

THE  
LINDSAY  
BOBGAYGEON  
AND  
PONTYPOOL  
RAILWAY.

II

C H RIFF

## TOWN PART OF NEW RAILWAY COST A GOOD DEAL OF MONEY

### The Route and Devastation of the New Railway in its Town Section, Described.

The other day Mr. F. H. Dobbin, of the Peterboro Review was in town. On Monday his paper had the following interesting article on the course of the L. B. & P. railway, through this town:

About as much cost as could reasonably be crowded into a mile of track seems to have attended the construction of the Lindsay, Bobcaygeon and Pontypool railway through the town of Lindsay. It is doubtful if \$150,000 will cover the expenses, which includes the station building, freight sheds, etc., while much additional will be incurred for switches, sidings, etc., the town being the headquarters of the road.

#### HOW IT GOT IN.

The road comes into the town from the south, where it joins the main lines of the C.P.R. at Burkerton. The right of way north throughout the adjacent townships presents no exceptional features of construction, and follows, on approaching the limits, the contour of the river Scugog. It was the intention to reach the town by a line about a half a mile east, crossing the G.T.R. tracks, and coming in on a curve. This, it is said, the G.T.R. blocked effectually. While the new line would have the right to cross the main line of rails, to cross a series of sidings is a different matter, and the G.T.R., once the intention became known, anticipated the action by laying down a series of extensions of sidings across the route of proposed crossing and some distance east. The survey for the new railway was changed, and dipping down to the level of the river, entrance was effected by running under the G.T.R. bridge, the road bed being graded directly on the river bank, and following the course of the river up to the locks. The further course of the line, in order to get out of town, effected a approach to the wharves and regain the line of the farm lands to the north, left only one way open, and that was to bang through a thickly built up part of the east ward. Entire blocks of the local property were purchased, buildings and all. It required nice calculation of curves to avoid colliding with additional buildings, just outside the limits of the blocks bought. The east ward church escaped by a close shave and will stand with a corner about two feet from the line. In all, forty residences and dwellings were bought, together with the land and out-buildings.

DOWN GO HOUSES.

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#### THE TOWN DOING WELL TOO

Outside of the work immediately connected with the installing of the new line, the town is active and pushing ahead. The improvement in streets and building is very evident and very considerable. It is a solid business community, not in any sense speculative, but forging ahead. As a people the town folks are inclined to believe that they are not making the progress they should. It is possible that this idea grows out of the desire for better things, but what it being done, and what is to be done is not to be sneezed at. There is a solid, steady and substantial advance being made, not only by citizens in the shape of putting up homes, but in improving the municipal belongings. The new railway will give additional freighting facilities, which is important, when it is considered that there are few towns in Canada that bring in and distribute more goods to a thickly populated territory surrounding it than the town of Lindsay.

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LINDSAY

WATER

TOWN IS NOW CONNECTED  
WITH CANADIAN PACIFIC

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The L.B. & P. Line Reached Town on  
Saturday—Will get to Bobcaygeon  
by about 10th of July.

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Thrusting itself, serpent-like, thith-  
erward from the south since the  
middle of May, the L. B. & P. line  
reached the outskirts of the town on  
Saturday evening. On Monday it  
threaded its way into the heart of  
the town, and on Wednesday made  
good its exit, and is now pushing on  
toward Bobcaygeon.

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There is nothing very romantic  
about laying a railway track; but  
the advent of the track-layers was  
hailed by the people of Lindsay as  
the fulfilment of long-cherished hop-  
es, and the idea of actual connection  
with the continent-spanning C. P. R.  
rendered the trackmen's operation a  
little romantic after all.

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emained.

It is a simple matter, this laying  
the track. A flat-car has a long  
ladder projecting in front from its  
side and swung at a convenient  
height from the ground by means of  
steel rods let down from an upright  
on the car. On this ladder are sev-  
eral rollers. Along it the ties are  
pushed to their place on the roadbed  
ahead of the car. In the center of  
the track a similar but shorter lad-  
der does the same service for the  
rails. The men do the rest.

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The rails put down on the L. B. &  
P. are 60 pounds to the foot—6  
pounds heavier than those on the  
G.T.R. Track-laying began at Burk-  
ton about May 20th, and is expect-  
ed to end at Bobcaygeon on July  
10th. "The road was easy to build,"  
said Major Miles, local secretary of  
the company. "We had very little  
rock and no very bad soft spots. The  
roadbed had all winter to settle, and  
that was a good thing."

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The station built by Contractor  
Pikie, will be finished in a week,  
and is tasty and commodious. The  
freight shed and turntable are well  
advanced. Mr. T. C. Matchett, local  
agent for the C.P.R. wears a happy  
smile and is listening hard for the  
first train that will put him into  
touch with his company's road.

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June 23

1904

Lindsay

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id Ald. O'Reilly, with "that the Bell Tele- ly has gone ahead dig- creets and planning the uey like in spite of our ze them permission to are going onto levele- ing as they like. It led piece of business. and has them in the ne same point. We can

### RRY-GO-ROUND.

his miniature railway rk on Dominion Day. much nar n. Not one burlocks was tramped n if rods of grass at s spoiled, a few rods an acre and a half, and is the comforting fact Ald Maunder on Mon- can't be spoiled over t's so; lightning does ce in a place-if it gets ck the first time.

## KYLIE WAS CHIEF SPEAKER AT THE INSTITUTE CLOSING

Fresh From Oxford University he Made a Graceful and Cultured Speech on the Great School

Practical and commercial to an unusual degree, the people of Lindsay yet find in the achievements of their students a chief source of pride. That pride grows apace; and with good reason. From no other town in the Dominion has there gone forth an equal number of students to cast an equal radiance upon the scholastic armament of Canada and the British Empire. That pride received a fresh impulse on Thursday night in the presence of its chief object. Heap, Smale, Kylie, these three, but the greatest of these is Kylie.

Fresh from Oxford University, with its manner in his deportment, its accent on his tongue, its traditions in his heart, and its laurels in his pocket, Ed Kylie, whose student course from junior at the Lindsay Collegiate Institute, to senior at Oxford University, was as brilliant as a comet and as steady as a planet. stood up at the closing exercises, and before a splendid audience of those who from their places in life had watched admiringly his course, and of those who in their student days were setting him as an ideal before their eyes, told of the great

## SLIPPED BOARDING TRAIN AND LOST HIS RIGHT FOOT

Mr. James Hartley Got Under a L. B. & P. Train on Sunday and had his Foot Mangled

On Sunday evening about 5 o'clock a gravel train of 20 cars backed down the L.B. & P. railway. Near the station a young man named James Hartley, son of Mr. Thos. Hartley, attempted to board it. His hold slipped and he fell. His right foot was run over, and the lowness of the roadbed at that point made it very difficult for him to escape being thrown bodily onto the rails. His predicament was not noticed by the trainmen, but quite a number of people who were inspecting the new track and station were witnesses of his peril.

Mr. Jas. Gostlin, at a good deal of risk to himself, went to Hartley's assistance and held him from getting further onto the track. With the help of another spectator, Mr. Gostlin drew the injured man out of danger.

At the hospital the crushed foot was amputated at the ankle and the young man is doing well.

Miss Grace Cook of Chicago sang "Day Dreams" very nicely. She was

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## BOBOAYGEON'S FIRST RAILWAY

## The Rails, Bridge, Engine House and Even the Water Tank Please

Bobcaygeon is as pleased with the L. B. & P. R. as a small boy with his first pair of high boots. In an article on it the Independent says:

The railway is nearing completion and for ten days the whistle of the locomotive has been heard. On Thursday of last week the rails were laid to the bridge at the head of the island, and good rails they are, 65 pounds to the yard. The track-laying train was visited by many persons to see the operations. From Emily Creek to the bridge, 4½ miles, the rails were laid in four days. The road is now ballasted and completed to a point this side of Dunsford, and yesterday, Thursday, the gravel bed on Humphrey's lot was opened out with a steam shovel and three ballast trains. There is about ten acres in this bed, sixteen to twenty feet deep. Quite a little village exists at Humphrey's over two hundred men being engaged. Over sixty Italians are camped. They board themselves and chum together in pairs. Other men have a long train on which they are boarded and bunked. This train has one cookery car, presided over by Jos. English, and three assistants, and next week they expect to be busy as the work is to be continued night and day. Two cars are used as dining rooms, one as a store room, and several are fitted with bunks as sleepers.

The bridge is an iron swing with concrete piers. It is formed of solid plates below the track and has no upperworks and has been ready for some time. Part of the approaches on each side will be filled in, and part trussle work. The filling will be done next week, and the rails brought into the station. Much of the timber used in the bridge is Douglas fir brought from British Columbia. Mr. E. C. Lewis, has the bridge contract and is also building the turn table.

The tank is a large structure standing on abutments that were built to carry 100 hundred tons. It is being encased in an octagonal setting, and in the lower part will be placed steam engine and pump for filling the tank.

The engine house is a most substantial building and a large one. It has two stalls having tracks into it. The windows, which are on the south side, are large and will have 700 lights of glass. Pits are constructed under each track, so that work can be done under the engine, and the foundation of the building is a fine piece of work set in cement.

The freight shed is next to on posts, flat roof and is ready for use.

The station is of neat and taking design and is built most substantially throughout. It is sheathed inside and out with planed and tongue and grooved material the roof being covered with the same stuff. The roof is then tar papered and shingled; the outside walls are tar papered, and balance of walls covered with shingles stained a dark green. In the roof there are dormer windows, that give a good effect. Inside is lathed and plastered, with a new material called wood fibre, that sets very quickly and allows the work to proceed without delay. Mr. Atchill and son have the painting contract, and the station will be completed with the finishing of the painting. A party of carpenters left on Wednesday to construct the flag station for Eureka Point and the Scotch line. The station freight shed, engine house and tank were all in Mr. Tomblinson's contract, who has pushed the work with commendable speed. Mr. E. Sullivan has been local engineer in charge of works.

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1904

Lindsay



# FIRST TRAIN OVER NEW RAILWAY; C. P. R. CONNECTION IS NOW A FACT

## Officials and Invited Guests go over the Line in a C. P. R. Train—Bobcaygeon is Delighted.

It is said that the railroad is a great civilizer. In that case there is hope for Bobcaygeon yet; for the railroad has reached it at last.

The first train over the new L.D. & P. railway was run on Thursday. It carried a number of officials and a large number of invited guests of the company. The train consisted of three coaches and a baggage car. It ran from Burketon to Bobcaygeon and back.

An hour's stop was made at Lindsay on the north trip and those invited to take the trip were entertained to dinner at the Benson House.

At two o'clock the train pulled out for Bobcaygeon and reached there 39 minutes later. No fast time was made, but the road seemed to be quite as smooth as the older lines in this vicinity.

Bobcaygeon had proclaimed a holiday and put on its best attire. As the train pulled into the station there it was greeted with the cheers of a multitude, the tooting of steam whistles and the Pension Falls Brass Band playing Jack Klinger's March. A banner stretched along the station front bore the inscription "We Welcome our Visitors." Streamers and bannermen and other bunting were everywhere. A good program of sports, aquatic and land, was run off, and at night an illuminated procession on the water was a pretty sight. The Bobcaygeon people certainly did themselves credit in the preparations made on only a few hours notice.

Reeve Bying read an address to Mr. H. J. Wickham of Toronto who was a leading promoter of the road, and presented him with a gold headed ebony cane. The address was as follows:

To H. J. Wickham, esq.:

Dear Sir.—As citizens of Bobcaygeon and East Victoria, we do not feel like permitting this occasion—the arrival of the first passenger train in our village—to pass without recognizing in some tangible way the signal and eminent services that you have rendered us by the energetic effort you have made in giving to us by this railway speedier communication with the outer world.

In this day of commercial enterprise, the stage coach is a thing of the past, yet in winter this was our only mode of travelling and of receiving and sending goods. We have long recognized how necessary to our well-being as a commercial centre a railway was, and this is not the place to recount how many times in the last thirty years our hopes were raised that we would see our desires filled, only to have these hopes dashed to the ground. We appreciate to the fullest extent the labors of your fellow directors, but at the same time we recognize that it is due in no small measure to your British perseverance that we are to enjoy from this time onward the travelling facilities of an up-to-date railway, operated by a company second to none in the world for the comforts they give their passengers.

We look upon you, sir, as one of

ourselves, and we appreciate, therefore, all the more that this work has been brought to a successful issue by one of ourselves. As your fellow citizens, we ask you to accept this cane as a small token of our regard for the service you have rendered the village of Bobcaygeon and the surrounding country.

(Signed), GEO. BYING, Reeve.  
Bobcaygeon, July 28, 1904.

In his reply Mr. Wickham said he felt too full for utterance, but it is needless to explain that that remark bore no relation to the refreshments served on the way down at the company's expense. He had worked hard to get a railway from Bobcaygeon, and had been encouraged by the loyal backing of the people there. The first railway project had been undertaken in 1871 and Mr. M. Boyd was the president of the company, and Mr. Latour Tupper of Peterboro the secretary. That attempt had failed, as had others since; but at last the thing was done.

### THOSE ON THE TRAIN.

Upon what basis the invitations to local people were sent out is not known, and whatever it was it resulted in people being asked who might as well have been left at home and people who should have gone being left out. However, here is a partial list:

Thos. Stewart, Judge Harding, Judge Dean, Registrar Barr, R. Kennedy, F. C. Taylor, Edson Smith, T. Brady, J. R. McNeillie, Dr. Wood, S. J. Fox M.P.P., F. O'Boyle, W. Stewart, Dr. Herriman, W. Needler, W. Sadler, D. R. Anderson, G. H. Hopkins, J. G. Edwards, Johnstone Ellis, John Kennedy, F. D. Moore, E. Bowes, Geo. Ingle, H. Little, Sheriff McLennan, Alda Cinnamon, O'Reilly, and McCrae, and the Ops council. J. D. Flavell, Contractor Fauquier, Sub-contractor Campbell, R. J. McLaughlin, and Major Myles.

From the south end of the road were Jas. Parr, W. Barton, G. McLaughlin, Jas. Byers, Gibson Harvey, Thos. Wood, Robt. Joh. John Hughes (father of Col. Hughes), Robt. McNally, Anson Taylor, J. H. Devitt, Thos. Smith, Robt. Barton (Dawson City), Stewart Bruce (Port Perry) and Dr. McCulloch (Blackstock).

Mr. J. A. Culverwell, of Toronto, and Mr. Acton Burrows, of the Railway and Shipping World were along.

### NOTES.

—The English church people at Bobcaygeon had a garden party that day and did well.

—Mr. J. A. Culverwell bought the first ticket from Lindsay to Toronto over the new line.

—In the crowd at Bobcaygeon, Rev. Jas. Batstone, Methodist minister, Mr. W. J. Craighton, Anglican and his friend, Rev. Mr. Creswick, of Brighton, were noticed.

—A cow on a crossing narrowly escaped being struck on the return trip.

—Dunsford is the only station between here and Bobcaygeon, beyond this side of Dunsford and Eureka Point beyond it are flag stations.

—The first attempt to get a railway to Bobcaygeon was made by a man named Fowler, 30 years ago. The line was to come from Peterboro. The right of way was partly chopped, and can be now traced near Bobcaygeon.

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1904

LINDSAY