

# Oro Station

It is difficult to define the boundaries of Oro Station, because the school section took in the Ridge Road, from concession five to concession nine, bounded on the south by the lake, and on the north, partially by Highway #11. The residents on the fifth line, north of the Ridge Road, attended the Oro Station Methodist Church, thus making them part of the community.

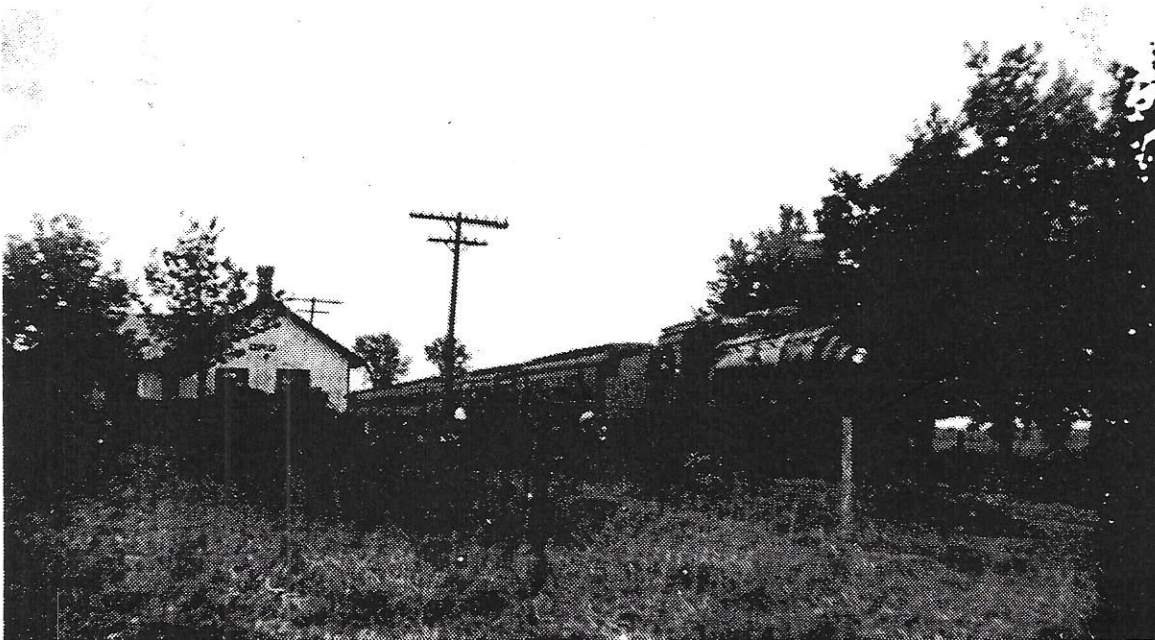
The first residents of this community were half pay officers, Captain Monck, on lot 27, con. 6, Major Adam on lot 27, con. 8 and Captain Ross on con. 7, 8, 9. They were granted land here in 1832, and many of their descendants still live here.

They came by stage coach to Holland Landing and by boat to Hodges' Landing. Much of this land was rough and stony and was thought to be useless. They were fortunate in settling beside the lake because they could travel by water in summer and by ice in winter.

One source states that Andrew Wilson was the first postmaster when a post office was established at his store where Oro Station now stands. In 1834 the postage was 4 ½ pence (about 8 cents) on a letter from Barrie to Toronto. In 1854 the people from here went to Shanty Bay for their mail.

The Ridge Road was in use from Barrie to Shanty Bay around 1833, but was not opened eastward to Oro Station until after 1848. Previous to this, fur traders used the lines of Indian travel; one of these, passable as a trail, followed the top of the ridge within a short distance of the lake, and later became the Ridge Road.

There must have been Indian encampments here because farmers around Oro Station have dug up various Indian tools, such as skinning knives, leather



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punches of sharpened stones, and at the time of writing one person still has in his possession, a stone tomahawk.

Even in later years, Indians camped on the shores of what was known as Little Bay, where they trolled for trout, and cut ash logs, which they pounded into strips from which they made baskets.

Oro Station received its name after the railway went through in 1870, when a station was built on the seventh line. Previous to this, it was known as Reeve's Corners, so named because Reeve, a weaver, lived here and wove flannel, carpets, blankets etc. for the surrounding residents.

The students from Oro Station commuted by train each morning to Barrie Collegiate and Barrie Business College. They bought books of thirty tickets at five cents per ticket. The return train at four o'clock was a through train and did not stop at Oro Station so they had to go on to Hawkestone and wait for the five o'clock train to return.

On a dry, windy day in 1916, a spark from a train ignited the grass, and the fire destroyed the bush on the south side of the railway tracks. There was great excitement in the village, which could have been destroyed if the wind had changed.

In 1922 the Grand Trunk became the Canadian National, but since the station was removed in 1966, nothing remains but the siding. The modern streamlined trains still pass through but do not stop. Many lives have been lost at that crossing but signal lights have been placed there recently.

The pioneers cut new roads through the bush and where the roads were swampy, they placed logs side by side to make corduroy roads. Remains of one of these can still be seen on line eight from the base of the hill almost to the lake. This road was later closed at the Ridge Road. Gravel pits were opened for use in the upkeep of the roads, which was done by Statute labour.

The names of the early settlers included: Kelly, Sarjeant, Crawford, Adam, Ross, Reeve, Kirkpatrick, Bell, McArthur, Wiggins, Emms, Johnston, McCuaig, McLarty, Pye. On Dec. 31, 1857, there were 126 inhabitants, twenty per cent of whom could neither read nor write.

The first log school was built in 1857, at the end of line 8, south of the Ridge Road; the second, of frame, in 1874 near the corner at Oro Station, also on the Ridge Road; the third of cement blocks, at the east side of the previous school. It was closed on June 29, 1965, and is now (1972) a community hall.

On Dec. 3, 1865, a deed was registered when Thomas Ross gave for one dollar a quarter acre of lot 25, con. 6, Oro for a church. This was a log church. On Dec. 3, 1881, another quarter acre of the same lot was given by Charles Ross, and a brick church was built to the west of the log church. This was known as the Oro Mission of the Primitive Methodist Church of Canada, and was part of the Barrie Circuit until 1872.





**Gowan Station, later called Shanty Bay Station.**

The building of the railway brought a flush of prosperity, providing easier transportation of people and goods. The railway reached Shanty Bay in 1870, and the station was called Gowan after Judge Gowan of Barrie. It was not until 1924 that it was renamed Shanty Bay. A siding, known as Watt's siding, was built near Line 4, and there much of the flour and lumber from the mills at Edgar was loaded for shipment.

Mr. Nichols, the original owner of what is now the Holden property had a flag station opposite his house for a number of years. Limestone for his house and for the fine stone fence bordering the property, came from Longford Mills by rail to Shanty Bay. It was then carted to the site by wagon. The stone mason was Billy Barnes of Oro Station.

For many years mail was picked up and dropped off by train at 8 a.m., 12 noon, 4 p.m. and 8 p.m. In later years it was twice a day. Present day mail transported by van, is dropped off in the morning and outgoing mail picked up in the late afternoon.

The present community hall, situated on the west side of Line 2 south of the Ridge road was originally built as a Temperance hall on the lot north of St. Thomas' church, the exact year being uncertain but probably in the late 1800's. In 1906 the family of Col. O'Brien offered a free site if the community would move the hall there, which was accomplished with some difficulty. It was to be administered by three trustees for the use of the community and the Sons of Temperance. About 1950 more ground was acquired south of the original lot and shortly after, the change house from the outdoor rink was moved up and remodelled into a kitchen. Various improvements have been

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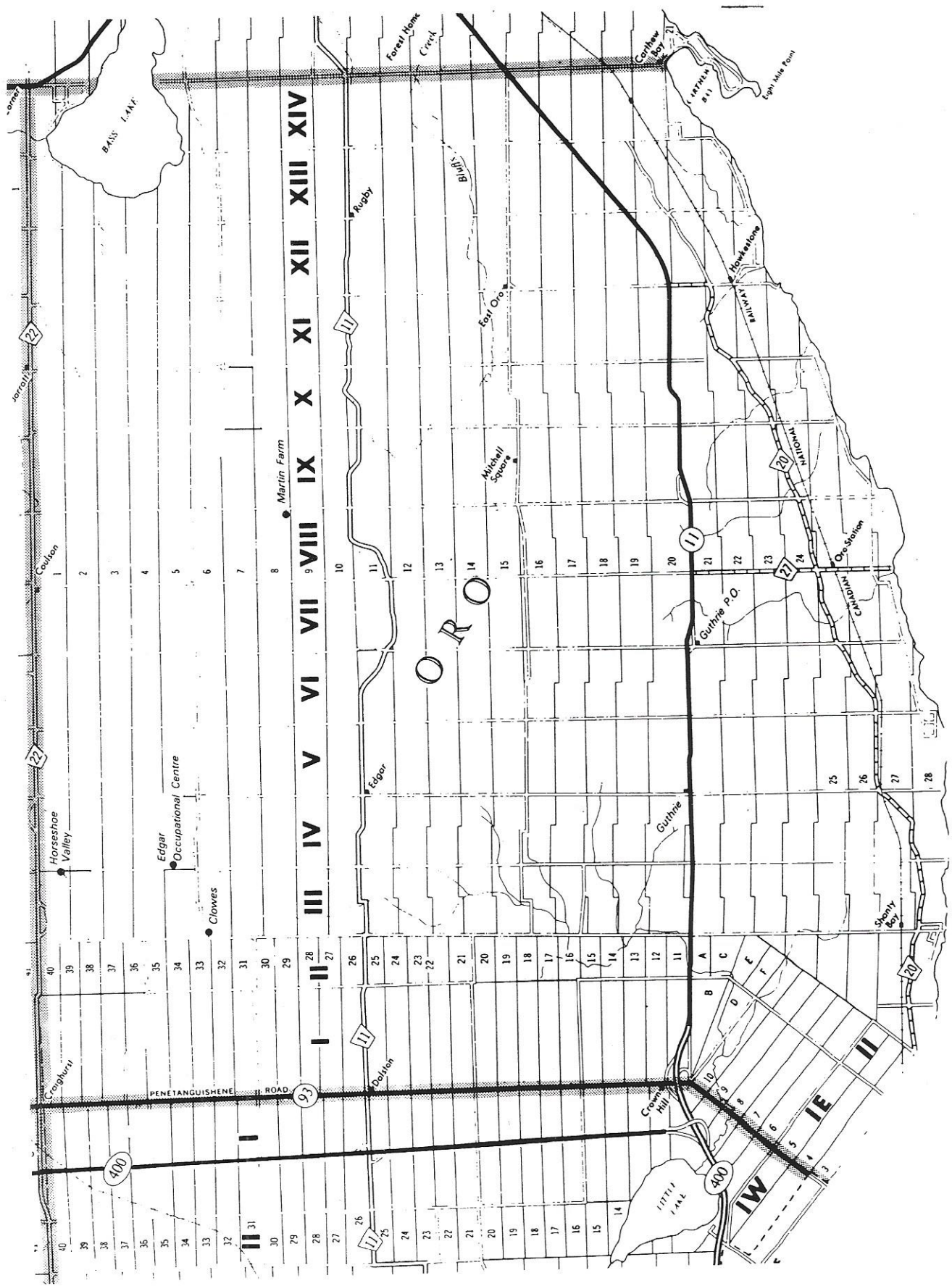
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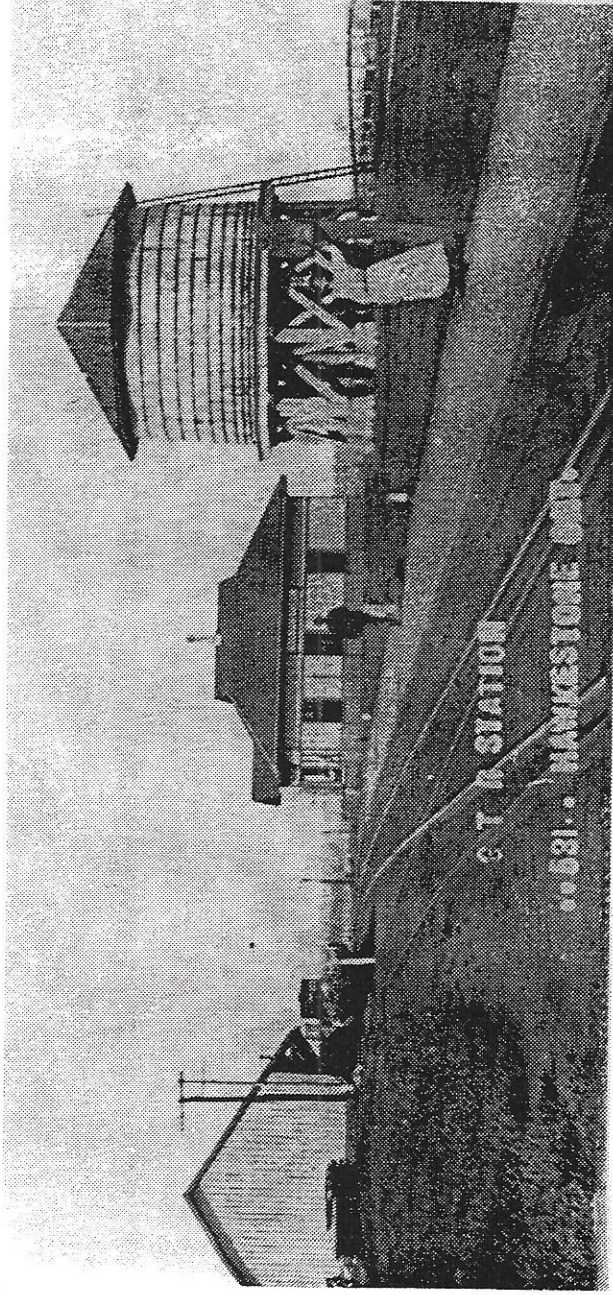
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**Hawkestone Railway Station built 1871.**

During the time T. A. Stone had the general store, he bought berries, apples, fresh corn etc. in large quantities and shipped them out by train. At one time berries were three cents a pound and factory cotton three cents a yard.

Train travel was popular until roads improved and cars became common; and supplies and mail came and were sent by train. For a period from 1936-52 the village had the use of the water tower pumps to flood the rink for the nominal sum of a dollar a year. Storage sheds were taken down, the water tower removed, and from 1940 on, local railway business diminished rapidly. During this last period a part-time employee looked after the station. By 1965 the station was gone, and four years later the siding was removed. Warning lights were installed at the crossing in 1967. The dilapidated station house still stands despite efforts to have it removed, but Hawkestone's long association with the railway has ended.

In 1911 the first telephone was installed in Metcalf's store. For a time telegrams could be phoned to the store and they would be taken to the station



## NOTES ON ORILLIA

Source: Orillia Public Library, Notes by C.H. Heels from an address given to the Orillia H.S.

### Midland Rly

First/train into Orillia Dec 11, 1872. Line from Beaverton to Orillia was officially opened July 22, 1873.

The first Northern Rly of Canada train arrived in Orillia 1871 but did not continue further north until 1873. It used the Midland bridge across the narrows at Atherley. The Northern was completed to Washago 8 Aug 1873.

The Midland changed gauge 13/15 June 1874.

In 1880 a new station was built on the same site as the first one for the Midland Rly to replace the first small one. This second station was moved to the junction in 1897 and remodelled and enlarged.

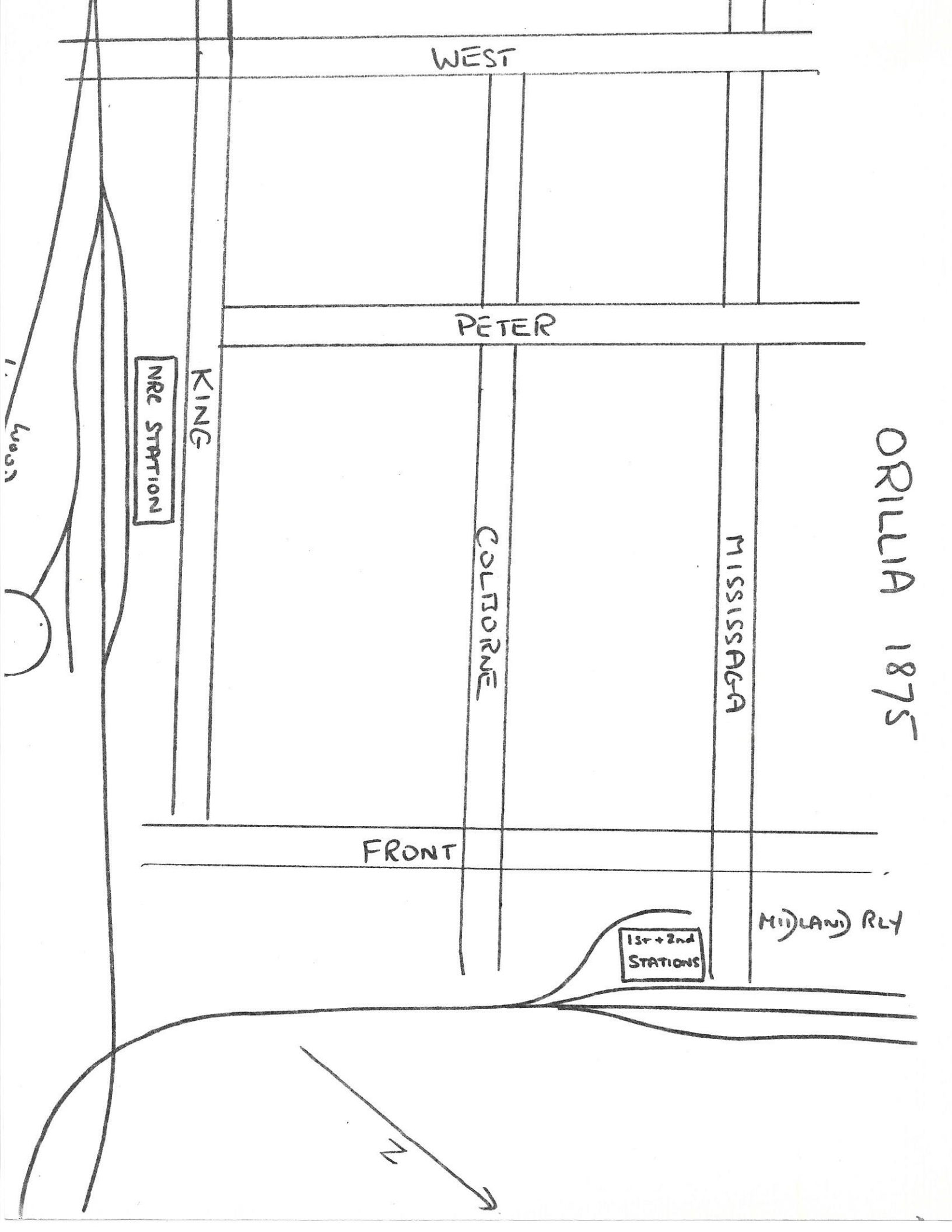
After the GTR took over the Midland, a new line was built from Orillia to Atherley close to the highway, replacing the original track as the through line. The original track became known as the N&NW siding.

NOTE: At Beaverton East, when the line went through to Orillia, the spurline down to the water was taken out. (This should be checked, since a 1928 DND map of Beaverton East, shows a connection west to south from the Midland to the CNoR line.

CHC  
Notes taken 7/81

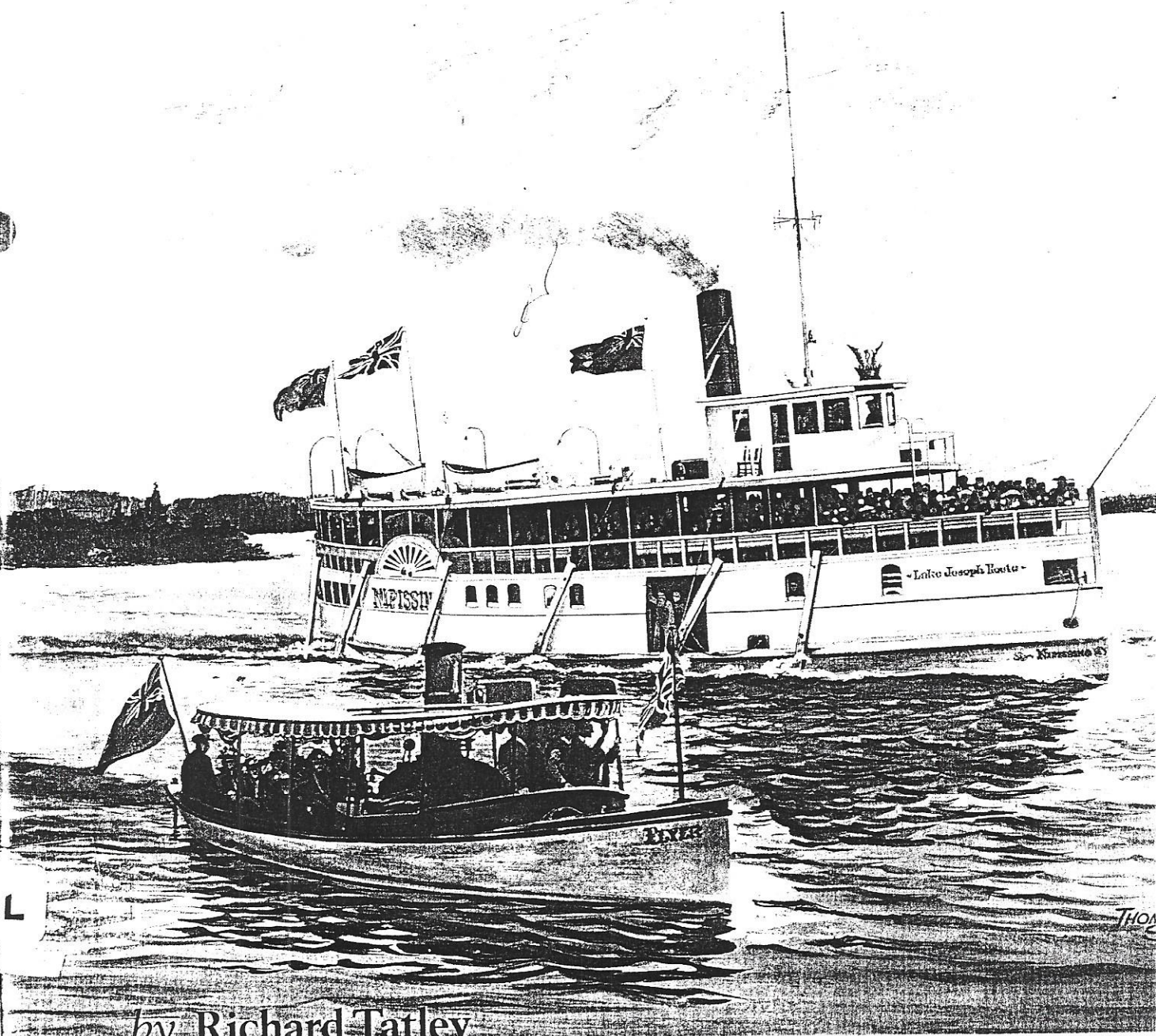


# ORILLIA 1875



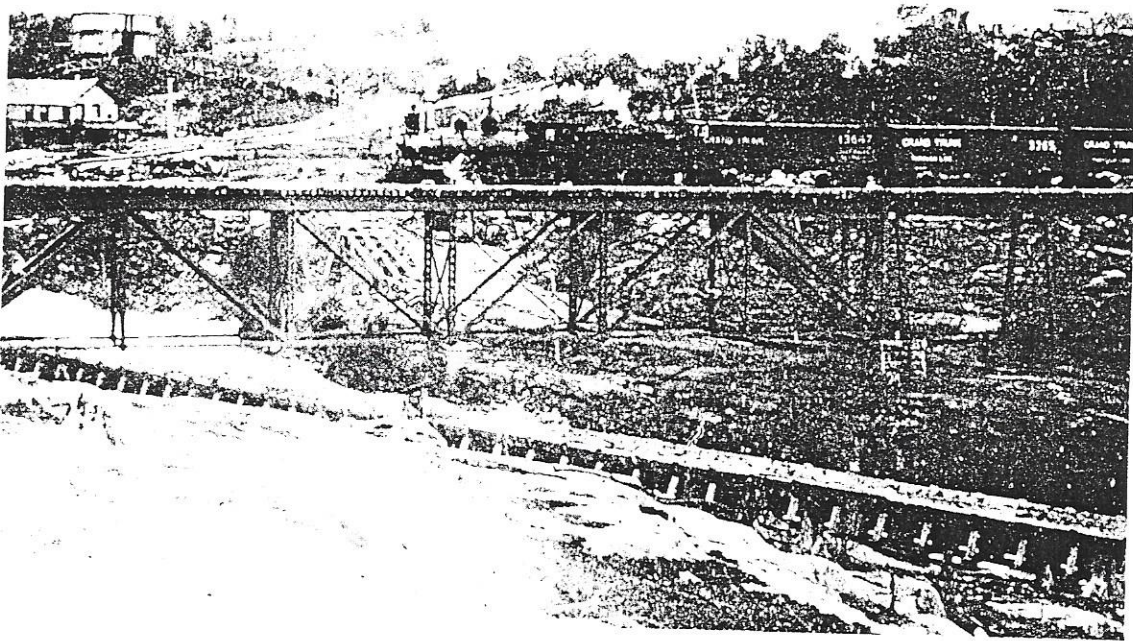


THE STEAMBOAT ERA  
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**MUSKOKAS**  
VOLUME 1 – *To the Golden Years*

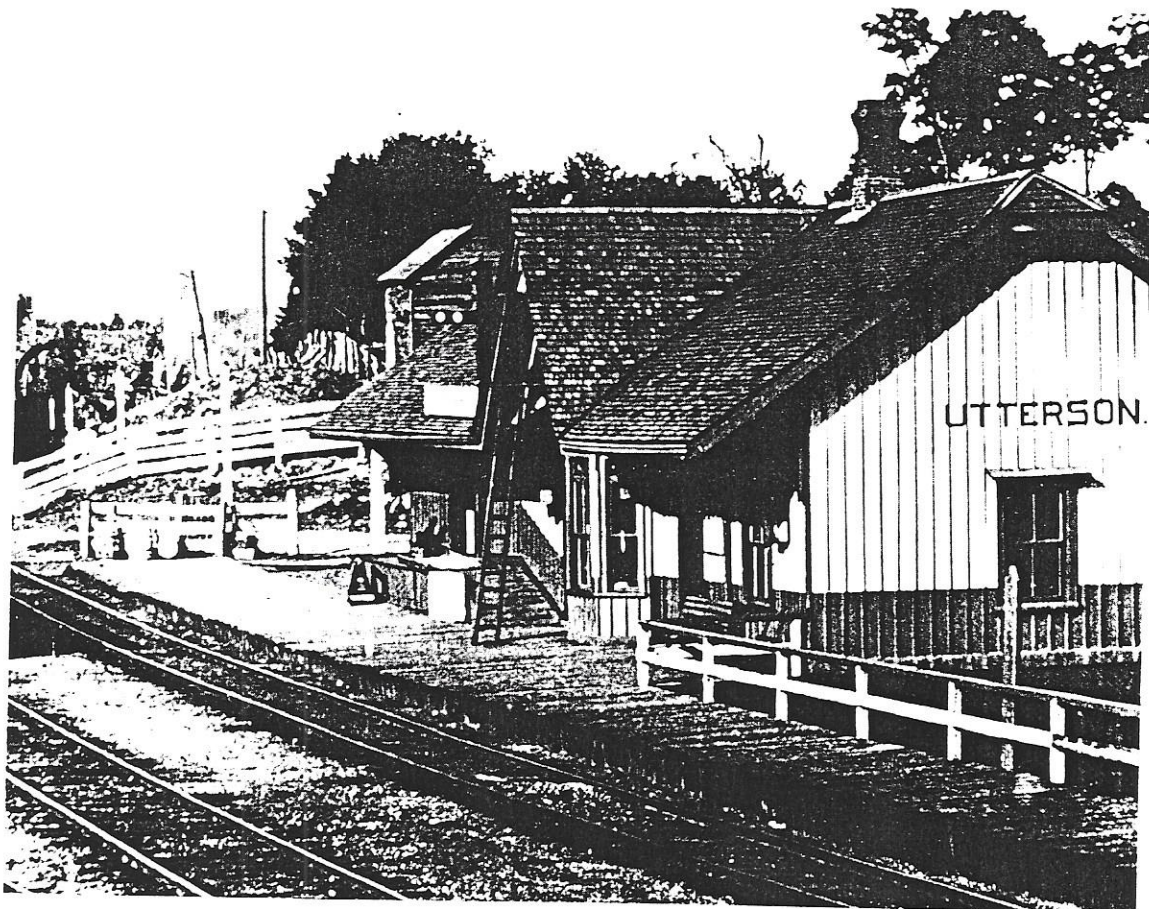


by Richard Tatley





G.T.R. Train Entering Bracebridge, around 1895.  
(Note the timber-slide past the falls in the foreground.)



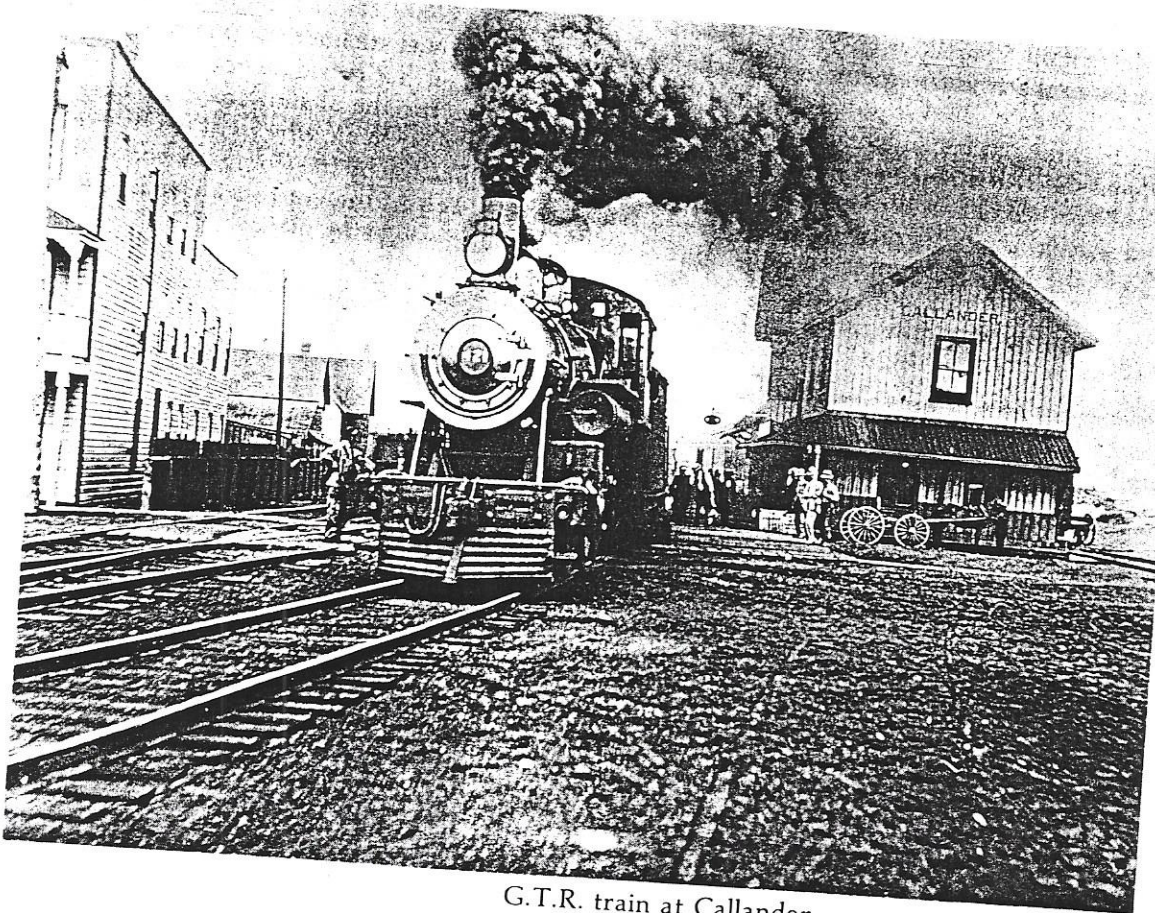
Uttersson Station. G.T.R. (C.N.R.)  
Courtesy, Mr. George Johnson, Port Sydney





Muskoka Wharf Station, Circa 1884.  
S.S. "Nipissing" appears at right.  
Courtesy, Archives of Ontario ST 1173





G.T.R. train at Callander.  
 Courtesy, North Himsworth Museum, Callander

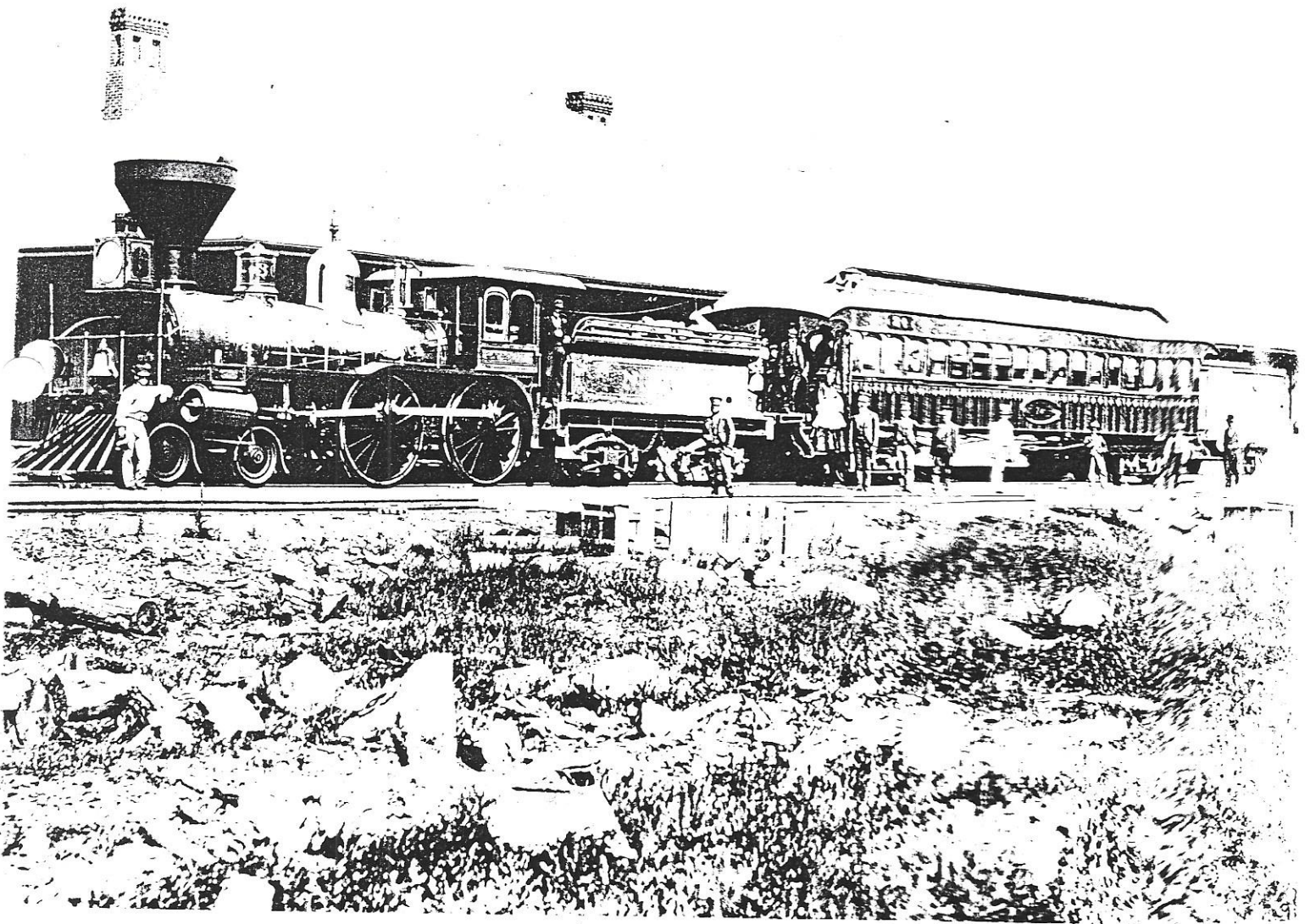
the ship downstream. Orders were given, and the little steamer was ignominiously broken up. Every piece of metal in her construction, down to the last iron spike, was extracted and salvaged, but all the timbers were piled up and burned. The *Sparrow* was on hand to bring back the fragments, and later they were incorporated into a new steamer on Georgian Bay, also called the *Inter-Ocean*. Years later Captain Burritt, who had moved away with his family to Thornbury, was to write to friends in Nipissing that, every so often, he could hear the whistle of the old *Inter-Ocean* echoing across the waters of Georgian Bay like a ghost from the past.

The *Sparrow* was luckier. On May 3, 1886, she too was sold, to John B. Smith of Callander, who kept her profitably employed towing logs and scows until 1927.

The steamboat era on Lake Nipissing did not die with the *Inter-Ocean*, nor even with the *Sparrow*. On the contrary, it would continue as late as 1960, and during the 80-year span nearly 50 steam-vessels (mostly tugs) would ply on the big lake; not counting a few more on nearby Trout Lake, Lake Nobsong and the French River.

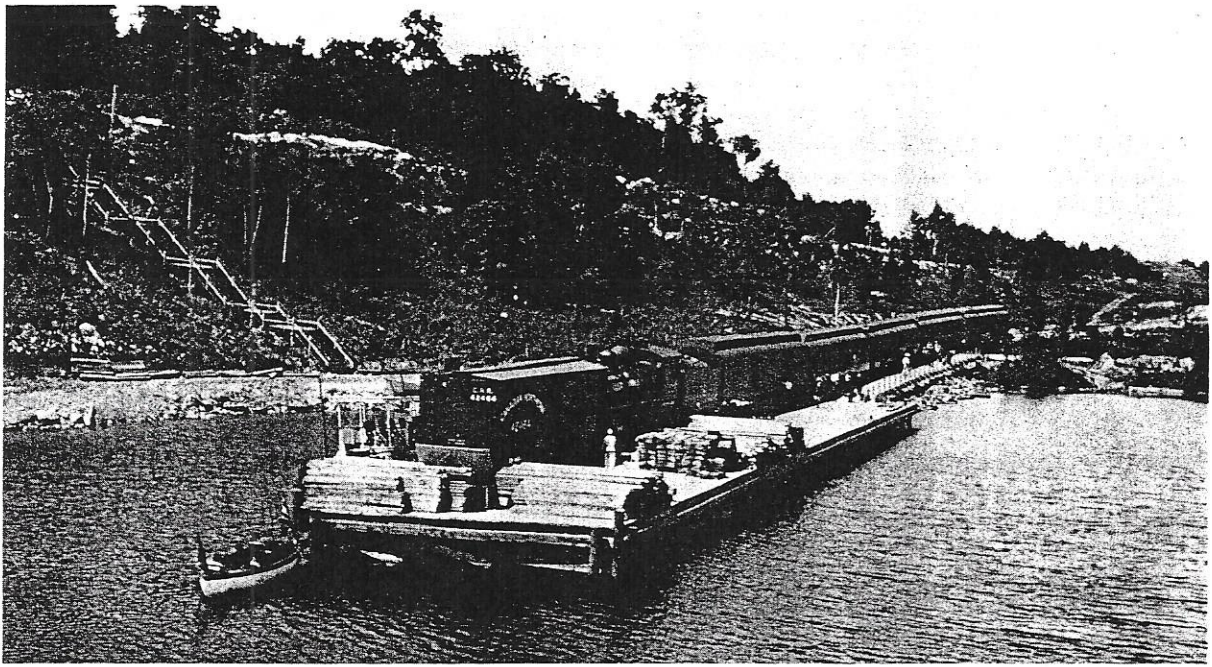
Following the demise of the *Inter-Ocean*, the passenger boat service fell into abeyance for a time. However, there were soon at least half a dozen lumber companies active in the area, and several used tugs. For seventeen years the *John R. Booth* (which registered 194.23 tons) plied slowly back and forth, endlessly feeding logs in to the landing at Wisa-Wasa, just south of Callander; whence the Booth Company tram-railway ran them across to Lake Nobsong. Here a little tug called the *Nobsong* (18.67 tons) took over, hauling them across the lake to continue their journey to the Ottawa. In 1902 the *John R. Booth* was hauled ashore and burned at Wisa-Wasa. The Company also ran a few small tugs used for "sweeping" up stray logs, and in later years acquired an "alligator" or warping tug, the *Monarch* (renamed the *Wisawassa*), to bring in the booms until the firm ceased operations on





A train on the Northern Railway  
Courtesy, Public Archives of Canada C 55485





Canadian Northern wharf station, Lake Joseph, under construction (around 1907).  
Note the stairway up to the main line depot.  
Courtesy, *Public Archives of Canada* PA 132105

Steamers at Lake Joseph station.

In the foreground are the yacht "Kacymo" (left), the S.S. "Ahmic" and the supply boat "Constance".  
The S.S. "Sagamo" is behind the train.

Courtesy, *Public Archives of Canada* PA 129964 J. Mickelthwaite Collection.





This River Muskoka FC 3095  
M 8 7L 56

upstream from Georgian Bay and soon began cutting pine nearby. Lumber from the mill was rafted down the river to Georgian Bay.

The Three Rock Chute mill, built on an island at the falls, was the first manufacturing establishment of any sort in the Muskoka watershed. It operated only a few years. However, not far downstream from Three Rock Chute, at the mouth of the Musquash, a vastly larger water-powered sawmill was built in the late 1850s (or possibly in the early 1860s). This operation and the sizable settlement that grew up around it was known as Muskoka Mills.

Like Hamilton's mill, the Muskoka Mills resulted entirely from lumbering expansion, not frontier settlement. Big lumber companies had begun major logging operations in the Muskoka watershed in the 1850s, and since the river provided the only feasible way of getting the logs out in those early years, the river mouth was a logical place for a mill. From this spot lumber could be easily shipped across Georgian Bay by boat. The lack of a natural falls here was evidently solved by building a dam (minor rapids downstream from Three Rock Chute don't have enough drop by themselves).

The Muskoka Mills was by far the largest water-powered sawmill ever to operate in the Muskoka watershed. At the time of the 1871 Census of Canada it employed a work force of 82 and in a six-month operating season produced 8,500,000 feet of lumber from 80,000 pine logs. The mill's water turbines developed a total of 250 horsepower. The big lumber firm of Hotchkiss, Hughson and Company operated the facility in 1871; however, the original owner was apparently the Muskoka Milling and Lumber Company.

Although initially ideal for processing Muskoka pine, the

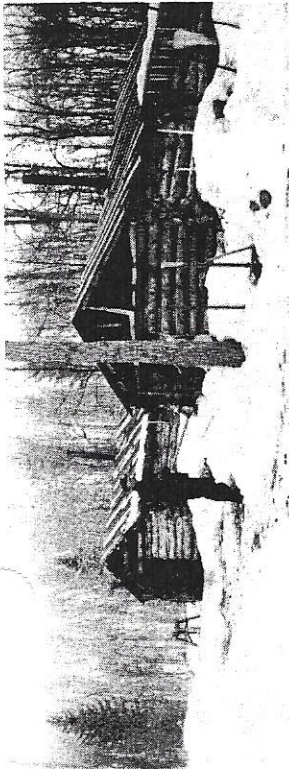
location of the Muskoka Mills later became a bane to the lumber companies to move logging operations east; that meant longer, more difficult and expensive drives down to Georgian Bay. When the railway extended into the heart of the Muskoka watershed at Lake Muskoka at Gravenhurst — in 1875, it moved to establish big mills there, thus eliminating the need for logs another 36 kilometres (22 miles) down the river.

Before the end of the 19th century, quantities of lumber sufficient to feed the Muskoka Mills could no longer be locally obtained from the Muskoka watershed, and the operation closed down. Strung out along the shores of Georgian Bay, the once bustling mill town quickly became a ghost town.

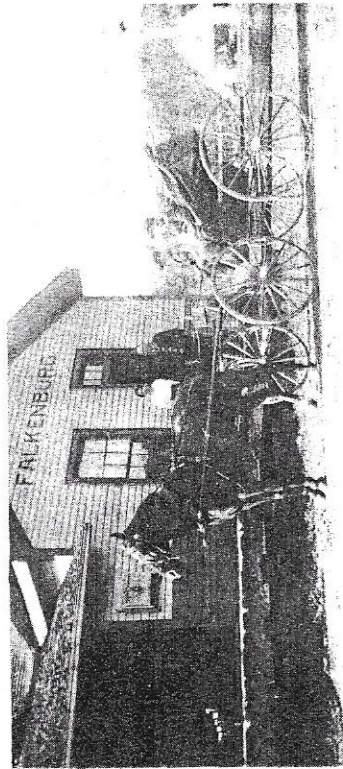
Comparatively little pioneer settlement took place on the rocky, infertile lands between Lake Muskoka and Georgian Bay. The only other mill to harness the power of the Moon and Musquash rivers was one at Bala, at the outlet of Lake Muskoka. That was the Three Rock sawmill.

Burgess, a Scot, first came to Lake Muskoka in 1847. The year the Ontario government instigated the northern migration of settlers to Muskoka by passing the Free Grant Act. Impressed by the beauty, water power and strategic location of the falls at the outlet of the lake, he moved his family upcountry and by 1870 was operating a sawmill on the small northern channel of the lake (ever since as the Millstream). He also established the town of Bala. In these events, the community of Bala was born (after Bala Lake in Wales). The Burgess family has been in the forefront of Bala affairs for several decades.

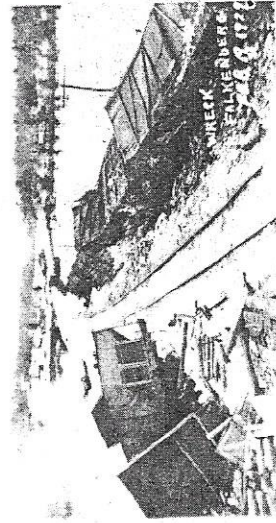




10.—Cookery and bunkhouse used at Moore's mill  
(Courtesy Mrs. M. Harper)



11.—Falkenburg Station (Monck Township). Standing are Mr. and Mrs. Jack Gilbert, while in the buggy are their children, Gordon, Lorna and Leslie  
(Courtesy Mrs. A. Huggard)



12.—February, 1929, train wreck near Moore's mill (the mill is left of the tracks)  
(Courtesy Mrs. C. Smith)

The Moore sawmill was established in 1873 at foot of Moore's Hill, south of "The Junction." Here, on March 14th, 1873, the first lumber was cut in the mill that ran on 60 pounds of steam pressure. A tradition of sawmilling was thus started in the Moore family which came to an end in 1961 with the closing of the Moore Brothers Mill at Falkenburg Station, where it had operated since 1930.

2. Falkenburg Station P.O. was established in 1891 shortly after the railway went through. Four postmasters served this office during its history, two with long periods of service:  
Nathaniel Kirby: November 1st, 1891.  
E. W. (Ned) Hay: March 3rd, 1894.  
William Naismith, Sr.: June 1st, 1901.  
Frank W. Moore: December 1st, 1932.

On January 1st, 1970, the final mail delivery to this post office was made, thus closing the last remaining Macaulay P.O. as well as ending 107 years of post office service in the Falkenburg community. Rural mail service was extended to reach the patrons of defunct post offices beginning in Mr. Naismith's time and presently continuing out of Bracebridge as R.R. # 6.

As early as 1880 survey crews were plotting the course for railway extension north of Gravenhurst. By 1884, the right-of-way was being cut through the Falkenburg area and in June, 1885, the tracks had been laid as far as Falkenburg Station. The station, hotel, store, Orange Hall and many other buildings in this community were in Monck Township, except the churches and schools which were in Macaulay.

Tragedy seemed to prevail along the one mile section of track between the two Falkenburgs right from the beginning. The engine of the construction train cut off a workman's legs the day after the track was laid at the station.

Another tragic story was told to me by Mr. George Moore of how he witnessed the death of a brakeman one cold February night. He was walking near the tracks after accompanying a friend partway home, when the usual freight train rounded the bend near "The Junction." It was necessary for the brakeman to operate part of the train's mechanism as it progressed around the turn. In the process of doing this, the brakeman slipped and fell between two cars and was instantly decapitated, sending his head rolling along the ground past Mr. Moore!

*Stephenson-Macaulay Town Line*

At one time it was possible to travel over this division road from the Muskoka Road (lot 7, concession 13) to the brow of



Again, the emphasis was entirely on colonization, not forestry. All this was rather ironic, considering that the lumber companies proved to be the prime beneficiaries immediately after the new lines were built.

The Railway Fund Act assured the proposed Muskoka line of an additional \$4,000 per mile. Around the same time a deputation from Muskoka, including Thomas McMurray and John Teviotdale of Bracebridge and accompanied by A.P. Cockburn, met with Cumberland and Frank Smith, president of the T.S.&M.J.R. in Toronto. Smith assured the Muskoka delegates that the Company was prepared to contribute \$10,000 per mile to the new line, but warned that the Muskoka municipalities themselves must raise \$2,000 per mile to have the branch extended north of Rama Township (Washago). On March 1, 1871, the reeves of Muskoka, at a meeting held at Bracebridge, approved the proposed expenditure, to be paid by instalments as each mile was completed.

Work was started on the Northern Extensions in 1871. The line was opened to Orillia on April 1, 1872, just in time to forestall the Midland Railway, but beyond that, progress was slow. Bridging the Atherley Narrows proved very expensive, and railway building in the Shield was not easy. The winters were cold and cash was short. Barrie and Orillia each realized 82% of their subscriptions, but Muskoka never raised more than 70% of hers. As a result, the railway was not opened to Washago until August 8, 1873, and it took another entire year to advance the rails the next two miles to Severn Bridge. Here, work ground to a halt.

To many, it looked as if the railway would never cross the Severn. Worse still, the country as a whole was now caught up in a depression. But A.P. Cockburn continued to push for the railway, exhorting his constituents to help, reassuring them that the work stoppage was only temporary, and insisting that more capital would indeed be found. More deputations to the government and the Company finally bore fruit, and in 1875 work was resumed with fresh vigour. The construction crews had nothing to work with except picks and shovels, plus ox-teams to haul gravel and black powder to blast through ridges of granite. Notwithstanding, the rails kept creeping northward; furthermore, the line was built to very high standards. Finally, in August 1875 the tracks reached Gravenhurst, and on September 28th. the first work train rolled in from Severn Bridge. What a day that was! Settlers who had been promised the line for so many years flocked to Gravenhurst from miles around to see the train for themselves. Barrels of beer were rolled out into the streets by the hotel keepers as townsmen joined the railway navvies in whooping it up. To the north, Bracebridge and Huntsville rejoiced as well, as if the iron horse were already at their own doorsteps.

A.P. Cockburn and the railway officials were not quite as jubilant, since there was still a gap of a mile or more between the end of steel and the shores of Muskoka Bay. Unless that gap could be closed, much of the value of the new line would be nullified. It took over two more months to extend the tracks down a convenient ravine to the lakeside, where the shoreline was artificially extended with cribwork and fill to form a wharf within a sheltered inlet. Here a shed was immediately erected, and given the name "Muskoka Wharf Station", which henceforth became the usual embarkation point for the lake steamers. By that time, however, the season of navigation was almost over, and the boats derived little benefit from the railway that year.

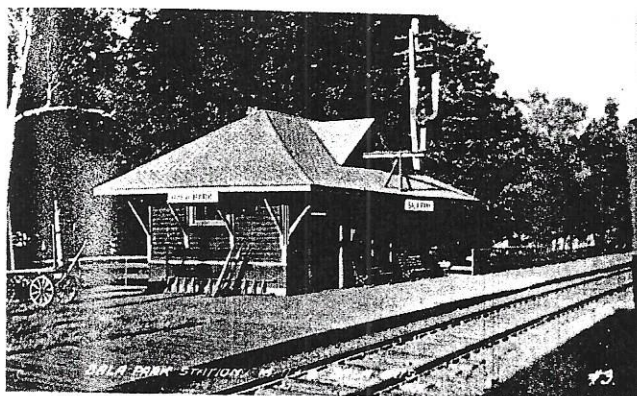
But the occasion called for celebrations nonetheless. A special train carrying over 200 picked passengers from Toronto and all points along the way came chugging into Gravenhurst on Saturday, November 13, 1875 for the formal opening of the Northern extension. Frank Smith, Frederick Cumberland and President Thompson of the Northern Railway were along for the trip. They found Gravenhurst decorated everywhere with flags and a large crowd gathered at Muskoka Wharf. As the train rolled in, the whistle of the locomotive blended with continuous blasts from the *Wenonah*, the *Waubamik* and the *Nipissing*, which were all assembled by way of welcome. The passengers all crowded aboard the three steamers and were taken on a short cruise around the Bay. A dinner at the Township Hall followed, with speeches and loyal toasts, and finally, in the late afternoon the assemblage broke up, well pleased by the day's events.



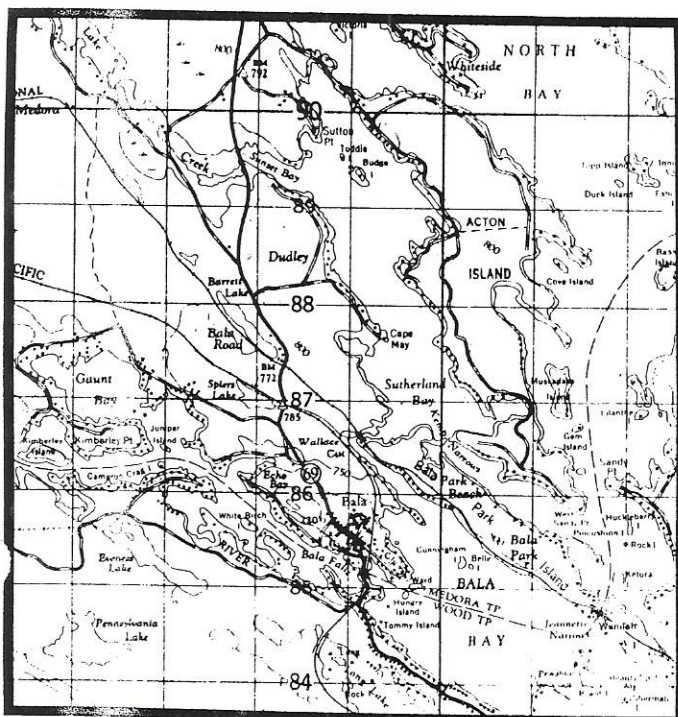
# Do You Remember..?

by Jim Brown & Robert McMann.

Do you remember taking the train from Toronto up to the Muskoka Lakes District for a day's outing on one of the steamers that plied the Muskoka Lakes? Do you recall the names of some of the stations along the way ...Bala Park, Medora, Lake Joseph, Footes Bay? Do you remember standing on the dock at Lake Joseph waiting to see the steamer come into view? Reminisce with us for a while to a more leisurely era (before everyone owned autos) when people took the steam cars to enjoy their summers in one of Ontario's most famous resort areas---Muskoka!



The station at Bala Park.



**TORONTO, PARRY SOUND, SUDBURY, CAPREOL, WINNIPEG AND VANCOUVER**

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**EASTBOUND** Road Up

**TABLE No. 135**

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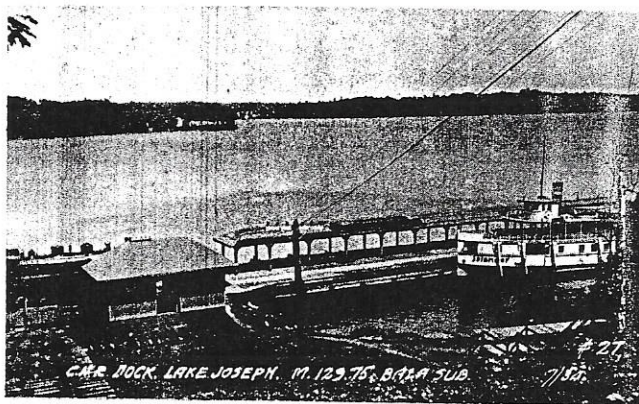
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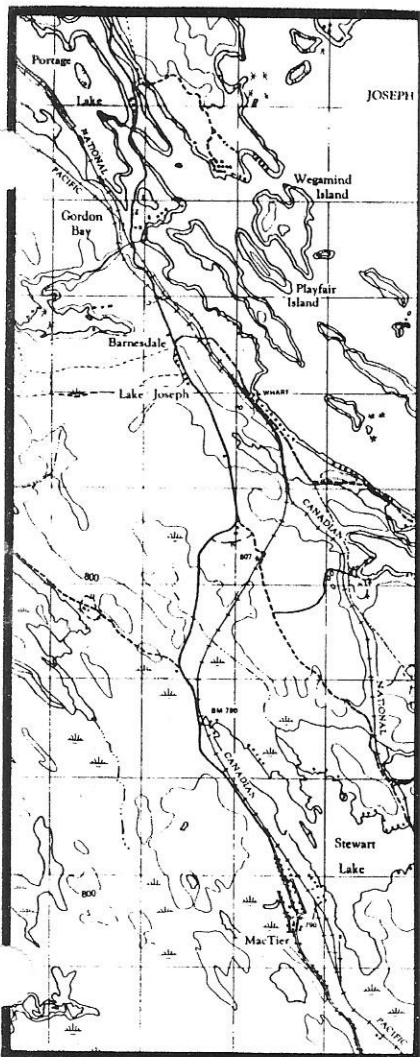
Lake Joseph station.



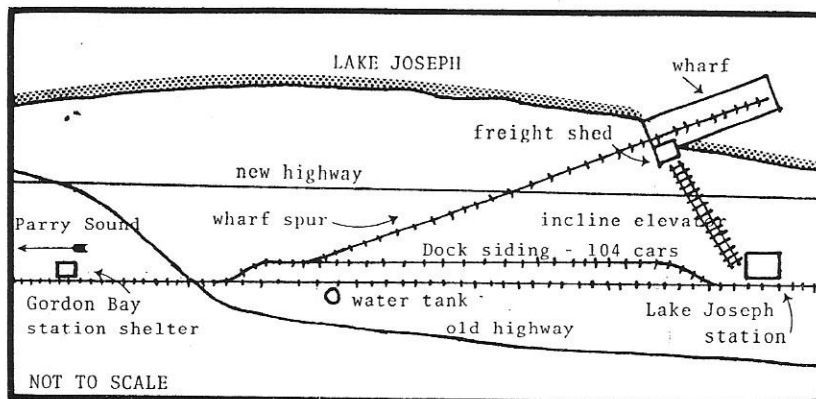
CN dock at Lake Joseph; steamer "Islander" in at dock.



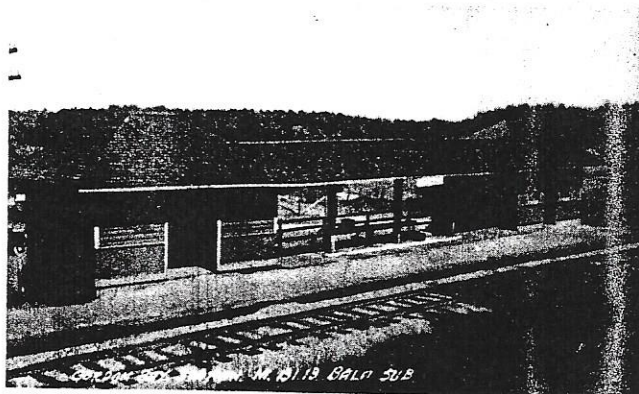
Incline elevator and stairway at Lake Joseph station.



Sketch map showing detail of the station and wharf at Lake Joseph.



NOT TO SCALE



The Gordon Bay station.





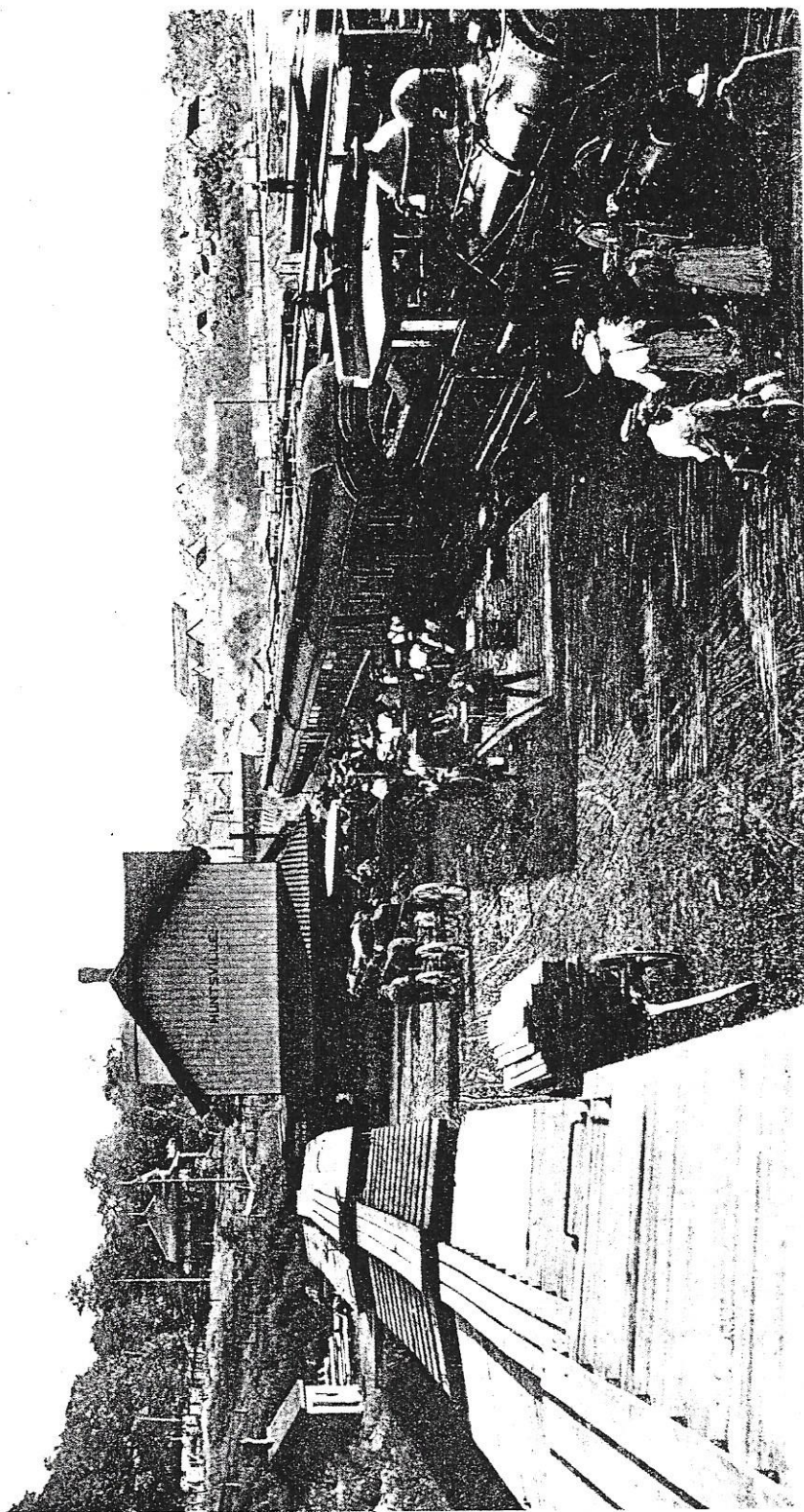
Steamer on Muskoka Wharf, Ont

Grand Trunk Railway #810 discharges her passengers for the steamers at Muskoka Wharf.

Oct. 14, 1907



Muskoka Express at Huntsville, Ontario



Muskoka Express at Huntsville

Aug. 8, 1906



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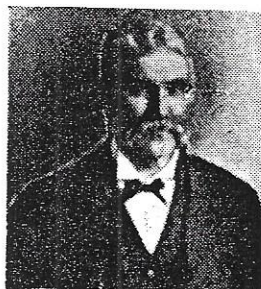
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# Bracebridge. A Good Town Grew Here

## 1886



J. P. Humphries, merchant,  
Reeve of Bracebridge 1886-87

Succeeding Mr. Hunt as Reeve was James P. Humphries, one of the Village's leading merchants and a popular citizen who, we are pleased to note, was choirmaster at the Methodist Church. The Councillors were James Dollar, Richard Swain, William Simmons and John Leishman.

This year stands out as the one in which the railway was completed through the Village and on north. The first passenger train ran through Bracebridge on Monday afternoon, June 28th. Here and at other stations to the north the arrival of the first passenger train was made a day of celebration. Platforms were lined with people waving flags, and at Bracebridge the firemen's band played suitable airs. The coming of the railway was not regarded with enthusiasm by many of the teamsters, though it is to the credit of those in the Harvie family that they began arranging better stage routes to run through the District laterally to the railway. The business of the teamsters was an

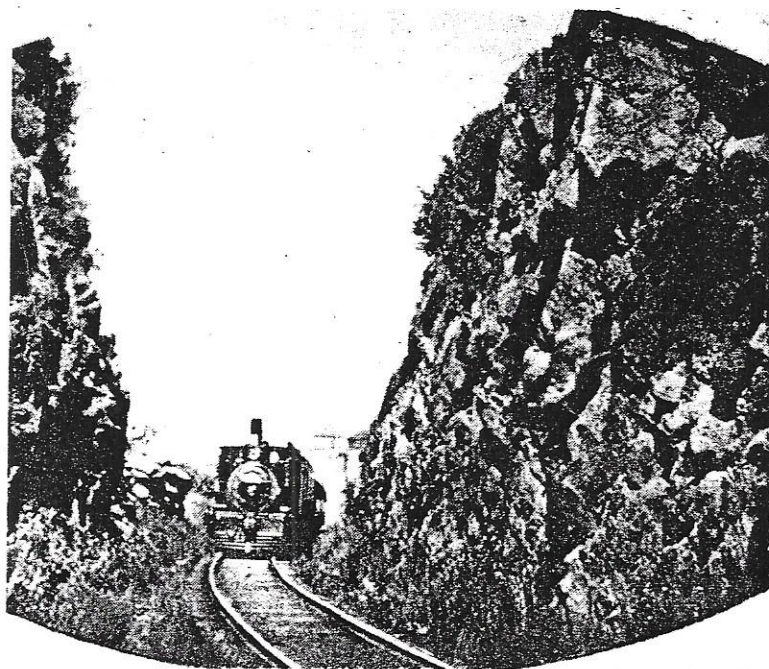
important one up to this time, for merchants and settlers depended on them to carry their freight shipments beyond the railhead. It had to be admitted, however, that this system had its hazards. Often goods shipped this way became shattered on the rough roads. One northern merchant bewailed the fact that in a shipment of glass not one piece remained whole. A settler said a new stove ordered reached him in completely shattered condition. It is also recorded that pilferage was not uncommon. Kegs and barrels of whiskey often fell off teamsters' wagons and broke open. In particular, the shipping of dynamite was hazardous. There were other objections to the railway, just as there were complaints about Canada's first transcontinental line, the Canadian Pacific, on unproven grounds that "it would never pay way." But events were to prove this pessimism misplaced and the faith of the railway builders was amply warranted by the results.

The first excursion on the new railway was arranged by Bracebridge Odd Fellows Lodge, No. 251, a trip from Bracebridge to Powassan and back one day in the early summer. This was a notable undertaking for the lodge, which had been constituted only on March 1st, 1886. At this point note should be made about the beginnings of the lodge. The institution was conducted by brother Odd Fellows from Barrie Lodge, with D.D.G.M. Harper as installing officer. The first noble grand was W. F. Reid and other charter members were H. Armstrong, W. W. Kinsey, W. G. Colville and J. McEwen. At the next meeting J. L. Fenn, Tooke, Charles Lee, John Ewens and Dr. Saml. Bridgland were initiated and by the end of April new brothers initiated included Thomas Robinson, Joshua Yeoman, Joseph Hanna, J. W. Ney, G. H. Thomas, I. B. Aulph, David Byers and W. Hambleton. Meetings were held in a hall above the Bridgland drug store on Manitoba street a short distance south of Chancery Lane. This building later burned but the lodge remained as a tenement when it was rebuilt, then moving to a new place the Thomas block, until 1904, when the new I.O.O.F. building was erected.


In Council business for 1886 a change was made in the position of chief constable, Mr. Binyon succeeding W. J. Hill. Also, a road overseer was appointed, Thomas Shawley having the position \$1.50 a day.

A by-law was passed accepting \$500 in cash from the tannery company in lieu of annual tax payments in the next five years.

Another by-law exempted the match factory of George Dowler from taxation for five years. Mr. Dowler had come with his family to Muskoka in 1876 and for ten years lived on what had formerly been Colonel Maude's property at Prospect Lake in Draper Township. In his native city of Manchester, England, Mr. Dowler had been a manufacturer, but lost heavily in the making of war ammunition. The Dowler family moved to Bracebridge and set up a factory for manufacturing matches, which business was carried on for several years at a site on the



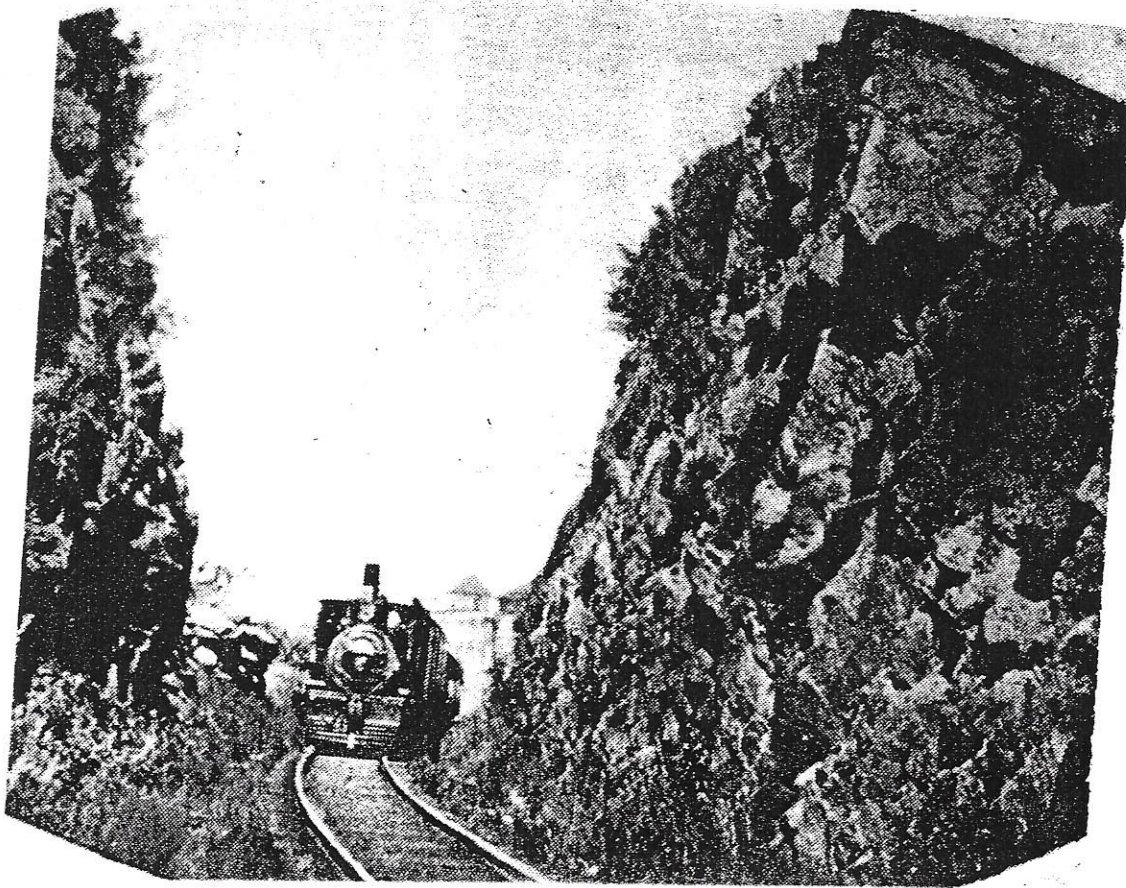




J. P. Humphries, merchant,  
Reeve of Bracebridge 1886-87

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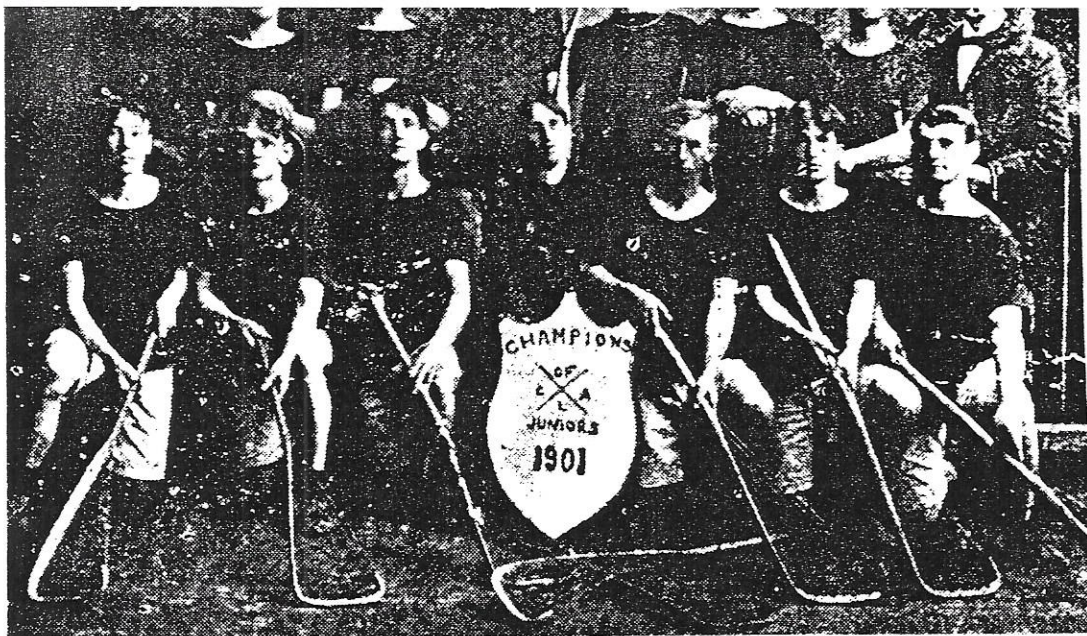
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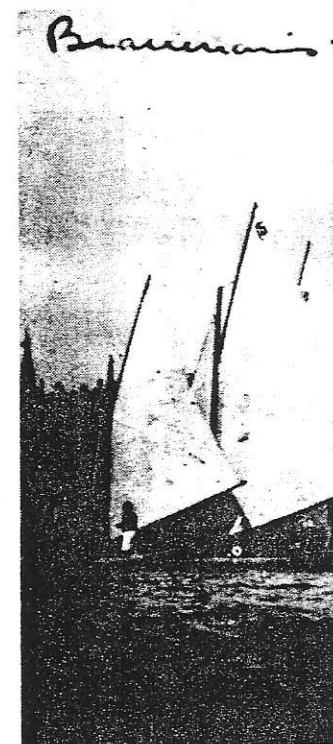


W. And

**Bracebridge Lacrosse Club, Junior Champions of Canada, 1901:**  
**Bottom row:** C. Bailey, H. Dodds, J. Thompson, R. E. Perry, P Masters, F. Woodhouse, B. Adair.  
**Second row:** F. Miller, H. Scriver, C. Palmer, H. Doonan, H. Woodhouse, W. Marshall,  
 A. Stephenson, G. H. O. Thomas (president).



**Grand Trunk Railway Station, Bracebridge**







Thomas, school  
merchant and  
zette publisher



Harry Linney, insurance,  
newspaperman

g Edmonton to take over as ad-  
ager of The Bulletin. He disposed of  
er to G. H. O. Thomas and Harry

a good year in newspaper production  
e judging by the special efforts made  
ers. On July 26th, a splendid edition  
tte appeared, eight pages on good  
n which the town and its businesses  
tten up, and 75 illustrations of men  
. The paper was not printed locally  
o be an excellent directory of the  
community. The Muskoka Herald  
r special numbers on book paper  
ar, the first April 12th featuring the  
description of the Sagamo and other  
ptember 20th a special issue on  
as a Sporting Town," giving reviews  
football, tennis, cricket, baseball,  
rting, but the chief feature of which  
of the Canadian championship  
th. Day before when the Bracebridge  
en on October 4th a special number  
re in Muskoka" with the principal  
by James Boyer, and also a report of  
all Fair, and finally the issue on

go to court, Mr. Higgins resigned, but at the  
subsequent nomination meeting May 8th, he was  
the only candidate nominated, and took office  
again for a few weeks, then resigning again, and on  
June 25th William Rawson was elected.



When train wreck occurred at Bracebridge station

On March 2nd, 1906, there was a train wreck  
in the town. Two freight trains came together with  
terrific force at the station. A double-header freight  
from the north crashed into a standing train when  
the air brakes failed to work on the grade and the  
weight of the cars drove it down the track. The  
three engines were demolished and freight cars  
strewn in all directions. The station building was  
damaged. The train crews escaped with minor  
injuries, since most of them jumped when they saw  
the collision was inevitable.

William Naismith had established a great  
reputation for the potatoes he grew on his farm at  
Falkenburg, winning many prizes. In September by  
request he shipped five bags of different varieties of  
seed potatoes to Bloemfontein, Orange Free State,  
South Africa, to be planted at a government ex-  
perimental farm.



of retaliation against Mc...  
uttered at a meeting of Indians...  
today. The meeting condemned the...  
Monkies for recent attacks on Hindu...  
leaders, and demanded that the Gov...  
ernment should expose what was...  
described as a conspiracy behind...  
such attacks.  
Some speakers advised patience...  
but others urged violent retaliation...  
the Chairman suggested the policy...  
"an eye for an eye and a tooth for...  
a tooth" and declared that if 10-...  
Hindus between 18 and 22...  
countered to retaliate against...  
as they would be soon stopped.  
A resolution included a warning...  
to the Government that if prompt...  
action were not taken a grave situ...  
ation would arise.

## Hertzog Confer Flag Question

Negotiations Have Begun  
Anew Between Both Political  
Parties With Object of  
Reaching Settlement Upon  
National Emblem Controversy

(Special Cable to The Globe and The New  
York Times. Copyright, 1927.)  
Capetown, Oct. 20.—Negotiations  
have begun anew between the Hertzog  
and Smuts parties with the object  
of reaching a settlement of the  
national flag question. As a result  
the debate on the second reading of  
the Flag Bill was adjourned.  
The bitter controversy, which  
has been raging for months, was  
caused by the desire of Premier  
Hertzog and his party, supported by  
the Laborites, to introduce a national  
flag design of which must be  
recall the past history of South  
Africa. "They want what they call  
a 'clean' flag, meaning by that the  
Union Jack must not be part of the  
design, because that would suggest  
to them defeat, subjection and inferiority."  
The Opposition Leader, General  
Smuts, and his followers, supported  
those Britishers in South Africa  
object strenuously to disappearance  
of the Union Jack as an affront,  
maintain that the national flag design  
must include as integral part  
the three old flags.

## Famous London Street Is Reopened for Vehicles

(Special Cable to The Globe and The New  
York Times. Copyright, 1927.)  
London, Oct. 20.—The serious  
traffic in the West End of London  
will be greatly relieved tomorrow  
when Piccadilly is reopened for  
vehicles. Since July 25 this famous  
artery has been closed for the laying  
of a new roadway, which has been  
completed ten days ahead of the  
scheduled time.

## ARRIVES IN MOSCOW

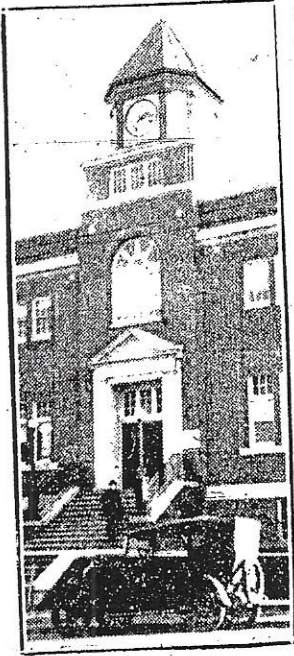
Moscow, Oct. 20.—Alexander H.  
Kovskiy, recalled as Ambassador to  
France by request of the French  
Government, arrived home in Mos...  
cow this afternoon.

William Grant did not suit the accused on that occasion.  
Grant owned the three head of cattle that were poisoned. Wannamaker foreclosed a mortgage he held over Hannah's smiddy, which, it is said, so incensed the latter that he declared there would be a fire, and in no time the building was burned.  
**Poisoned Cattle.**  
During this sequence of events, the Crown claimed, Hannah had been anxious to acquire a couple of guns owned by Charles Robinson. Robinson had a conversation with Hannah's father, which, it was claimed, the accused did not like at all. So, according to the Crown, Hannah put ground glass, Paris green and salt in Robinson's pasture field and feed boxes.  
Hannah's counsel, J. D. O'Flynn, argued that his client was not "all there," and that he should be placed in some hospital where he could obtain treatment. Warden Ketcheson also stated that the man appeared to be absent-minded.  
"If he is insane," said the Judge in delivering sentence, "he will be quickly removed to a hospital where mental cases are treated."  
**KILLED ON BIRTHDAY.**  
Niagara Falls, Ont., Oct. 20.—(Special.)—Hurrying past one train, Mrs. Annie Johnston, aged 58, was struck by another and instantly killed at a level crossing, across the river today. This was her birthday. She apparently did not see the Lehigh Valley passenger train approaching. The body lay in a Morgue for several hours before identification was made by her only daughter.

## PLANS TO RETIRE

### A. A. Morden, Because of Wife's Illness, Withdraws

(Special Despatch to The Globe.)  
Belleville, Oct. 20.—A. A. Morden of Wellington, Liberal candidate, has definitely withdrawn from the Prince Edward by-election field, in honor to the effect that he would be unable to fulfill the role to which his party convention recently elected him was realized today when he directed a letter of withdrawal to Dr. G. A. Platt of Belleville, President of the county Liberal Association.  
Speaking to The Globe tonight, Mr. Morden said: "I am withdrawing owing to the illness of my wife. I am very sorry I have to do this, but under the circumstances it was the only thing I could do. We were putting on a wonderful campaign here, and I myself was very confident of the result."  
Dr. Platt later informed The Globe that no time would be lost in calling another Liberal convention, with a view to appointing a standard-bearer to succeed Mr. Morden. "We are holding an executive meeting tomorrow night, and will get things going immediately," he said.  
It is understood here that since Mr. Morden has withdrawn a more determined effort than ever will be made to induce Hon. Nelson Parlman to contest the electoral district.



## Old Union Station Clock Doing Time at Huntsville

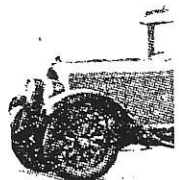
The opening of the town clock at Huntsville was an event of official recognition. Members of the Council and a number of private citizens were admitted to the tower, where the pendulum was started by H. E. Rice, on behalf of the municipality. The donor, Mr. Charles Paget, was among the spectators.  
One of the amazing features about the instrument is that, although it has been operating for over fifty years in the old Union Station tower at Toronto, there is actually no perceptible evidence of wear anywhere on the mechanism. It is now giving excellent time, and the hope is that it will serve the town and community for a period quite as long as it served the public at Toronto.



## CHRYSLER

One of the very finest for seven passengers, the very finest. Many complete equipment include price of \$5,650.00. (T model is \$5,260.00.) Res \$3,650.00.

McLAUGHLIN  
Absolut  
\$2



## CHRYSLER

A new car at a used car Brougham—run about to sell this beautiful car—rear, etc.—at a great

HUPMO  
Cost \$3,160.00

## OTHER '20

1927 Hudson Sedan, 1927 "50" Coupe and Sedan, Chrysler "60" Roadster, 1926 Hudson Sedan, Chrysler "70" Sedan, value prices.

## Also These

\$685.00, Oldsmobile equipment—\$195.00, Coupe—and a special—A Packard Six—\$365.00, Dodge Car and a Dodge Sedan—\$50.00 up.

PACKARD-ONTARIO  
18 Bloor Street



NORTH BAY DAILY NUGGET, THURSDAY, MARCH 18, 1948

## PICTURE OF OLD RAILWAY BRIDGE IS RELIC

### Debate g End islature

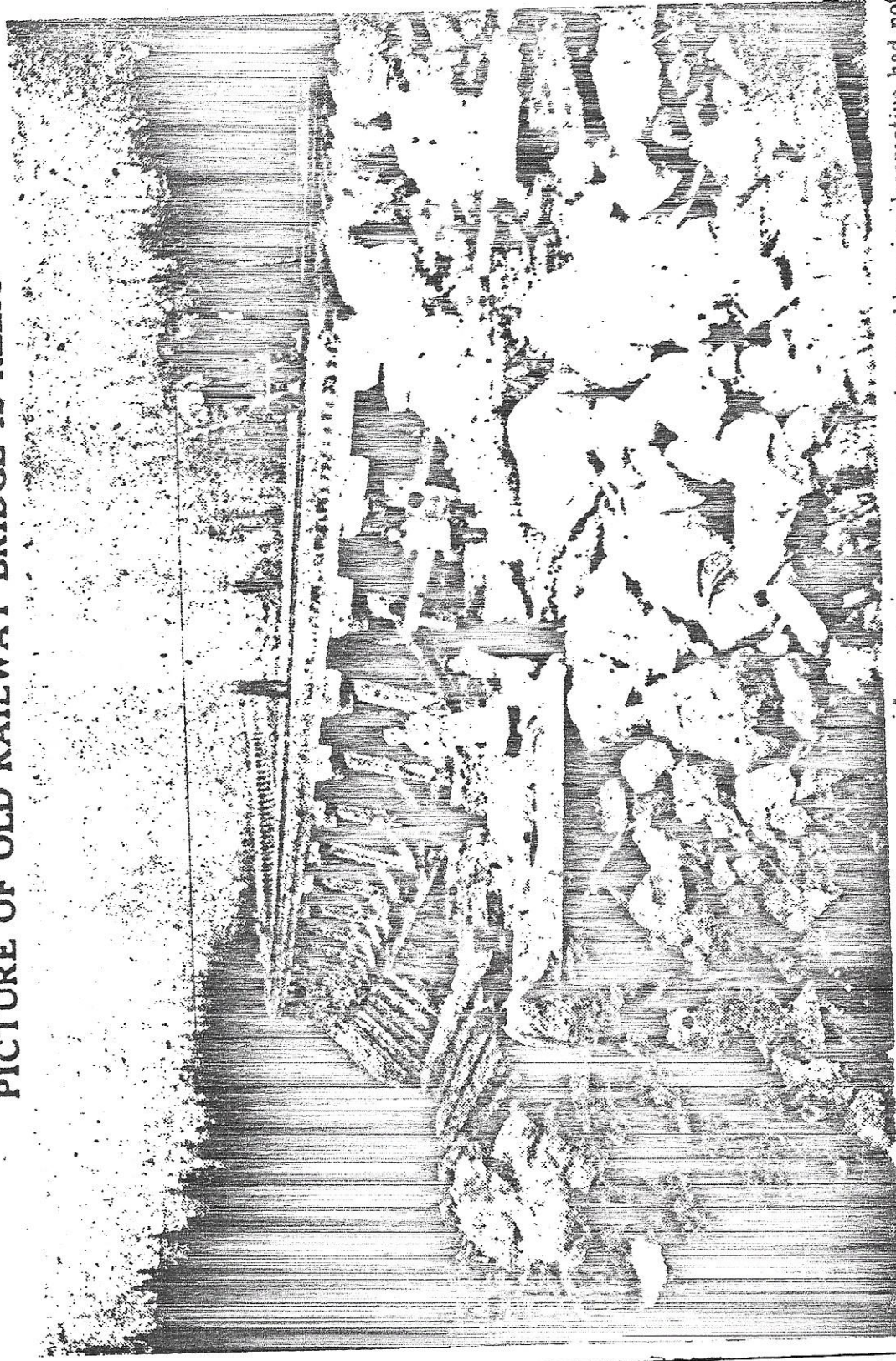
March 18—(CP)—  
h debate was expected  
in the Ontario legisla-  
afternoon and evening  
scheduled.  
y's sitting, devoted to  
bills, the house gave  
to a bill enabling the  
ut off all services to a  
community such as a  
ling unit if the federal  
does not agree to make  
ad of paying taxes.  
cannot be taxed.  
hich could be excluded  
fire protection, police,  
age collection, welfare,  
ng, public utilities and  
the province might

#### Amends Act

Minister Dunbar intro-  
to amend the Training  
Thirteen government  
leeling with education.  
ed in committee and  
ling was given eight  
ment measures.  
gave first reading to  
red by R. H. Carlin  
ry) to amend the Work-  
pensation Act and to  
given off by industrial  
private bills also were  
nding.

ded vote, a Labor-Pro-  
ty bill to give municipi-  
right to buy, sell and  
as defeated 58 to 2.  
cted that government  
ion, which may include  
) enable municipalities  
e milk business, will be  
t this session. Premier  
the Labor-Progressive  
did not properly pro-  
at is intended by the  
legislation.

ng school amendment  
the daily rate paid to  
nola for each person



The above picture is believed to be the only one of its type in existence. It was taken in 1887 and shows an all-wood railway bridge, one mile in length, built on the Old Grand Trunk Railway (now the CNR) about two miles south of Trout Creek. After a train passed, a railway employee would inspect the entire structure to see that sparks

from the wood-burning locomotive had not caused a fire. The bridge was built through a treacherous muskeg in order to skirt a nearby mountain. About 50 years ago, it was dismantled and the right-of-way was cut directly through a portion of the hill. The picture is the property of Henry Fischer, Trout Creek resident.

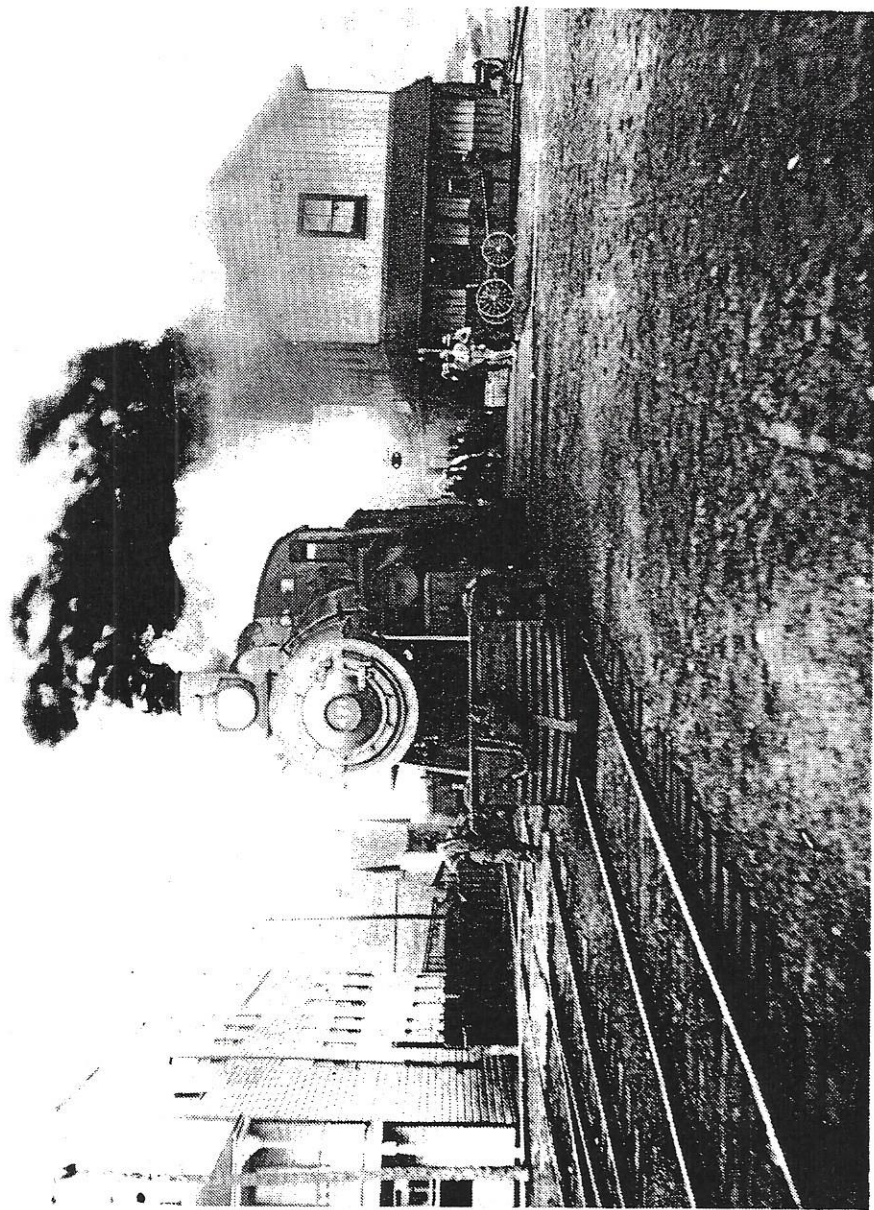
## HOW CAN I ? ?

By Anne Ashley

Q. How can I make a good bleaching lotion?

A. Peel a few cucumbers and run them through the meat grinder.





the era of the steam locomotive is over, but this photograph, at Callander, across from the Pacific Hotel, captures a characteristic form. (E.E. Seiber photo, J.W. Richardson collection)

#### WARNING

Dangerous Fire Hazards and Valuable Timber exist adjacent to this Road.

Do Not Throw Lighted Matches, Cigars or other Burning Substances, from Cars.

Build your lunch fires only in prepared fire places.  
Be Sure Your Fire is Out Before You Leave.

Early (Hwy 11) located in Area Mus





## The Canadian National Railway and North Bay

It is usual to consider Northern Ontario as a country comparatively new, even for a nation whose people did not bud into nationhood until the yesterdays of history; but here again is to be found yet another misreading of New World annals. The pioneer railroad builders but skirted a route which was rich in historic associations and which link to the steam road such names of fame as Champlain, LaSalle and some of New France's foremost and venerated missionaries and martyrs. Like shadows across the screen of time, they came and went, the known with the unknown, savants, explorers, and settlers in their canoes, ox-carts, full rigged sloops, stage-coaches and freighters, passing down the corridor of time until at length came the "iron horse," of the railway.

It is a peculiar coincidence that the North Country has the distinction of being linked not only to the first days of Canadian annals but also to the first days of railroading in Upper Canada. For the Grand Trunk train, which so proudly steamed into North Bay in 1889, travelled part of the way over what was the old Ontario, Simcoe and Huron Railway, the first road to be built and operated in Upper Canada and at the time of its opening, the second longest railway in British North America. When this railway was opened, on May 16th, 1853, the railhead was at Machell's Corners, now Aurora, just 29.7 miles in length; but small though this was, it marked the beginning of the slow penetration into the Northland, which was to be consummated exactly 36 years later, when the first road was absorbed by the Northern, and the Northern, in turn, was absorbed by the Grand Trunk System.

Slowly the Northern Railway crept Northward, until, under name of the Muskoka Junction Railway, its term-

difficulties under which the pioneers labored in their great task of opening up the North. Huntsville, then an outpost of civilization, was settled when the rail head stopped at Barrie; and when the terminus had moved to Gravenhurst, all freight was moved into the North by team, or, during navigation, by team to Port Sydney and thence by small steamers over Lake Mary and Mary's River to Huntsville, whence again it was transferred once more to the cumbersome freighter.

In those days it was a matter for conjecture as to the condition in which freight consignments would arrive at their destination, with the odds usually in favor of its complete demolishment. Ancient records are filled with the plaintive wails of northern merchants and settlers. One merchant bewailed the fact that he ordered a shipment of glass panes and when he opened the case not a single pane remained unbroken; a settler writes, his words interspersed with picturesque language, that the stove he received from a Toronto merchant arrived as so much junk. He earnestly sought information as who was to stand the loss and when he might expect a new stove in such condition as it might be used to keep his cabin warm during the coming winter. As a penman of a strongly-worded appeal this settler was in a distinct class by himself.

In many instances the goods did not arrive at their destination, at all. Pilferage frequently was reported and it was impossible to trace the missing articles. Kegs and even barrels of whiskey had a most disturbing way of disappearing. They seemed cursed with a predilection to fall off freighters' wagons or sleighs, breaking open and thereby providing free liquid refreshments to the teamsters along the way. Nothing apparently could be done to right this situation for the roads were



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Slowly the Northern Railway crept Northward, until, under name of the Muskoka Junction Railway, its terminus first was at Orillia, then Washago and finally Gravenhurst. The next epoch in its history was the extension of the line to Nipissing.

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## The Canadian National Railway and North Bay

(Continued from Page Thirty-Five)

come and go from and into the country north of Huntsville each day.

Difficult and unsatisfactory as were the conditions which governed the shipping of supplies into the North, they paled into insignificance when it came to bringing in dynamite and black powder. Dynamite, particularly, was considered a highly dangerous article and was handled with the greatest of respect; in fact, so much respect did it inspire—and black powder with it—that a law was passed prohibiting trains from carrying it. Therefore, it and its awe-inspiring sister explosive, black powder, had to be hauled by night teams.

In some instances it lived fully up to its dangers when the teams took fright and bolted, or the wagon or sleigh overturned on the rough road. One big shipment is recorded as having exploded during an accident and the result was fully in keeping with the best of dynamite traditions—very little was later discovered of teamster, team or wagon. Yet, despite such stories and fatalities, the daily trek went forward northward without interruption.

When definite announcement was made that the railroad would be built to Nipissing, pessimists were soon abroad. Their words were enveloped with a deep, azure gloom. The extension would not pay for the cost of the rails, there was not enough freight and passenger business to meet operating expenses, they averred. The country was but sparsely settled, no tourists would venture into such an uncharted wilderness and it was simply running bands of steel into an unproductive waste to let them rust there—so ran their plaint. But despite loud talk and gloomy forebodings no organized opposition was made to the venture and just how much truth there was in such predictions best can be judged in retrospect.

Despite the grand assault made by the pessimists, construction work commenced and rapidly progressed. The railroad was now reaching out to ten

at that time its riches were something for the future to prove. In 1886, after overcoming almost titanic obstacles in a construction way, the rail head reached Nipissing Junction and with its completion arrangements for the operation of Grand Trunk trains into North Bay over Canadian Pacific tracks were made.

Here then was written the first paragraph in a new chapter of Northern Ontario development. A straight through line had been opened between the budding frontier town of the North to the well-settled districts on the shore of Lake Ontario. Through trains sped across a country which previously had known only the plodding teams and wagons of the freighters and gave such picturesque train names to railway history as "The Cannon Ball Express" and many others. The daily wails of chronic pessimists had not deterred the railway builders. They had faith in the future of the North and how well this faith has been justified is a matter of history.

If faith dealt handsomely by the railroad builders on the North Bay line, it did not smile quite so brightly upon the railroad men. Alonzo Brott, a track walker in those first days of the Nipissing line, wrote of his experiences in this way: "The conditions under which we worked were trying in every way. There were no Government roads and all supplies had to be brought in by train or jigger. Black flies, mosquitoes and sand flies were there in millions and we had to work, each man with a pail of fire chips or anything that would make a smoke screen to keep them away."

Mr. Hummell, who now lives at Trout Creek, 23 miles south of Nipissing Junction, writes: "When I entered the country first the rail-end was at Gravenhurst, so we hired teams to bring our scant household goods to our destination. There were seven of us in the group and we started from the rail-end at Gravenhurst for the northern wilds by way of Lake Muskoka and



# The Canadian National Railway and North Bay

(Continued from Page Thirty-Seven)

Nipissing Road to Magnetawan From there we went on to Commanda, from which we had to find our way through the bush as best we could for a distance of 14 miles. After five days' travel by sleigh we finally arrived at Barrett's settlement; this was six miles west of what is now Trout Creek, and we camped at the settlement until our log shanties were put up; then we began to carve a homestead out of the solid bush.

"Commanda, 14 miles west, was our nearest supply station and post office, and it was a common thing to walk those 14 miles, strap a bag of flour on our shoulders and make the return journey the same day or night. Subsequently, I took to the lumber woods and I was working at this occupation one winter, about three miles south of Trout Creek, when I came out of the bush and was surprised to see a gang of men, with a yoke of oxen, clearing a place for a camp. I was told that it was for a railroad construction camp and this was the best news I had heard since my coming North, in 1878, just eight years before.

"A few days later actual construction work was started on a long trestle, for which the company I was working had the contract to furnish timber; and from then on gangs of men kept arriving and the work was pushed rapidly forward. This trestle was to be built straight across the swamp; but when the gang started to drive the piles by the side of the creek it was found that no bottom could be found. I saw one gang drive three thirty-foot piles, one on top of the other, and the ground kept getting softer and softer the deeper they went. Therefore, the course of the trestle had to be changed and eventually it was built in the shape of the letter "S."

Mr. J. Drew, the first section foreman at Powassan, recalls that when the line first opened, the North Country was practically a virgin forest. His wife and family had to live as best they could in the tool house for three weeks.

"At that time box cars, known as wagons, were only about 20 feet long and were equipped with link-and-pin couplings; there were no air brakes attached and it was necessary for the engineer to prepare to make a stop nearly half a mile before he reached a station.

"The arrival of the first passenger train was a day of great celebration at each station along the route. Platforms were lined with people waving flags and bands blared forth the latest airs; and last, but not least, barrels of beer were placed in prominent places for all those who wished to partake of the flowing bowl. Though the line was open the work was made harder than ever, for the engines were prone to leave trails of sparks in their wake which set fire to the right of way and often the sectionmen would have to work all night to put out the fires started."

It was on January 17th, 1889, that an agreement was entered into between the Canadian Pacific and the Grand Trunk, whereby the Grand Trunk was given running rights over the line from Nipissing to North Bay station and the necessary facilities for the handling of Grand Trunk business. Then the first Grand Trunk train ran into North Bay station. Old No. 9, it was, and in charge of Conductor John Wallace, with Brakeman J. Lee and Engineer H. Dallery. W. L. Young was baggageman and it was necessary to handbrake the train all the way into the station.

This agreement with the Canadian Pacific remained in effect until December, 1911, when the Grand Trunk entered into a joint-terminal working agreement with the Temiskaming and Northern Ontario Railway and a new spur line was constructed from Nipissing Junction into the North Bay terminal of the Ontario Government road. Freight traffic was handled into this new terminal but passenger trains still continued to operate from Temiskaming and Northern Ontario Railway terminal to the Canadian Pacific station.

Until the year 1906 all Canadian Pacific traffic to the west, originating



in territory of which Toronto was the hub, travelled over the Grand Trunk tracks to North Bay. In that year, however, the Canadian Pacific built a shorter line via Sudbury to Winnipeg and this traffic ceased to operate over the Grand Trunk line. As the west was being settled at a rapid rate during the nineties and the early years of nineteen hundred, the interchange of traffic, particularly settlers' trains was considerable.

In the meantime yet another railway was reaching out to seek the riches of the Northland and another trans-continental line was in the making. The Canadian Northern had invaded the East by the construction of a line from Port Arthur to Toronto and another main line from Capreol easterly to Ottawa, passing through North Bay. Both lines were completed in August of 1915 but they were not officially opened until the month following. The advent of this new road meant that North Bay had become the important railway centre of the North, being served by four roads—the Canadian Pacific, the Grand Trunk, the Temiskaming and Northern Ontario and, lastly, the Canadian Northern.

Subsequently, war conditions became acute, certain of the railways encountered financial difficulties and out of the maelstrom of indebtedness emerged the Canadian National Railways—the Canadian Northern as a railway entity having disappeared. Fate willed, however, that the Grand Trunk was not yet to come into the Government system; but it was gradually forced into amalgamation, until at length it became an integral part of the vast Canadian National Railways system, which today operates 22,600 miles of line throughout Canada and touches every provincial capital in the Dominion and all the large cities and important towns.

But North Bay, as a railway centre, has not diminished in importance by the birth of the Canadian National Railways and the amalgamation of the Grand Trunk System. This year will

mark the establishment of the offices of the General Superintendent of the Northern Ontario District in North Bay and the pulse of the district which moves the grain from the head of the Great Lakes to the Atlantic seaboard will throb in this great distribution centre of the North.

The interests of North Bay in a transportation way are watched over by an efficient Canadian National organization. Sir Henry Thornton, as chairman of the Board of Directors, and president of the National system, is at the head. Mr. C. G. Bowker, as general manager of the Central Region, has direct control of the operation of the trains, and two general superintendents have jurisdiction over lines which run into North Bay, Mr. R. H. Fish, of the South Western Ontario District, and Mr. W. R. Devenish, of the Northern Ontario District. Again there are two superintendents who are in charge of the various lines and responsible for them, Superintendent W. E. Weegar, of the Allandale Division, and Superintendent G. N. Goad, of the Capreol Division. Apart from these there are the passenger and freight department offices, of which Mr. W. E. G. Bishop is in charge as district freight and passenger agent and there are also branch offices of the Canadian National express and telegraphs. In fact, all the facilities of the second largest railway unit in the world are right in North Bay for the use of its people.

The spirit which animated the pioneer railroad builders of the Ontario, Simcoe and Huron Union Railway, the Grand Trunk Railway and the Northern Railway, which made them believe in the future of the North is the same spirit which animates the railroaders of today. There is but one difference—the bounds of the North have crept Northward. In 1853, when the "Toronto" so proudly steamed out on its initial trip northward, Barrie was the great objective. As the years passed the line moved further backward, —Orillia, Gravenhurst, and the Nipissing Junction—all these are mile-

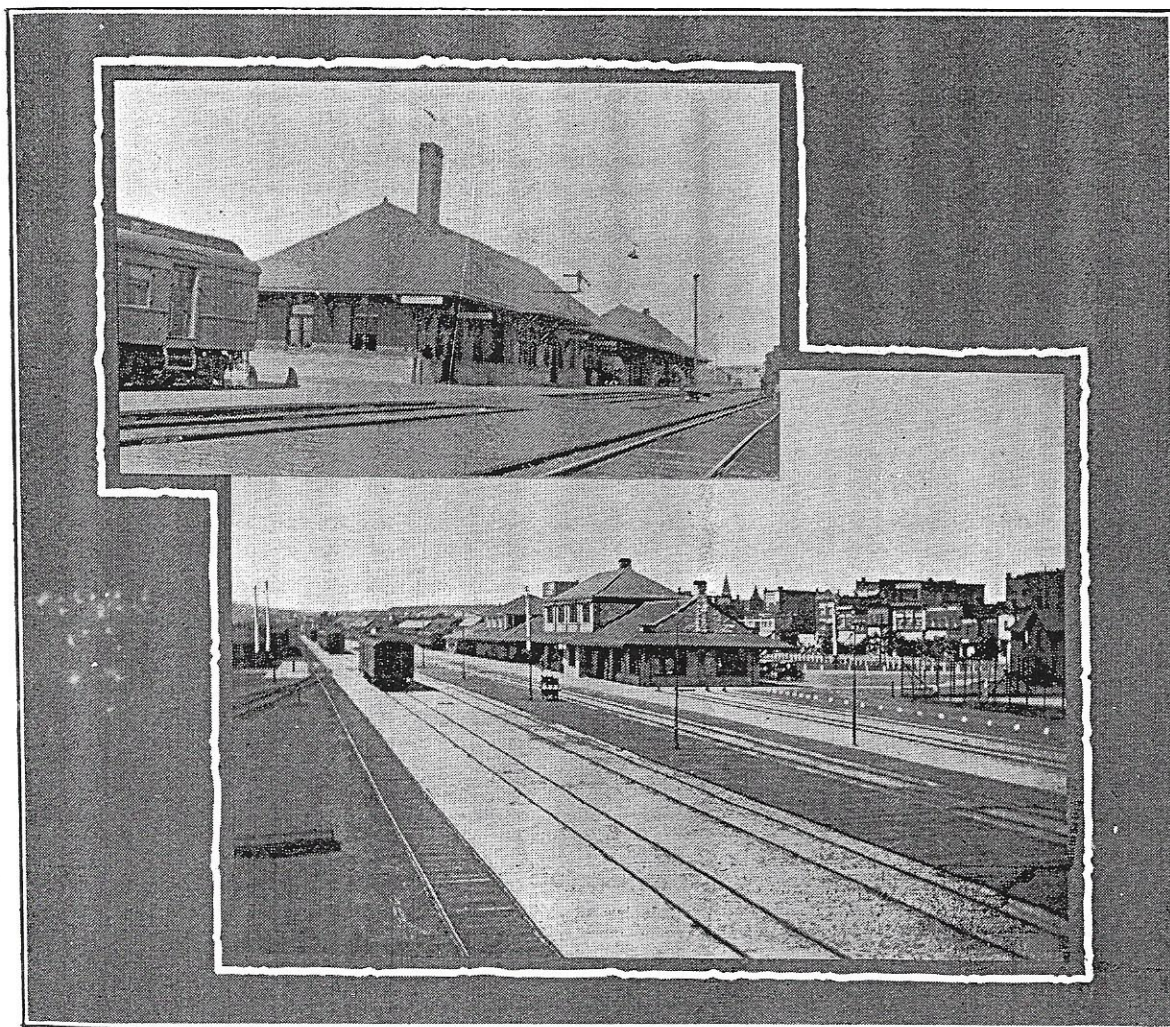


## The Canadian National Railway and North Bay

(Continued from Page Forty-One)

posts in the Grand Trunk pioneering and opening up of new lands for settlement. Then the bounds jumped northward again. It reached Cochrane. What will be the next move? A great future awaits North Bay and the Northland. But only the future knows how very great it will be. Men may think they build but in reality they only lay the foundations for another generation

to think they in turn build upon. So the endless chain of progress goes on. The foundation of Northern Ontario have been "well and truly" laid; it but remains for the years to come to make it one of the finest and wealthiest sections of the entire Dominion. It has justified in every way the confidence and hopes of the railway builders of the past.



Top—Canadian National Railways Depot

Bottom—Canadian Pacific Railway Depot