year. Bridge Engineer Douglas informs us it will consist either of a single span, 60 ft. in the clear, with steel-plate girders resting on masonry abutments; or it will be made in 2 spans each 30 ft. in the clear. The contract has not been let.

OTTAWA & NEW YORK RY.—The contractors have about 50 men employed on the bridge across the Racket River. The stone for both piers is on the south side ready for use. The excavations on the south side are also made & ready for the concrete & the crushed stone & cement are on the ground. The iron for the Helena & Racket bridges has arrived at Moira on the O. & L.C. Ry. & will soon be put in place.

Chief Engineer F. D. Anthony has furnished us the following particulars: The first shovelfull of earth was moved August 23, 1897. When snow & frost shut the work down for the winter we had accomplished the grading & bridging of the 53 miles between Cornwall & the junction of the Canada Atlantic Ry. near Ottawa, & laid the track on it. From Cornwall south to Moira, N.Y., including Cornwall Island, something over 50% of the grading was accomplished, including the abutments & pier for the bridge crossing St. Regis River. All this work is now being pushed to completion as rapidly as possible, ballasting of the track laid last fall included, over half of which is done. The St. Lawrence bridge work was started last fall with the rest of the work, & the abutments & 2 of the piers in the south channel bridge were completed last fall, & the other 2 piers were carried up above water. These 2 piers will be completed this week. The false work at this point is now going up, & the metal erection will begin this week. The abutments, foundations for viaduct approaches, & the piers for the drawbridge over the Cornwall

Canal, are completed, & preparations for the remaining 4 piers, which will support the cantilever span over the north channel of the St. Lawrence, are well under way. Balch & Peppard are the contractors for the road complete, outside of the big bridges which are being built by U.S. firms. The construction company is called the New York & Ottawa Co.

PEMBROKE SOUTHERN.—It is said that a contract for 5 miles of the Golden Lake end of this line has been let to J. G. Sherwood, of Emsdale, Muskoka.

QUEBEC CENTRAL.—In reference to an item we published last month about a proposed extension of the shops at Newington, near Sherbrooke, General Manager Grandy informs us "it is the intention of the Co. to extend the shops, but at present the work is not going forward."

TILSONBURG, LAKE ERIE & PACIFIC.—General Manager Teall informs us under date of May 7, that about half the steel is laid on the connection between this line & the M.C.R., & work is progressing on the substructure of the Otter Creek bridge, which will be a steel structure 756 ft. long, made by the Dominion Bridge Co. It will rest on 30 cylinders of 4 ft. in diameter, which are sunk in the bottom of the pond until they strike clay bottom, then they are filled with concrete. The picnic grounds at Pt. Burwell are being cleaned & buildings repainted, & everything put in readiness for the summer season. The interlocking plant at the junction of the T. L. E. & P. Ry. & the G.T.R. air line will be completed in the course of a week.

In consequence of the dividing of the C.P.R. Eastern Division lines east of Chalk River between two Superintendents, the east-end dispatchers, J. West, W. Rose & E. Dion, have been moved from Ottawa to Viger Square Station, Montreal.

A persistent rumor has been going round to the effect that the divisional offices of the C.P.R. were to be moved from Vancouver. Manager Whyte assures us there is nothing in it. What probably gave rise to it is the fact that the Co. is making a change in the system of paying Pacific Division employees from payments in cash through the pay car to payment by wages cheque, & it is probable the cheques will be issued by the Paymaster at Winnipeg, who will act for both the Western and Pacific divisions.

G.T.R. C

The G.T.R. has an important change in its system. Sturtevant, the Agent, has adapted a new method of car-tripping to the G.T.R. system of great advantage. It is an immediate defect given car which

There are only two positions in which the new system is perishable goods, fresh fish, glue, goods, butter, high explosives, "rush" goods. position of any goods only by tracing took much time, annoyance & delay to the entire G.T.R. divisions, each by Every train of 10 & all cars numbered at which freight off, are known & assigned certain a certain number.

As each train enters the system to an Agent in Montreal, each car & each train is entered on a board which represents the G.T.R. the names of the fast freight cars are entered according to color, for instance, blue, yellow, etc. The Agent in Montreal keeps the precise record is kept of the divisional run, & each delay of the train & conductor, the supervision, & are at once detected. Herald.

General Superintendent Sturtevant informs us that the standard system of the G.T.R. system

Ingersoll to Code Jct.—The grading and culvert work on the 4.6 miles of line between Code Jct., on the Toronto-Windsor line, and Ingersoll, Ont., is well advanced. The contractors are Maconell and Fletcher. This piece of line will connect up the old Tillsonburg, Lake Erie and Pacific Ry., now terminating at Ingersoll, with the St. Mary's and Western Ontario Ry., another C.P.R. subsidiary now having its eastern terminal at Code Jct., and will enable trains from St. Marys to be run through to Ingersoll direct instead of to Woodstock as at present.

In connection with the reports that the company contemplated the abandonment of Port Burwell, as a terminal for its cross lake ferry, the Dominion Government has under consideration the building of a 1,200 ft. breakwater at the southwest side of the harbor, with a view of preventing the formation of a sandbar, which is proving an obstacle to navigation.

London Improvements.—In an interview at London, Sept. 14, Superintendent McNeillie, stated that he expected to receive orders to go ahead with the improvements at the station and terminals any day. The roundhouse would be the first building to be erected.

A London press dispatch, Sept. 7, stated that plans had been received in the city showing a new station at Quebec road, a 26-stall roundhouse, machine shops, office buildings, and a considerable re-arrangement of the yards.

October 1910

Tillsonburg, Lake Erie and Pacific Ry.—St. Marys and Western Ontario Ry.—The Board of Railway Commissioners has authorized the opening for traffic of that portion of the Ingersoll branch from Ingersoll Jct., mileage 0 to 4.8. This piece of line was built during 1910, and the official report gives the location and mileage as Code Jct. to Ingersoll, 4.88 miles. Ingersoll was the terminal of the old T., L.E. and P. Ry., and Code Jct. is the point where the St. Marys and Western Ontario Ry. joins the C.P.R. main line. By the building of this line a direct connection is given between Port Hurwell and St. Marys, instead of the previous connection via Woodstock.

February 1911

January 29, 1903

A Runaway Engine

Slippery track made it unimaginable and the driver jumped off.

Yesterday morning as a Tillsonburg, Lake Erie and Pacific railway engine with two carloads loaded with lumber and one boxcar was backing down the Tilson siding to the mills, the engine became unmanageable and started down the grade.. Engineer Richards reversed but the rails were slippery and when he saw the engine could not be controlled, he jumped.

The train backed down to the mills at a good rate of speed and ran into some cars being loaded with flour. Mr Mean who was packing the barrels in the car was seriously injured and two other men Marcle and Raison were also hurt.

AND CANADIAN DAIRYMAN

INGERSOLL, ONTARIO THURSDAY MAY 11 1911

FIREMAN FELL FROM ENGINE

**Travelling 40 Miles an Hour -
Was Uninjured and Caught
Back End of Train.**

London, May 8.—To fall from an engine going 40 miles an hour, roll over a couple of times, get up and catch the back end of the train before it had stopped, crawl over the cars to the engine and then start working was the experience of William Young of Windsor, fireman on number 416 freight from Windsor, Friday afternoon.

As freight number 416 was passing Jesmette's Creek, Young was standing between the tender and the engine when the train struck a curve and a sudden lurch of the engine threw the fireman out.

G. Richardson, the engineer, immediately reversed his engine and applied the brakes but when he looked around he saw his fireman climbing on to one of the cars at the end of the train. He ran over the train, climbed down into the engine and started to shovel coal into the firebox without looking at or speaking to his mate.

After the freight reached Chatham he noticed that he had lost his hat. He turned around and asked the engineer where it was, saying that he must have lost it after they had left Windsor.

For the first time the engineer noticed that his fireman was in a dazed condition and did not know that he had fallen, or that he was hurt. When the train reached London the man was sent to a physician, who examined him and found that outside of a few scratches on the head and a bruised arm the man was uninjured.

MICHAEL ENRIGHT DEAD

CALLED BY DEATH IN C. P. R. STATION

**Geo. P. Wagner, of Toronto, Fell
Dead, While Waiting for Train
This Morning.**

From Saturday's Daily
The death summons came to Geo. P. Wagner, of Toronto, without any warning as he was sitting in the waiting room of the C.P.R. depot here this morning. Mr. Wagner entered the station shortly before eight o'clock and sat down on one of the seats. A minute or so later he was seen to fall back, and as he was breathing heavily Mr. Andrew Dunn, of North Oxford, who happened to be on the platform rushed to his assistance. When he reached the stricken man he was breathing faintly and as he endeavored to raise his head he expired.

The deceased was a chartered accountant with the firm of A. C. Neff & Co., Toronto, where he resided. He came to Ingersoll yesterday from Guelph, where he had been auditing the books of the Standard White Lime Co., of that city. His mission here was to go over the books of the branch business of the firm at Beachville. He finished his task yesterday and this morning he intended returning to Guelph to complete his work. He was waiting for his train when called by death.

The deceased was in the neighborhood of 60 years of age and is survived by a widow and a grown up family. The remains were removed to McIntyre's undertaking parlors and will be taken to Toronto today. The deceased had audited the books of the Standard White Lime Co., of Guelph for years and he is highly spoken of by members of the firm.

GIVEN THREE MONTHS

DIVERGENT RACES WILL RETAIN UNITY

**Rt.-Hon. James Bryce Thinks
Bonds of Empire Are in
No Danger.**

Toronto, May 9.—"Shall the people of Great Britain, of Australia and New Zealand, of Canada and Newfoundland of South Africa, become, in time, divergent types of race, to the detriment of the bonds of Empire? The phenomena in this respect are only beginning to show, and we are not yet able to weigh the physical influences of climate and conditions against the intellectual and moral effects produced by the growing ease of intercourse, a common literature and a common public opinion, in order to decide how they will effect this tendency towards divergence. I am inclined to hope and believe that the difference will never be marked, and I feel pretty confident that there will be no such divergences of type as to make it difficult for these British stocks to understand each other. I certainly don't think it will be such as to make political unity throughout the Empire any more difficult than it is now."

Such was the confident view of the Right Hon. James Bryce, British Ambassador at Washington, expressed in the course of a scholarly address before the Canadian Club yesterday.

Mr. Bryce briefly referred to his work in behalf of the Empire at Washington before launching into his chief topic. He believed that three-fourths of his work was done for Canada, in the person of an intermediary in questions which affected the two nations, arising out of the common boundary of nearly 3,000 miles. His was but as much the Embassy of

BOARD WILL

**Ingersoll A
dustrial S
Will be**

From
Having felt
er's ink and
portance of
Board of Tr
vertise Inge
pages with
dustries to
chief matter
poned meetin
lution to the
to the credit
mittee was u

Mr. H. Rie
gersoll's adv
trial standpoi
der to get in
ing firms see
cessary to ad
been followe
number of
lieved that it
too had a rea
ey at their d
sible to do g
WILL

At a previo
ried that the
proach the
grant of \$3
W. J. Elliot
tion was to
there should
cil would so
He believed
grant at leas
propriated b
tising purpo
judiciously u
could probab

Several con
of minor imp
The accoun
was read an
The Secret
with for 25

COLLISION IN C. P. R. YARDS

Coach and Baggage Car of Port
Burwell Train
Wrecked

From Friday's Daily.

At ten o'clock this morning a heavy coal train from Port Burwell crashed into the coach and baggage car of the Port Burwell train. As a result the two cars were badly wrecked, and slight damage was done to the engine of the coal train. The railway men saw the collision could not be prevented and they jumped. No one was injured. The coal train was in charge of Engineer Furrill and Conductor J. Larkin, of London.

It is said that the engineer of the coal train lost control of his heavy train and was unable to stop. The passenger train was being moved from the main line of the Port Burwell branch to the main line of the St. Thomas branch to allow the coal train to pass through the Ingersoll yard.

The auxiliary train has been at work at the scene of the wreck since shortly after the accident occurred and it is expected that the line will be cleared about three o'clock this afternoon. It was necessary to hold both the Port Burwell and St. Thomas trains due to leave here at 11 o'clock a.m., until the track was cleared.

BIG CONGREGATION AT UNION SERVICE

Members of Town Council, Militia
Officers and Boy Scouts Attend
Coronation Service in
a Body.

From Friday's Daily.

There was a large congregation present at the union Coronation service held in St. James church yesterday morning at 10.30 o'clock. The members of the Town Council, local officers of the 24th Greys Horse, members of the Board of Education and the Boy Scouts attended in a body. All the local ministers took part in the service. Rev. R. J. M. Perkins took charge of the service, Rev. H. B. Christie and Rev. C. J. McLean read the Scripture Lessons and Rev. Alfred Bright preached the sermon. The service was appropriate in every way being conducted from a special order of service prepared for Coronation services in the different Anglican churches throughout the Diocese of Huron.

THE SERMON.

Rev. Alfred Bright took for his subject "How Can I Best Serve My King?" and his discourse was interesting and appropriate. He said in part;

Friends, we are gathered here today in honor of the crowning of King George V, and his Consort, Queen Mary. The Canadian people...

TROUBLE

inayra which is relating to in fleet that to believe it ie made out Montreal Wit- ie family as ident Castro k of powers may expect ar relations lasts. As a ears that the unboats are ilors and are hat some of have wasted Lord Lands- United Club forebearing th the wasp- ist, in spite of British sub- . The qual- ed to Vene- or neighbors

Death of Principal MacVicar.

Montreal, Dec. 15 — Rev. Dr. D. H. MacVicar, Principal of the Presbyterian College was found in a dying condition in his private offices at the college shortly before six o'clock this evening, and died a few minutes afterward. Earlier in the afternoon Dr. MacVicar attended a meeting of the French evangelization board at Knox church and seemed to be in his robust health. He was to have lectured at the college at five o'clock, but did not put in an appearance, and later was found unconscious in his study. The news his death caused general surprise and regret as he was one of the leading figures in the city life, besides being a prominent figure in the Presbyterian Church of Canada.

Death of Mr. W. A. Beckett.

Word was received by Miss C. Kline a few days ago, of the death of her nephew, Mr. W. A. Beckett, in California. Mr. Beckett was stricken

Fatal Accident.

An accident happened on the Tilconburg and Lake Erie railway at Ingersoll on Monday, by which conductor Mulvey, of the C. P. R., had one arm taken off and the other badly bruised. At this point the T. & L. R. use a portion of the C. P. R. tracks, and the accommodation train passing here was run on the siding to keep the line clear for the regular passenger train from Woodstock. Mulvey was on the top of the freight assisting the crew when the car jumped the track and rolled into the ditch, carrying Mulvey with it and inflicting these serious injuries.

The Ingersoll Chronicle on Tuesday says:—Conductor Mulvey died at the sanitarium at ten minutes past two o'clock this morning. Up to a short time before he occurred his death was unexpected. He withstood the operation well and his recovery was expected.

—After a trial of over six years the English board of Education has decid-

AY, NOVEMBER 20, 1902

REFERENCE.

in a speech be-
ub at the An-
aturday even-
e union of the
na, Porto Rico,
against the
means of ex-
supremacy of
t, speaking of
ee trade should
on only on con-
the American
t Britain. He
lonroe doctrine
ell as the Coun-
outh America,
ver make its
nies oppressive
of the United
e above The
an says:
imagines that
into such an

Railway Extension.

Toronto Globe: An important rail-
way extension is under contempla-
tion affecting western Ontario. It is
no less than the construction of a rail-
way from Tillsonburg to Collingwood,
an extension of the line between Port
Burwell and Tillsonburg, which is now
being built to Ingersoll. President
Teall was in the city on his way to
Collingwood and conferred with the
Public Works Department respecting
plans and surveys of the country to be
traversed. This line would be an im-
portant link between the Lake Erie
car ferries, and the Georgian Bay
counties for the shipment of coal and
for general communication between
the northern and southern sections of
western Ontario. The distance from
Port Burwell to Collingwood is about
135 miles.

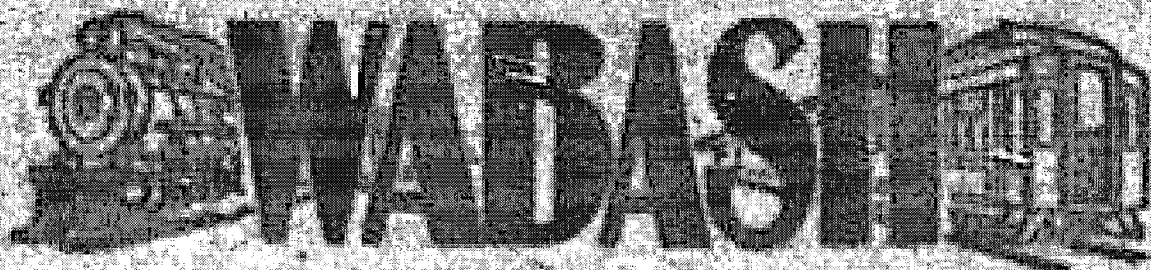
Asthma Can be Cured

Thousands of testimonials conclude



Is the
South
ous E
Egypt
nia, t
Your
the fa
troit
desti
lines.
the V
try, c
spect
tickle
Fu
agen
N.E.
and

—THE—



RAILROAD

Is the great winter tourist route to the South and West, including the famous Hot Springs, Ark.; Old Mexico, the Egypt of America; Texas and California, the lands of sunshine and flowers. Your particular attention is called to the fact that passengers going via Detroit and over the Wabash reach their destination hours in advance of other lines. The new and elegant trains of the Wabash are the finest in the country, everything first-class in every respect. All round trip winter tourist tickets are now on sale at lowest rates.

Full particulars from any railroad agent, or J. A. Richardson, D.F.M., N.E. Cor. King & Yonge Sts., Toronto, and St. Thomas.

G. W. HARE & SON,

Agents, Tillsonburg

GRAND TRUNK RAILWAY

G. W. HARE, Agent,
Tillsonburg

MICHIGAN CENTRAL

"The Niagara Falls Route."

CENTRAL STANDARD TIME.

Trains leave Tillsonburg station as follows:

GOING EAST

Way Freight No. 40 † 8.36 a.m.
American Express 32 † 10.30 a.m.
Atlantic Express 36 * 2.02 p.m.
Mail & Accommodation 8 † 3.03 p.m.

GOING WEST

Mail & Accommodation † 8.00 a.m.
Fast Western Express, 23 * 8.36 a.m.
Way Freight 41 † 12.30 p.m.
Pacific Express 37 * 3.51 p.m.

* Daily. † Except Sunday. ‡ Daily except Monday.

No. 23 (8.41) stops to let off passengers from east of Niagara River and T. H. & B. points.

No. 37 (6.29) will stop for passengers for St. Thomas and west, and to let off passengers from T. H. & B. points and east of Niagara river.

Best and quickest service to Toronto

E. O. JACKSON, Town Agt., Tillsonburg

O. W. RUGGLES, G. P. & T. A., Chicago

S. H. PALMER, C. P. A., St. Thomas

Tillsonburg, Lake Erie & Pacific R'y

TIME TABLE.

North	(Eastern Standard Time)	South
A.M. P.M.		A.M. P.M.
9.15 4.15	Tillsonburg, M.C.R.	9.25 4.22
9.16 4.16 dp	Tillsonburg, P.B.Jc. {	9.26 4.23
7.15 4.00 ar.		8.12.26 3.50
6.50 3.30	Tillsonburg L. L.	7.40 7.00
6.43 3.20	Acacia (F)	7.43 7.03
6.36 3.15	Eden	7.50 7.10
6.28 3.05	Stratfordville	7.59 7.20
6.21 2.55	Griffith's Corners (F)	7.55 7.25
6.15 2.50	Vicenna	7.50 7.20
6.10 2.40	Port Burwell	7.45 7.10

(F) - Flag station. Trains on this line make close connections with trains on the W. beach Grand Trunk and Michigan Central Railways.

A. L. BAKER, JOHN H. TEALL,
Gen. Freight and General Manager,
Passenger Agent, Tillsonburg. Tillsonburg

—\$2.20 will secure the Liberal and the Toronto Daily Star for one year.

The King's birthday, Nov. 9th, will not be observed as a public holiday in Canada.

The old settler's theory is that Oct. thunder means a mild fall, and the many who have empty coal bins will hope that this theory proves true.

Wind was better, because of corner of the station roof.

The offices of the engineers of the T., L. E. & P. railway's line to Port Burwell have been removed from W. S. Law's custom offices and permanently established in the rooms over McDonald's drug store, on the opposite side of the hall from The Observer office.

Full
Retail
y at
ter,
Was
Cira
to;
Tor
APP
Bro

Construction on the T., L.E. & P.R.R. is being pushed on. Seventy-five teams and over 100 men are already employed, and the contractors will shortly employ 60 more teams for wagons and scrapers. Timber and pipes are now being delivered along the line for culverts and bridges. Preparations are being made to begin pile driving at the Little Otter Creek bridge.

A new line untearable Tweed Suits to order \$15.00 at NORTHWAY & ANDERSON'S. Have a pull.

September 13
1895

paying
taxes,
and with
s added
l. The
ponse so

the new
t
RSON'S.

tries in
show
rly as
, where
entries,
only \$3

ll wool,

e travels
a City.
s recent
e he has
a cousin,
of this

Hose.—

Garden Tools, — Lawn Hose
a specialty, at Haney & Co's.

It is reported from Port Burwell that some American railway capitalists, interested in the coal trade, have been in that village recently considering its facilities for the shipping of coal across the lake into Canada via the port, in a similar manner, doubtless, to the operations in Port Dover. The success of such a scheme will, of course, require railway connection, and this will be afforded by the new road now building, thus including Tilsonburg in the boom. The American excursion traffic at Port Dover on the large and elegantly appointed coal ferry steamers now running to that port from Combeault has been very extensive during the short time the route has been established, and the boats are built to run all winter, having special ice-cutting attachments. The result of the magnates' conference will be watched for with great interest by both Tilsonburgers and Port Burwellites.

197 pairs sample Gloves and Mitts at 15c, 25c and 35c per pair, about half regular value, at

Mr.
move
wich,
thour
& Sir
and C
C. Ha
false
prose
ing li
bered
ceren
soll j
few
a wa
of I
steali
any
tions
Tilso
on a
was
the c
was
failed
am i
of in
getti
ting

September 20
1895

October 15 1895

LOCAL MISCELLANY

REITERATION is the secret of the advertiser's power.

Wanted, good general servant. Apply to Mrs. Wm. McDonald, Tilsonburg.

Tilsonburg Council, No. 14, C.O.C.F., initiated one candidate on Monday evening.

Chas. Shillington has disposed of his stock of confectionery and cigars to Chas. Snell.

Prof. Mortimer, the celebrated Hypnotist, in the Music Hall, Tilsonburg, Saturday evening.

Wanted, at once, a girl to do general housework. Apply to Mrs. E. C. Jackson, Tilsonburg.

A little son of Mr. Ira McMehan fell while playing in the school yard the other day and broke his arm.

The house cleaning fever has struck the Methodist Church and everything will be freshened up by Sunday.

The smoke stack on Tillson's pea mill was pulled over into a tree one day this week by a car striking a guy wire.

The Queen's hotel barber shop has been

R. D. Spence, Esq. of Toronto will recure in the Methodist church on Wednesday evening next the 23rd inst., under the auspices of the Epworth League society, on "The Temperance Movement in Canada." A musical program will be presented. Silver collection at the door.

Some of the timbers of the little Otter Creek bridge which is now being built by the T., L. E. & P. Railway Co., became loosened last week and fell down, breaking into pieces, but fortunately not doing any damage to the men at work. The bridge will be finished in a few days.

Boys' Suits, nice assortment, prices low. BRASHER.

A good old fashioned siege of house cleaning at the Public Library last week has banished all signs of dust, the old magazines and illustrated papers have been sent away to gladden the eyes of hospital inmates and the lending of books is again under way in surroundings as neat as a new pin.

The following county officers where elected at the annual convention of the Oxford W.C.T.U. unions held at Embro last week, a full report of which will be published next week :—President. Mrs. B. D. Livingston; vice-president. Miss A. Polder, Norwich; secretary. Miss Polder, Norwich; treasurer. Miss Polder, Norwich.

 PORT BURWELL.

Miss S. Swan spent Monday and Tuesday in Aylmer with Mrs. White.

Mrs. Carey left for London on Wednesday morning to spend a few days with friends.

The schooner "Sarah" is here undergoing repairs for damages she received in the Detroit river from a large barge.

The Rev. R. P. Carey was in St. Thomas on Saturday and Sunday and occupied the Baptist pulpit. He returned home on Monday.

The railway is progressing finely, and we soon expect to hear the whistle and see our Tilsonburg friends down here. We have waited long for the road but Patience will be at last rewarded.

The Rev. D. Spencer of St. Thomas preached the funeral sermon of Mrs. Hobbs of Lakeview on Sunday morning to a large audience in the Baptist church from Matt. xxv., 21: "Well done, good and faithful servant."

The Rev. D. Spencer preached the anniversary sermon at the Baptist church on Sunday evening. The text was Titus ii., 1-2. The sermon was a grand and good one. He remained and gave us a lecture on Monday evening on the peculiarities of peculiar people, which was very much enjoyed by those who attended. He also sang a beautiful song entitled "The Two Lives," which was finely rendered. The collections for Sunday and Monday evenings amounted to \$16.

EX-AMI.

 GLENMEYER.

Mr. Reid's sorghum factory was burned to

of the publication and distribution of historical sketches above referred to.

RAILWAYS.

Although in the past a majority of us thought that the county of Elgin was supplied as far as railway service was concerned, recent activities show that there is still room for further development of this line. A railway is at present under construction from the town of Tilsonburg south to the village of Pt. Burwell, in township of Bayham. This has been arranged by bonuses granted by the township of Bayham and village of Vienna, sections of adjoining municipalities. In connection I desire to refer to the able efforts of Mr. Teall, the reeve of Vienna, as general manager of the road, as it is his persistent efforts that the residents of eastern sections of the county will, in a short time, be independent of the fast disappearing relic of the past, a "stage coach," which many of us have never seen. In the surveys are now being made for the extension of the Lake Erie & Detroit River Railway, from Ridgelytown east to connect with the London & Pt. Stanley Railway, in township of Yarmouth. This will result in competition in the western part of the county, which is always beneficial. These railways, with a proposed Radial Railway for which charters have been obtained, will do much to increase the commercial prosperity of the county, and make Elgin the most progressive section of the Province of Ontario.

PROPOSED LEGISLATION.

As is customary for the Ontario Legislature to revise and consolidate the School Act every five years. Following this plan the act may again be revised during the session of the Legislature. I would suggest that the Petitions and Legislation Committee bring in a report as to necessary amendments of the School Act, and that all members who desire changes in any of the provisions should see that their ideas are embodied in the report of this committee, and in that report brought before the council for consideration. I believe that as it is the opinion of the public generally that the standard of public schools should be elevated, and the higher branches of education should be made more self-sustaining, any recommendations passed by the council during

NOVEMBER
25
1895

Tilsonburg
Observer

COLLISION IN C. P. R. YARDS

Coach and Baggage Car of Port Burwell Train Wrecked

From Friday's Daily.

At ten o'clock this morning a heavy coal train from Port Burwell crashed into the coach and baggage car of the Port Burwell train. As a result the two cars were badly wrecked, and slight damage was done to the engine of the coal train. The railway men saw the collision could not be prevented and they jumped. No one was injured. The coal train was in charge of Engineer Furriff and Conductor J. Larkin, of London.

It is said that the engineer of the coal train lost control of his heavy train and was unable to stop. The passenger train was being moved from the main line of the Port Burwell branch to the main line of the St. Thomas branch to allow the coal train to pass through the Ingersoll yard.

The auxiliary train has been at work at the scene of the wreck since shortly after the accident occurred and it is expected that the line will be cleared about three o'clock this afternoon. It was necessary to hold both the Port Burwell and St. Thomas trains due to leave here at 11 o'clock a.m., until the track was cleared.

June 29, 1911

PORT BURWELL

Mr. Joseph Adair of Hawtry returned home on Saturday after spending a few days with his mother.

The family of Mr. Ernest Nickerson moved into town Friday evening. He is the fireman on the train.

Mrs. P. R. Carey returned home on Monday from London where she had been to get medical treatment for little Roy.

Mr. Ney Chute took Elias Redker to St. Thomas on Monday the 30th inst., he being somewhat wrong in his mind again.

The Rev. P. R. Carey gave us a good address on "Helps and Hinderances in the Christian Life." The text was Heb. 1-12.

Our mud was quickly converted into a solid state by the fall in temperature and the high wind of last night and to-day which is still very high at time of writing.

The Christmas entertainment was a grand success. The children did well in every department and they did well financially also. The receipts at the door were \$26.

Our first passenger train left on Tuesday morning for Tilsonburg, and it is with a great deal of pride and thankfulness that we view this fine road, completed in so short a time after patiently waiting for it for so many years. We trust that Messrs. Law and Teal may long be spared to enjoy it.

EX-111.

JANUARY 3
1896

TILSONBURG
OBSERVER

estate in
member
of the Cl
married
brothers
A nephe
here. T
Rouson.
Cowans
Chosen
to a sist
A sho
over the
rooms o
by Rev.
Shaw, a
and citi
the B. A

Ladies Dongola L...
worth \$1.75. at ZANT'S.

The T. L. E. & P. railway company have
borrowed an engine from the Grand Trunk
company and it is now drawing the con-
struction train on the new line as far as
built. Residents of Eden opened their eyes
in awed delight on Wednesday night as the
toot of the engine whistle greeted their ears.
The rails are now laid to Eden crossing.
The working force continued operations till
half-past six in order to get it completed so
far.

Ladies need not wait for Millinery.
Orders can be executed at any time.—
BRASHER.

October 25 1895

... .. New York and

The Tillsonburg, Lake Erie & Pacific Railway

In the railway building boom of the latter 1800s, the concept of building feeder lines to the larger trunk systems was not confined to reaching into undeveloped regions for natural resources. Indeed, many communities, especially in the southwestern Ontario were desirous of obtaining a line of communication southward to the shipping of Lake Erie and trade with the highly industrialized states of New York, Pennsylvania and Ohio. A major consideration in this regard was to be coal and anthracite from the mines of Pennsylvania and Kentucky.

As early as 1871, a company was incorporated under Provincial Statutes by the name of Port Burwell & Ingersoll Railway. By its charter this rail line was authorized to connect with its namesake points and to extend from Ingersoll to a connection with any trunk railway.

Nothing came of this plan, but in 1890 a similar idea was conceived by a group of Tillsonburg promoters, namely: J.C. Ross, W. Macdonald Jr., William S. Law, E.C. Jackson and G.W. Hare. On March 26, 1890, by Dominion Act 53 Victoria, Chapter 56, the Tillsonburg, Lake Erie & Pacific Railway Company was incorporated with authority to build a line of railway to connect the waters of Lake Erie at or near Port Burwell, with the Canadian Pacific Railway at or near the Town of Woodstock or Ingersoll. Charter powers also gave the company the right to form a junction with the lines of the Grand Trunk, Canada Southern and Canadian Pacific Railways, all of which it would cross. The distance was given as 40 miles from Port Burwell to a junction with the CPR.

The original petitioners became provisional directors of the company and it was announced to the Minister of Railways and Canals on May 23, 1891, when petitioning for subsidy, that arrangements had been made with the Grand Trunk for construction and operation of the road. It was anticipated at this point in time that the projected railway would become an extension of

the GTR's Brantford, Norfolk & Port Burwell line which had been the Great Western Railway's connection to Brantford from its loop line at Tillsonburg, prior to amalgamation with the GTR. The "Loop Line," as it came to be known was incorporated in 1869 in the interests of the Great Western Railway and opened to traffic 15 December 1873, as the Canada Air Line Railway, a high speed direct route from the GWR main line at Glencoe to Canfield and connections to Fort Erie.

Pledges for municipal bonuses had been taken to the extent of \$57,000 from the municipalities of Tillsonburg, Vienna, Bayham, Malahide and Houghton Township, followed by appeals to the Minister of Railways and Canals for the usual subsidy of \$3,200 per mile for a distance of 16 miles. The most important structures on the line would be two 600' bridges 60' high over the Big Otter and Little Otter Creeks.

By October 1892, a subsidy for the line had been voted along with the promise of the municipal bonuses, but for some reason the Grand Trunk did not now want to honour its commitment to build and operate the TLE&P. On the 17th, the provisional president William S. Law wrote a letter to the Department of Railways and Canals, asking if the government would consent to construction of an electric railway in place of steam, utilizing existing public roads for rights of way. The answer to this of course was an emphatic, "cannot be considered at this time."

By May 1894, survey of the route was underway, but not much else transpired during that year. In 1895 however, arrangements for the acquisition of land and a beginning on construction for July 1 was negotiated and by November 4, a letter to Collingwood Schreiber advised that the road would be ready for an inspection between December 19th and 24th. On December 31, 1895, the 16 miles of line from Port Burwell to Tillsonburg was inspected by Thomas Ridout

...io reported that the railway was in sufficient condition for an opening to traffic, with a speed restriction of 20 to 25 miles per hour until the final lift of ballast was completed.

The sharpest curve was 6° and the maximum grade was 1%, using 56 lb. rail on oak, chestnut, cedar and hemlock ties placed at 2640 to the mile in 8" of ballast. The major works on this section of the line were two trestles at Little Otter Creek, 780' long and 85' high, and 80' long and 15' high respectively, and a 65' high trestle at Teal's Creek 465' long. Both structures were constructed of 1st class white pine. It was noted that some sections of right of way had not been cleared of standing trees, but arrangements had been made with local farmers for the cutting of this timber during the winter months. The roads connected to the GTR Air Line (Loop Line) east of the Air Line station.

A report on the stations and building along the railway was given as follows:

- 0 miles, Port Burwell — good station house, freight shed and 1500' of sidings. There is also a two stall frame engine house and turntable along with a 20,000 gallon frost proof water tank, pumped by windmill.
- 2 miles, Vienna — station house and 800' of sidings.
- 5.25 miles, Griffin's Corners — small house and 300' of sidings.
- 8.0 miles, Straffordville — station house and 800' of sidings.
- 11.5 miles, Eden — station house and 600' of sidings.
- 12.75 miles, Acacia — Flag stop.
- 16 miles, Tillsonburg — Grand Trunk station is used, 1800' of sidings.

The railway was approved for opening as of January 2, 1896, and a subsequent Order in Council approved a subsidy payment of \$51,200. The officers at this time were Robert Jenkins and William S. Law, president and vice president respectively with James Hardy as secretary and John Teal as general manager.

At this point the Tillsonburg, Lake Erie & Pacific Railway was completed only to a junction with the Grand Trunk Air Line to the south of Tillsonburg. A further distance of some 3 miles remained in order to make connection with the GTR's Brantford branch, although the latter company had its own connection between the two points. An agreement dated January 6, 1896, allowed the trains of the TLE&P the use of this connection for which it was to be charged a fee, in addition to a \$2,500 monthly charge for use of the GTR terminal facilities. The agreement also pro-

vided for the rental of an engine and rolling stock to the TLE&P, at a further cost.

In March a wye was constructed at Tillsonburg and in May 1896, an appeal was made to the Minister of Railways and Canals for a double subsidy to aid in the construction of nearly 3½ miles of line, to a connection with the Michigan Central (Canada Southern) Railway. Though short in distance, the projected extension involved some very heavy bridge work over a ravine. It was announced also that it was the company's intention to develop a coal carrying route in conjunction with lake traffic and northward extensions of the railway were contemplated, along with docking facilities at Port Burwell. The maximum grade on the Tillsonburg extension was to be 1% with 6° minimum curvature except at the wye junction with the Loop Line which involved curves of 7 and 8 degrees.

The first annual report to the Department of Railways and Canals for the six months ending June 30, 1896, showed the company as owning 1 engine, 1 engine hired, owning 1 passenger coach and 1 hired, 1 combination car, 2 box cars, 20 flat cars and 2 tool cars. Earnings in this period totalled \$3,050.25 against expenses of \$3,616.00.

On October 21, 1897, a contract was let for the construction of 3.75 miles of line from the GTR Loop Line through Tillsonburg to a connection with the Canada Southern Railway. This latter road had been built in 1871-72, as a high speed direct route in the interests of the Michigan Central Railway, from Amherstburg to Fort Erie in competition with the Great Western Railway's Canada Air Line. The projected extension of the TLE&P was to be subsidized at the rate of up to \$6,400 per mile by the Dominion Government. At the same time a \$2,000 per mile subsidy was voted for a total distance of 19.5 miles by the Ontario Government, along with a \$10,000 bonus from Tillsonburg.

In 1897 the company owned a 100,000 bushel grain elevator at Port Burwell and 50,000 bushel elevators at Vienna and Straffordville. In this year earnings of \$6,877.17 were still well below operating costs of \$7,474.42, but the following year and thereafter, the company began to show a profit.

By April 1898, the 3¼ mile extension through Tillsonburg was under construction, with the steel bridge across Big Otter Creek expected to cost \$20,000. This bridge was a deck plate girder consisting of twenty one 36' spans on 20 steel bents, resting on concrete filled steel cylinders driven through 6' of sand into hard clay. The

to arrange for an inspection of the line before the end of the year. As the town bonus was conditional upon a train being operated into the municipality before that time, the company was most anxious to comply with this very important prerequisite.

Inspection of the road was made by E.V. Johnson and an opening to traffic was approved for December 31, 1898. In his engineering report to Schreiber dated 9 January, 1899, Johnson noted that the actual length of the new extension was 3.41 miles. Rail used was 65 lb. As stated by the inspector, the road was built according to the subsidy agreement, with the exception of the bridge which had not yet received formal approval, though operable. The total length of railway in operation was now 19.41 miles.

During this period of new construction, the company had not been sitting idle. Strong attention was now being directed to a further extension of the railway from Tillsonburg toward Woodstock. The usual petitions for subsidy were made to the government and the Town of Woodstock made appeals for subsidy on the railway's behalf. The Town of Ingersoll countered this by passing a resolution on May 23, 1899, to bonus \$20,000 to a continuation of the line if the railway went there instead. Ingersoll contended that surveys to that area made in the early 1880s indicated no major engineering works or streams of consequence to be crossed. Such a line if built to Ingersoll, would run through country that did not have rail service, as opposed to going to Woodstock. A route to the latter place would roughly parallel the existing Grand Trunk line to Tillsonburg.

As if in answer to the lobbying from Ingersoll, the TLE&P began surveys to there under T. Mackie C.E. By March 20, 1901, plans, profiles and books of reference were sent to Collingwood Schreiber, for a located line with a 1% maximum gradient with minimum curvature of 5° (1146' radius), except at Ingersoll where a curve of 7° was necessary at the connection to the Canadian Pacific's St. Thomas-Woodstock line, this was to be known as Ingersoll Junction. The distance from Tillsonburg was 15.33 miles and the route passed through the villages of Ostrander, Mount Elgin and Salford. These plans were approved October 2, 1901, and an agreement for the double subsidy was approved on 15 October 1901.

A construction contract was let to James Dart

end of the line, harbour work previously commenced was now approaching completion. This project provided slips of 1700', a 360' diameter turning basin and 18' of water and was said to equal any such facility on Lake Erie.

By June 1902, although the work was well in hand, the company applied to Parliament for a time extension for completion of its road into Ingersoll and also applied for authorization to extend the railway within 5 years, to Collingwood on Georgian Bay, via Embro and Stratford. The following January Parliament voted a subsidy of \$3,200 per mile for an extension to Woodstock and Berlin (Kitchener), or from Ingersoll to Stratford or any point on the Grand Trunk in-between, not to exceed 44 miles in total.

Meanwhile the extension to Ingersoll was completed, but not fully ballasted. This work was inspected by government engineer T.L. Simmons on December 13, 1902. Under the same date, Collingwood Schreiber issued a directive that the railway was approved for an opening to traffic, subject to a speed restriction of 20 M.P.H. The following June ballasting was completed and by November all other final touches to the line had been attended to. The work was again inspected by Simmons who reported on 9 December, 1903, that all contractual obligations had been met and recommended a lifting of the speed restriction. Subsidy payments on this section were made on July 13, 1904, for an amount of \$44,160 and an additional \$4,000 in October for a total of \$48,160.

The length of railway now in operation amounted to 35 miles. The company owned 4 engines, 4 grain elevators with the addition of a 50,000 bushel structure at Mount Elgin and in this year, negotiations were under way for a lease of the Tillsonburg, Lake Erie & Pacific Railway to the Canadian Pacific. On 23 December 1904, the Board of Railway Commissioners approved an agreement of lease by the CPR dated 6 October 1904, for 999 years. This little local railway after just 9 years of operation and progressive expansion, was now a part of a much larger system, and the coal traffic envisioned by its promoters would be a major commodity handled by the Canadian Pacific, over the line from Port Burwell.

Though now under different control, the plan to extend the TLE&P Railway northward was very much alive. Early in 1905, a route map for a location through Ingersoll and crossing the

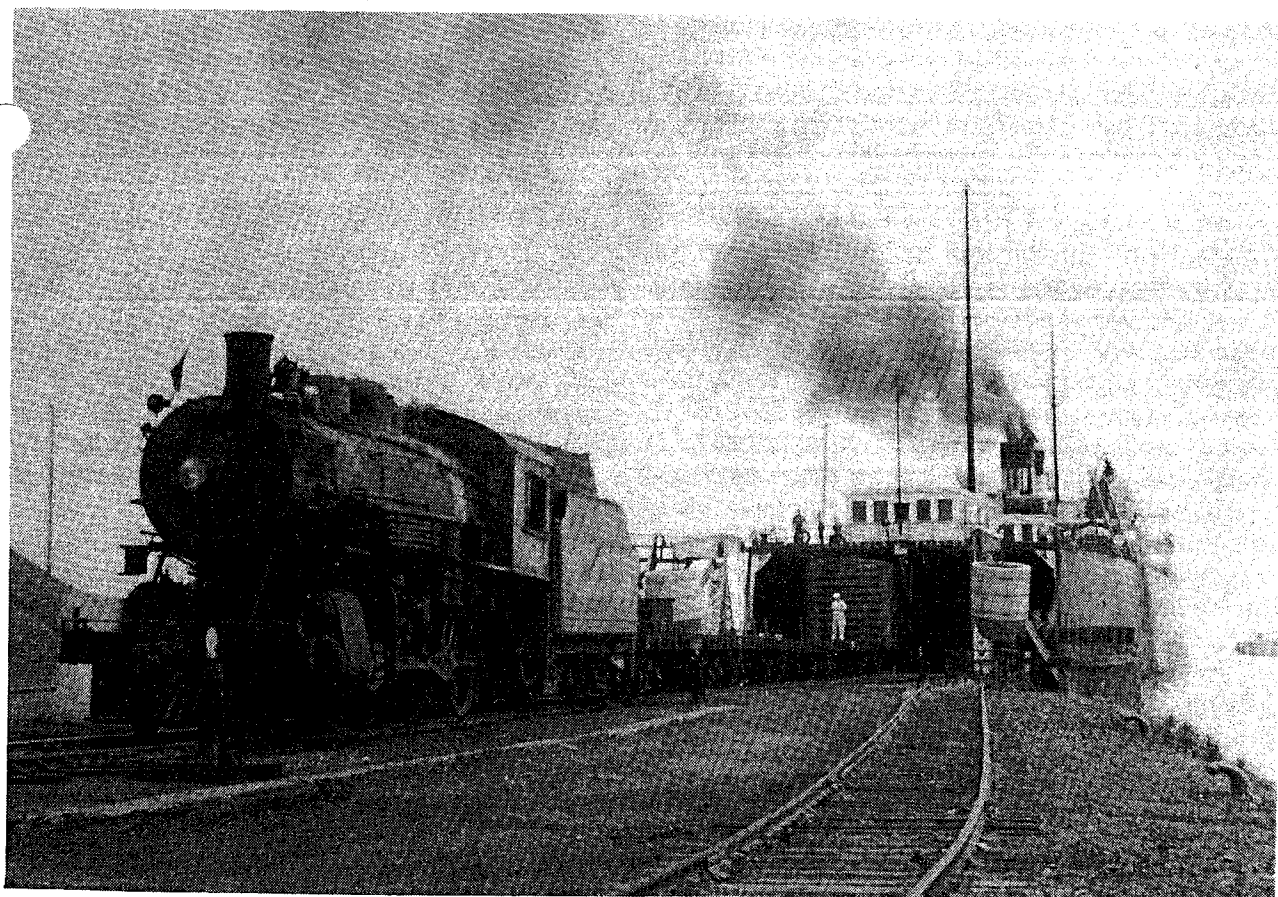
James River was approved on March 9. In July, Charles Drinkwater of the Canadian Pacific submitted for approval, a general location map for a route with 1% grades and curvature of 6°, for an extension of the line from Ingersoll to Collingwood. On August 28, 1905, approval was received for 25.4 miles of this route, from Ingersoll.

At this same time, construction was begun at Ingersoll to a connection with the CPR Woodstock-London main line 5 miles south of the Village of Embro. Revisions to the survey through St. Marys and Stratford were in progress at this time and bonuses of \$35,000 and \$30,000 respectively had been pledged, but on September 6, 1905, J.W. Leonard informed the Stratford Mayor that the company would not be asking for a bonus at that time.

Throughout the remainder of 1905 and 1906, not much transpired in the way of progress

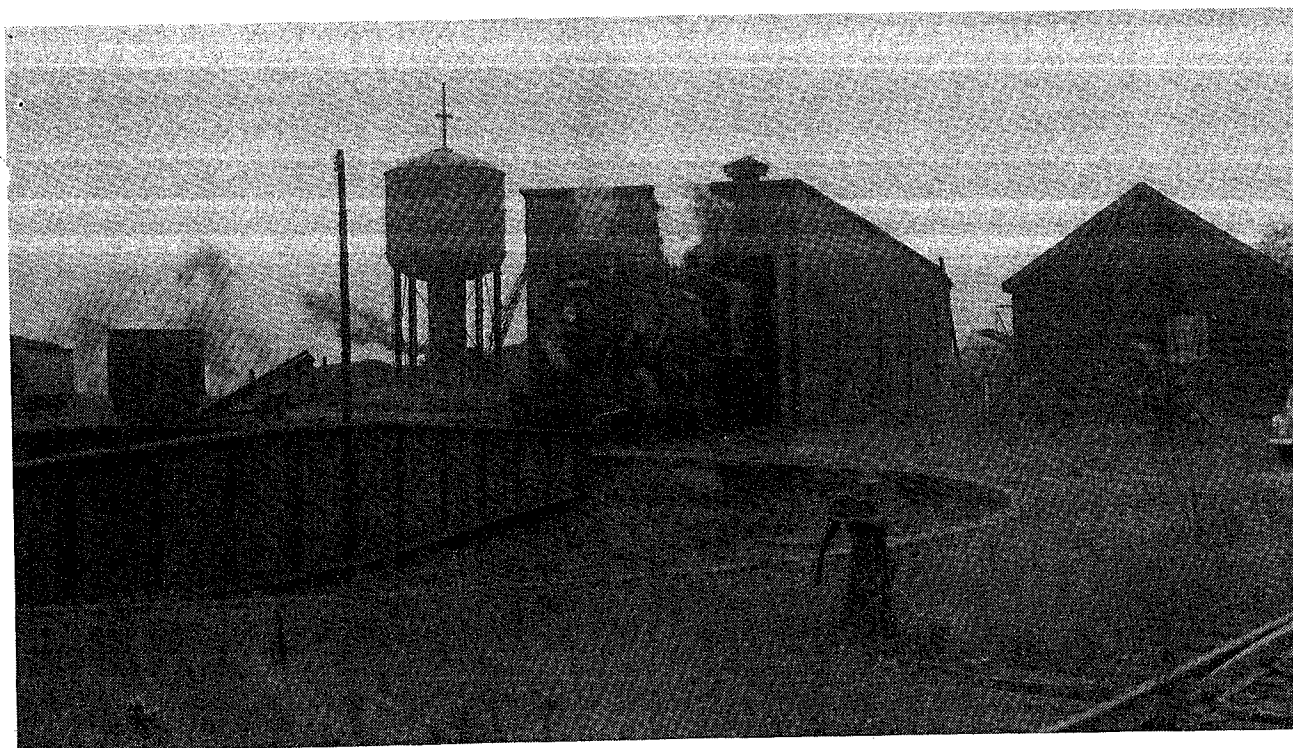
regarding the extension of the railway through Stratford, although much correspondence with the Department of Railways and Canals took place. Regarding the construction of the section to a connection with the CPR main line, Charles Drinkwater advised the Department that the company desired to use 60 lb. relay rails instead of new 56 lb. rail, but this was initially refused.

Progress was very slow and the deadline for completion of construction by August 1, 1907, expired. Application was made for a new completion date, but now including a 6 mile extension of the line from Code Junction (Zorra) through Embro to a connection with the St. Marys & Western Ontario Railway, at this time under contract. Work started in the fall on this new section and although not certified for traffic until the following June 30, was used by construction trains before the end of the year.



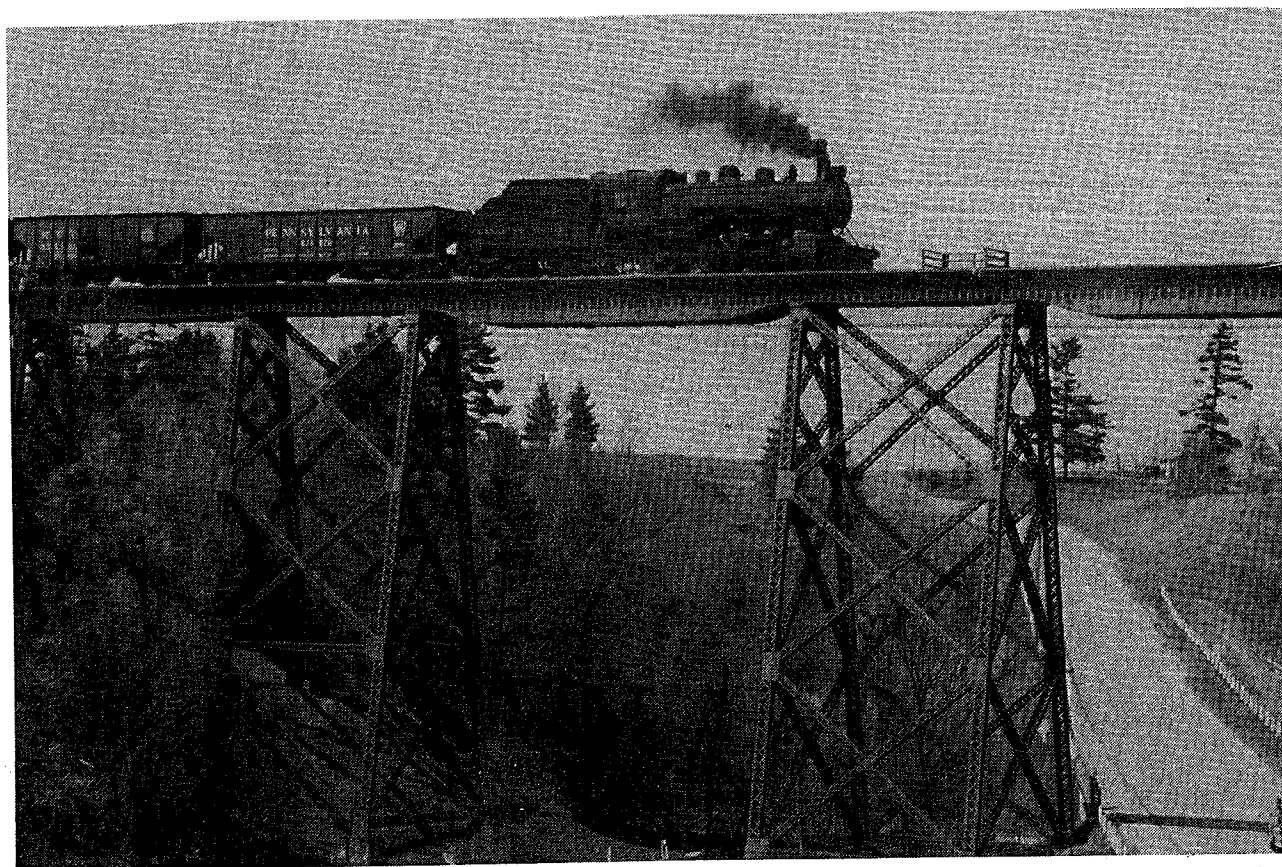
Engine 888 and idler flat cars unloading the ferry Ashtabula at Port Burwell on July 6, 1957.

R.J. Sandusky



R.J. Sandusky

The yard engine at Port Burwell, #839 on September 24, 1955. Smoke in the background is from the car ferry Ashtabula.



R.J. Sandusky

D10 locomotive 882 and train on Otter Creek trestle, May 19, 1956. The ever present hopper cars on this route characterized the heavy northbound coal traffic to the main line at Woodstock.

By October 1908, the CPR advised the Department of Railways and Canals that under the present conditions, the extension of the TLE&P northerly could not now be contemplated for some time. The letter was written by Edward W. Beatty, a future president of the Canadian Pacific. In April 1909, Beatty advised the Department that it was the company's intention to now go ahead with the construction of 4 miles of line from Ingersoll to Code Junction, making a total of 10 miles in connection with the Embro section, and requested a double subsidy on the new section. Again progress was slow due mainly to problems incurred in obtaining a feasible location through Ingersoll. By November 1910, only 9.12 miles had been built between Ingersoll North and Embro, although work was in progress between Ingersoll Junction and Ingersoll North. In February 1911, an inspection of the line so far constructed was requested, but could not be done due to snow conditions. In May the line through Ingersoll was completed and on the 6th of June 1911, the last section of the Tillsonburg, Lake Erie & Pacific Railway was opened to traffic,

giving in all a total of just under 4.6 miles of line between completed sections. This permitted for the first time, direct operation between Port Burwell and Embro instead of going by way of Woodstock.

Although the last section of the TLE&P was open to traffic, the company could not collect the subsidy because, among other things, the use of relay rails was not covered in the subsidy agreement. Argument persisted over the deviations from specification, but were finally approved by an Order in Council dated 14 February 1914. The subsidy allowed was \$3,200 per mile for a qualifying distance of 10.2 miles, amounting to a total of \$32,640 and was approved by an Order in Council dated 9 March 1914.

Although negotiations continued for some time over grants for a right of way through Stratford and various appeals for subsidy were made to the Minister of Railways and Canals, the line of the Tillsonburg, Lake Erie & Pacific Railway never went beyond Embro except as a part of the Canadian Pacific Railway to St. Marys.

Chronology of the Tillsonburg Lake Erie & Pacific Railway

- 1890 March 26, Tillsonburg, Lake Erie & Pacific Railway Co. incorporated.
- 1895 July 1, commencement of construction.
- 1896 January 2, line opened to traffic Port Burwell to Tillsonburg, 16 miles.
- 1898 December 31, 3.41 miles of line opened through Tillsonburg to connect with Canada Southern Rly.
- 1902 December 13, line opened Tillsonburg to Ingersoll, 15.33 miles.
- 1904 October 6, TLE&P Rly. Co. leased to Canadian Pacific for 999 years.
- 1908 June 30, line opened Code Jct. to Embro, 5.69 miles.
- 1911 June 6, line opened Ingersoll Jct. to Code Jct. (Zorra) 4.6 miles.

References

Public Archives Canada file RG 12 volume 1890; RG 30; RG 46 volume 1048; RG 43a2a volume 110.



Patterson/George collection

D10 engine 840 at Sharbot Lake on August 30, 1958. View looks westerly.

There has been some talk of an extension from Ingersoll to Stratford and thence to Collingwood, but there is as yet nothing tangible in the scheme.

Grading was completed early in Nov., and a contract was given to Dart and Hamilton for the tracklaying and ballasting of the extension to Ingersoll. The tracklaying will include 4 miles of siding. It was expected to have this work completed before the end of the season. (Sept., pg. 275.)

At a recent meeting of the Railway Committee of the Privy Council at Ottawa it was agreed between the parties interested that the T.L.E. and P. Ry. should cross the G.T.R. line near the station of the former Co. in Tilsonburg, at right angles, on level crossing, and without grade, and that the former should run its line parallel to that of the Great Western and across the Canada Southern Ry. by an independent subway.

DECEMBER

1901

Ingersoll to Code Jct.—The grading and culvert work on the 4.6 miles of line between Code Jct., on the Toronto-Windsor line, and Ingersoll, Ont., is well advanced. The contractors are Maconell and Fletcher. This piece of line will connect up the old Tillsonburg, Lake Erie and Pacific Ry., now terminating at Ingersoll, with the St. Mary's and Western Ontario Ry., another C.P.R. subsidiary now having its eastern terminal at Code Jct., and will enable trains from St. Marys to be run through to Ingersoll direct instead of to Woodstock as at present.

In connection with the reports that the company contemplated the abandonment of Port Burwell, as a terminal for its cross lake ferry, the Dominion Government has under consideration the building of a 1,200 ft. breakwater at the southwest side of the harbor, with a view of preventing the formation of a sandbar, which is proving an obstacle to navigation.

October
1910

Tillsonburg, Lake Erie and Pacific Ry.—St. Marys and Western Ontario Ry. has reported that work will shortly start at Code's Junction on an extension of the line into Ingersoll, Ont. The T.L.E. and P.R. extends from Port Burwell to Ingersoll, and in 1908, under

August
1909

Tillsonburg, Lake Erie and Pacific Ry.—Application is being made to the Dominion Parliament for an act extending for a further period of five years the time within which the T.L.E. & P.R. Co. may complete the railway it was authorized to construct by sec. 2, chap. 105, of the statutes of 1902. An extension of time for construction was obtained in 1904.

Tillsonburg to Elora. A press report

MARCH
1909

Tillsonburg, Lake Erie and Pacific Ry.—A subsidy contract has been entered into between the T.L.E. and P. Ry. Co., which is leased to the C.P.R. for 999 years, for the construction of a line from Woodstock northerly to the G.T.R., or from Ingersoll to Stratford, Ont., 35 miles. The T.L.E. and P. Ry. is extending its line from Ingersoll to Embro, where it is to effect a junction with the St. Mary's and Western Ontario Ry., which line will be operated by the C.P.R. when completed.

P
587

Tillsonburg, Lake Erie and Pacific Ry. In connection with the construction of the extension of this line from Ingersoll to Embro, Ont., where it will connect with the St. Catharines and Western Ontario Ry., a deputation waited on the Minister of Railways, May 1908, to ask that the Government ask Parliament to grant the usual subsidy.

JUNE 1908

Ingersoll to Embro, Ont. -An Ingersoll paper says: "If Ingersoll is ever to have a railway running through the district to the north of us and connecting with the main line of the C.P.R. at Embro, she will have to build it herself. . . . That northern country is the only country not having good railway connection with Ingersoll. The only way we can get into close connection with the C.P.R. main line is by constructing a straight line to Embro. And the only way we will ever have such a road is to build it ourselves."

The C.P.R. has a branch line from Woodstock to St. Thomas, Ont., passing through Ingersoll, where the Tillsonburg, Lake Erie and Pacific Ry. from Port Burwell also comes in. Embro is a station on the C.P.R. main line between Toronto and Windsor, and is the point from which a line has been constructed under the T., L.E. and P.R. charter, to the town of Embro, about six miles northerly, connecting with the St. Mary's and Western Ontario Ry., which has been completed and is in operation from Embro to St. Mary's. What the Ingersoll people are therefore asking is for the construction of a line to connect their present lines with the C.P.R. main line and the extension of the T., L.E. and P.R. at Embro station.

December 1908

-869

Ingersoll to Code Jct.—The grading and culvert work on the 4.5 miles of line between Code Jct., on the Toronto-Windsor line, and Ingersoll, Ont., is well advanced. The contractors are Maconell and Fletcher. This piece of line will connect up the old Tillsonburg, Lake Erie and Pacific Ry., now terminating at Ingersoll, with the St. Mary's and Western Ontario Ry., another C.P.R. subsidiary now having its eastern terminal at Code Jct., and will enable trains from St. Marys to be run through to Ingersoll direct instead of to Woodstock as at present.

In connection with the reports that the company contemplated the abandonment of Port Burwell, as a terminal for its cross lake ferry, the Dominion Government has under consideration the building of a 1,200 ft. breakwater at the southwest side of the harbor, with a view of preventing the formation of a sandbar, which is proving an obstacle to navigation.

October
1910

Tilsonburg, Lake Erie and Pacific Ry.--

Recent press reports stated that J. Charlton, M.P., was promoting a railway from Port Rowan to Collingwood, and that active building operations had been commenced at the southern termination. The report evidently refers to the T.L.E. and P.R. Co., of which Mr. Charlton is President, which has its line in operation from Port Burwell to Tilsonburg, Ont., 20 miles, and has about completed an extension from Tilsonburg to Ingersoll, 15 miles. This 35 miles of track will give the T.L.E. and P.R. connection with the four trunk lines of Ontario, and the Co. expects to be in a position to command the coal trade of central Western Ontario, and also to supply the C.P.R., the G.T.R., the Michigan Central Ry. and the Wabash Rd. within the same area. At Port Burwell the harbor is approaching completion, and will be the equal of any on Lake Erie, having 18 ft. of water, and a turning basin 360 ft. in diameter, 1,700 ft. inside the ends of the piers. The Co. proposes to establish a coal ferry to one of the U.S. coal ports, either Erie, 46 miles, the nearest, or Fairport, 57 miles, the furthest; with Conneaut, or Ashtabula, lying between them. As to any extension of the line northerly everything is pure speculation.

December
1901

Tillsonburg, Lake Erie and Pacific Ry.

—It is reported that negotiations are in progress for the sale of this line to the C.P.R. It extends from Port Burwell, on Lake Erie, to Ingersoll, Ont., and has power under its charter to extend to Collingwood, via Stratford or Berlin. J. Charlton, M.P., is President.

AUGUST
1904

Tolsonburg. Lake Erie and Pacific
Ry. and Western Ontario Ry.
reported that work will shortly
start at Code's Junction, on an ex-
tension of the line into Ingersoll, Ont.
T.E. and P.R. extends from Port
Ingersoll to Ingersoll, and in 1908, under

August
1909

Tilsonburg, Lake Erie and Pacific Ry.—
We were recently informed that work would be resumed on the extension from Tilsonburg to Ingersoll during March, and that the line would be completed and in operation by July 1. J. A. Dart, the contractor, had the materials distributed and everything ready for completing the work last year, but a deviation of a mile had to be made to comply with the requirements of the Railway Committee of the Privy Council. (Dec. 1901, pg. 359.)
Application is being made at the current session of the Dominion Parliament for an act

April

1902