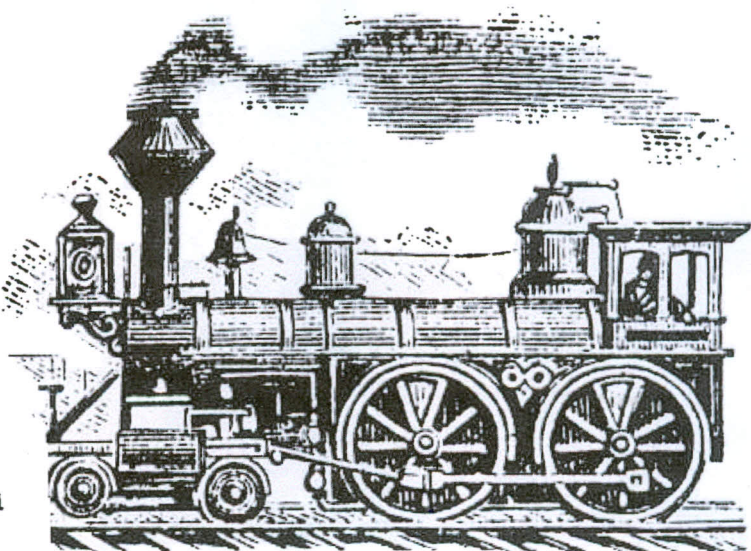


PETERBOROUGH
COLLECTION

Railroads in the Peterborough Area from 1850

by J. H. Turner



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Travelling Register.



COBOURG AND PETERBORO Railroad.

WANTED on the C & P R. R., Five Hundred Labourers and Two Hundred good hands for track laying, to whom the following wages will be paid—Labourers per day, 6s cy, Track Layers from 5s to 10s per day.

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

JOHN FOWLER,

Contractor.

Cobourg, May, 1854.

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Railroads in the Peterborough Area from 1850 *by J. H. Turner*

The countryside around Peterborough is a unique area; to the north and east the Pre-Cambrian Shield with its rocky ledges, lakes and rivers; to the south the coastal plain of old Lake Iroquois, the Great Pine Ridge and Lake Ontario itself; to the east and west the extensive drumlin fields with rolling hills and impressive views. Nowhere is there more variety for the sightseeing driver, but when you are looking for something specific you tend to see much more. I concluded I would sharpen my search by hunting out the railways which did exist or still exist within an approximate radius of fifty miles from Peterborough.

This paper is intended to serve as an introduction, to encourage readers to explore for themselves the many interesting byways in this area and to identify some of its special features. The railways are just one of the many.

When I commenced this project I was thinking in terms of five or six different railways. In the end there turned out to be twenty. It is not my intention to deal with each of these in depth but to look at the development of the railroads in Peterborough's immediate area.

The starting point is the year 1850 at which time there were no railways here. In fact, there were relatively few railways anywhere in the world. The first passenger train, the twelve mile line between Stockton and Darlington in Durham County, England, had commenced only twenty-five years previously. On the local scene, the availability of water transport provided by hundreds of schooners on Lake Ontario satisfied the demand for transportation by the communities clustered around the shore of the Lake. Additionally the country was just emerging from the depression and unrest following the Rebel-

lion of 1837. On the other hand, the back townships, that is, those in the second and third tier back from the lake, were gradually being populated as a result of immigration schemes.

Entrepreneurs in the lakeside towns realized that there were great trade possibilities if transportation problems could be solved. Accordingly the country came easily under the influence of what became later known as "railway fever". Speculation in railway ventures became the order of the day and a number of charters were granted to build railways in Upper and Lower Canada. Many of these came to naught as insufficient capital could be raised through the sale of shares. With the passage of the Guarantee Act in 1849, the door was open to obtain capital by subsidies and guarantees from various levels of government and the business of building railways got under way.

The first beneficiary of the new financial climate in this area was the Cobourg and Peterborough Railway. The company was initiated by a group of Cobourg residents and chartered in 1852. It was a successor to an earlier charter granted in 1834 and also successor to the Cobourg and Rice Lake Plank Road and Ferry Company. This latter company had constructed a plank road from Cobourg to Gore's Landing on Rice Lake in 1848. But this did not result in a viable means of transportation; they had problems with frost heaving the planks and various other difficulties.

The new railway was one of three roads which became known as Portage Roads. They were constructed to cross what we now call the Great Pine Ridge to reach the natural resources of the back townships. The Great Pine Ridge is a hilly and difficult area through which to build a railroad, particularly with the equipment available at the time. The first sod was turned in Cobourg amid great celebration on February 9, 1853, and by May 24, 1854, the line had been completed through Baltimore to Harwood on the south shore of Rice Lake. For the next six months, that is, the last six months of 1854, con-

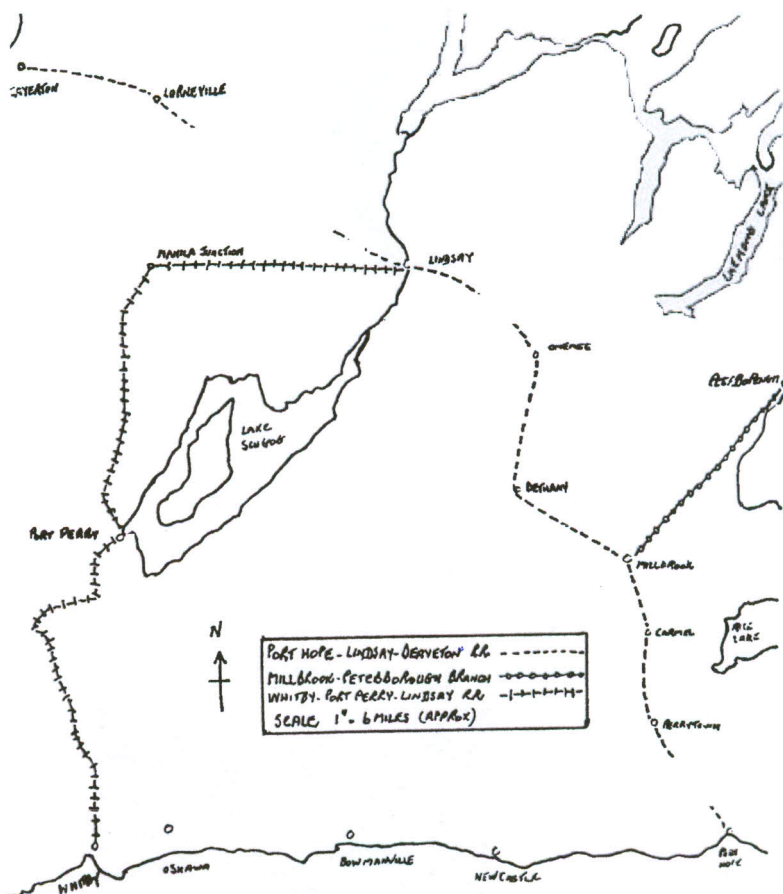
nection with Peterborough was achieved by steamer across Rice Lake and up the Otonabee River. By December 1854, the line from Hiawatha, which is across the lake from Harwood, ran up to Peterborough to the east side of the Otonabee River just below the Hunter Street Bridge. It did not have to cross the canal, of course, because the canal was not there at the time. The station was located in Ashburnham, south of the present James Stevenson Park.

The completion of the facility was the signal for a monstrous celebration in Peterborough. Those attending included more than 1,000 people who arrived by train from Cobourg--and one man who preferred to walk! At the inaugural dinner there were some obvious suggestions that Peterborough should pay some portion of the \$1,000,000 capital cost of the road, but these suggestions appear to have fallen on deaf ears. In the initial years the railway had some measure of success in covering operating costs but was unable to service the debt. In the last six months of 1856 the line carried 5,364 passengers at a dollar each for a one-way ticket as well as 15,600,000 board feet of lumber, 60,000 bushels of wheat and 31,000 barrels of flour. The line was not destined to be a success however and only short stretches of the right of way and some pilings are visible today.

At this time there was railway activity elsewhere in our area. The Grand Trunk had commenced construction of its line from Montreal to Toronto and it had opened a section from Montreal to Brockville in 1855, a year after the Cobourg line. At the other end a section from Toronto to Oshawa was opened August 11, 1856. The section of 178 miles from Brockville to Oshawa was opened October 27, 1856. That is the first line along the front. Through Port Hope it crossed the Ganaraska River on the Albert Bridge which, with its fifty-six piers constructed by Scottish stone masons imported for the purpose, was regarded as an outstanding engineering achievement at the time. The opening of this railway initiated great strides forward in commercial development along the lakefront route. Mail service

was expedited. A letter posted in Quebec City now arrived in Windsor in forty-nine hours instead of ten and a half days. Since that time, of course, we have adopted all air service for first class mail with the result that we are back on the ten and a half day schedule!

Spurred on by plans to build the Grand Trunk, Port Hope business people revived in 1854 a charter to build a second portage road north. The previous



intent to construct a line to Peterborough around the west end of Rice Lake was amended when Peterborough showed little interest in contributing to the cost. In 1855 construction of the Port Hope-Lindsay-Beaverton line was initiated and by December 1856 steel had reached north through Millbrook, Bethany and Omemee to Reaboro. Then on October 16, 1857, the forty-two mile line was completed into Lindsay. By 1871 it had been extended to Beaverton,



to Orillia by 1873, and to Midland by 1879. In 1858, shortly after the line reached Lindsay, the thirteen mile spur was built from Millbrook into Peterborough, to which venture Peterborough made a small capital contribution.

This development occurred because it had become obvious that Peterborough could not rely on the Cobourg line. That line employed a three-mile trestle across Rice Lake from Tic Island just off the Harwood shore. The bridge had been weakened by ice in the winter of 1854-55 to the point that service across the lake had to be suspended pending repairs. In the end result by 1860 the bridge was deemed too dangerous to use and on September 7th of that year it was closed never to reopen. The major reason for the failure of the bridge, believed to be the longest railway bridge on this continent at the time, was of course, the problem of ice. At the time, the effects of temperature change on the expansion and contraction of ice were not generally understood. Bridge design was not carried out with the assistance of scientific calculations because relatively few bridges had ever been built over wide stretches of water prone to freezing. Thirty years later John Henry Dumble, an officer and engineer of the line after the bridge failure, presented a paper to an Engineering Society, entitled Ice, in which he recorded his observations and conclusions in a manner which was warmly commended by the engineers of the day. Thus it is entirely probable that lessons learned in construction of the Rice Lake Bridge contributed to the safety of structures built many years later.

The journal of the Canadian Institute for 1855 recorded the following observations of T.C. Clark of Port Hope:

"The most injury the bridge received was about the first of January, 1855. The weather was particularly trying, the days being warm and the nights very frosty and this must be observed as the only kind of weather in which the bridge takes

injury, uniformly cold or warm weather not affecting it. Upon this occasion there appeared to be an expansion of the ice from the channel towards each shore and the effect was irresistible. The pile bridge north was thrown toward the Indian shore (the north shore), but owing to the number of cribs in it, it moved but little. The truss bridge was pushed towards Tic Island so that the last span slid four feet up on the solid abutment. South of Tic Island the pile bridge was crowded toward the Cobourg shore, so much so that at the place where it parted near the island the stringers were drawn apart nearly seven feet so they fell in from the corbels. The piles were leaned over and where the thrust met the resistance of the shore it crushed the solid 12" x 12" oak stringers and turned them into splinters and bent the iron rails double. This has all been since repaired and the trains are now crossing regularly."

That turned out to be a little optimistic.

The Port Hope-Lindsay-Beaverton line had become, with the closing of the Cobourg line, quite successful. In 1869, it was renamed the Midland Railway, having been acquired by George A. Cox of Peterborough who became heavily involved in all aspects of railroading in this area. Some will remember when there was a train each way daily from Peterborough to Toronto via Port Hope known affectionately as the Cannonball Express. This service terminated on May 31, 1951. The construction of the line itself was notable for at least one other reason. In the days of horse and scraper, pick and shovel, there was really no mechanical assistance in constructing rights of way and that sort of thing. The men were paid one dollar a day. But they had some labour trouble and the Port Hope Guide on March 8, 1856 reported:

"Sixteen arrested on the charge of con-

spiracy against the Port Hope and Lindsay Railway. The complainant lays charges against the men employed under him, that they conspired to prevent work proceeding and several times stopped the horses and also prevented them from being taken from the stable. The cause of the difficulty it appears is as follows. The foreman, by the name of Fraser, who had charge of that portion of the works upon which the prisoners were employed, was discharged by Green & Richmond, the contractors. Another man, the complainant, was put in his place. The men were not pleased with the change and thinking themselves also aggrieved by not receiving their pay on the 15th as they were entitled to, they unwisely adopted a compulsory course to accomplish their ends. They were foolish enough to believe that they had a right to stop the works until they were paid. Sufficient evidence having been taken by the Bench to substantiate the charge preferred against the Knights of the Pick, they were sent to jail to stand trial for conspiracy at the April Assizes."

That was the first strike written about in the district.

The third and last of the so-called Portage Roads, that is the roads from the lakefront of Lake Ontario into the back townships through the Great Pine Ridge, was known as the Whitby-Port Perry Railway. It was designed to provide a rail link between Lake Ontario and Lake Scugog. Lake Scugog was part of the water route to Lindsay and beyond, and it was reasoned that if they could have a railway running at least to Lake Scugog it would facilitate trade a great deal. Their line was chartered in 1868 but did not commence for several years due to financial difficulties which continued to be encountered throughout its entire existence. Not for nothing was it locally known as the Nip and Tuck line.

As previously noted the building of these lines was dependent upon grants and subsidies from adjacent municipalities. The net was usually cast over a wide area. therefore, it is not surprising to find Sir William Mulock representing the railway and supporting a money bylaw before the North Emily council. Faced with understandable opposition, Kirkconnell nevertheless reports that Sir William carried the day by producing "Three jokes, two songs and one Irish Clog dance". The line of twenty miles from Whitby to Port Perry opened in the spring of 1872 along a peculiar line due to the ridges and the fact that there were limits to the amount of fill that could be moved with the minimal equipment available. In the following year, 1873, it was sold to another group and the new owners apparently had some delusions of grandeur for the railway was re-chartered and empowered to extend north to almost anywhere. By 1876, cash flow problems restored a measure of sanity and the extension was limited to a twenty-five mile line into Lindsay, the inaugural trip taking place on July 31, 1877. To the great relief of the owners, the line was absorbed into the Midland Railway in 1881. The section from Manilla Junction to Port Perry was taken up in 1936 and the section from Port Perry to Whitby in 1941.

Meanwhile, in Toronto, William Gooderham, an eminent miller, distiller and church member, was busily engaged in furthering his dream of becoming a railway magnate. He had caused to be incorporated in 1867-68 the Toronto-Nipissing Railway designed to provide direct communication and transportation between Toronto and the extensive agricultural and lumbering region to the east of Lake Simcoe and Georgian Bay. The line, of narrow gauge, was built in two sections. The first section from Toronto to Uxbridge was open July 1871 and the balance of the eighty-seven mile line to Coboconk, was in operation about one year later. The railway had a subsidiary called the Lake Simcoe Junction Railway, a twenty-seven mile line from Stouffville north to Sutton on Lake Simcoe. Early in 1881, George A. Cox purchased this Railway and in November of that year merged it into the Midland Railway. The

line was later converted to standard gauge and part of it survived for many years as part of the CNR's Lindsay-Toronto line.

In 1883 a seven mile spur line was built to connect Blackwater Junction on the Toronto-Nipissing line with Manilla Junction on the Whitby-Port Perry-Lindsay line thus reducing the rail mileage between Lindsay and Toronto. It is said that Gooderham had striking ideas for controlling costs and conducting operations. This seems to be borne out by the fact that costs of construction and free-rolling stock averaged \$15,000 per mile, which even in those days was a very low figure. With the declining lumber and lime shipments from Coboconk the line became uneconomical and in 1965 the rails from Coboconk to Lorneville were lifted. For some years the route through Manilla and Blackwater using parts of both lines was the CNR's route from Lindsay to Toronto.

There is another aspect of that particular road. Up around Victoria Road, Gooderham and his company had an area they were timbering. Because he was a farsighted man and understood how to make or save a dollar, he operated it only in the winter at which time all his boats were off Lake Ontario so all the sailors were available to go up there to cut wood. They apparently were very convivial and that section between Coboconk and Victoria Road became known as Hell's Corner, a name which stuck with it for quite some time.

By this time Lindsay was in the throes of becoming a railway centre and attention was being directed to its northern hinterland, including the several townships around Haliburton owned by the Canada Land and Immigration Company. Harvesting the extensive tracts of timber and settling the land were two prime objectives. When the decision was taken to construct a railway from Lindsay to Haliburton and, hopefully, on to the projected CPR line at Mattawa to Ottawa, there came into existence the first recorded instance of assisted passage. Immigrants would work out the cost of their transportation to this country by labouring on the construc-

tion of the railway and would thereafter be granted lands containing merchantable timber along the route. It was a logical if impractical scheme. The only immigrants were 300 Icelanders who arrived in 1874, contracted dysentery, spent a miserable winter and left in a body for Manitoba the following year.

Conflicts with the southern townships of Peterborough and Victoria Counties over subsidies to the proposed railway resulted in the secession of 20 northern townships of Peterborough County and three from Victoria County to form the provisional county of Haliburton. And so it may be said that the building of the Victoria Railway, which is what that was called, had a lasting effect on local government in the Peterborough area. The first sod was turned in Lindsay on August 5, 1874 and the line reached Kinmount in October, two years later. After a further period of two years it reached Haliburton which became the terminus of the line. The major construction problem was a sink hole some four miles north of Kinmount. The CNR, which acquired ownership from the Midland Railway after the 1881 amalgamation, has applied for permission to abandon the line and it now appears unlikely that it will reopen. Permission to abandon was granted in 1981.

Along the eastern side of the Peterborough area, activity was also under way. This involved the Grand Junction Railway, originally conceived during the frantic days of 1852 when the Canadian Main Line, later the Grand Trunk, was being promoted amid great bursts of speculation in London. The Grand Junction Railway was originally intended to be a loop line, a new term understood by no one at the time, linking Belleville, Peterborough and Toronto. The speculative bubble burst, however, and it was not until 1870 following the Madoc Goldrush of 1866-67 that interest was revived. On June 28, 1877, the line was opened from Belleville to Stirling and, in 1879, the construction from Stirling through Campbellford, Hastings and Keene to Peterborough was completed - a distance of ninety miles due, in part, to the wandering course dictated by the topography. In

1881 this railway was part of the merger which was added to the Midland Railway. Included was its subsidiary to Madoc and Eldorado and other nearby mines which line was known as the Belleville-North Hastings Railway. It is a matter of some interest that the Grand Junction Railway, born in speculation and raised with difficulty, should have survived as Peterborough's only rail connection to the east.



Another venture in the same area was the Central Ontario Railway, an extension of the Prince Edward Railway Company whose line linked Picton to Trenton Junction in 1879. The railway was built north from Trenton through Frankford, to Anson, (where it was in junction with the Grand Junction Railway), to Marmora and north to Coe Hill which point was reached in 1884. The year 1900 saw the line completed into Bancroft. Subsequently it was extended sixteen miles north of Bancroft to Maynooth and finally another sixteen miles to Wallace. This railroad was primarily constructed to service the mines but it actually received most of its revenue from the transport of forest products. MacKenzie and Mann secured financial control in 1907 when the railway's bonds fell into arrears. The Central Ontario Railway became a subsidiary of the Canadian Northern and eventually part of Canadian National in 1956.

Apart from a few short lines, which will be briefly described later, the balance of the story concerns the activities of the CPR in the area. One of the early great concerns of George Stephen was the fact that the CPR had no significant access to the populated areas west of Montreal. Over seventy percent of the country's total population in 1881 lived along the St. Lawrence and the Great Lakes between Quebec City and Windsor, Ontario, while the CPR's main line passed through virtually uninhabited country. An invasion of Southern Ontario was clearly indicated and this meant a confrontation with the Grand Trunk. The story of that confrontation is too long and too involved to be dealt with here. It may suffice to say that the technique followed by the CPR was to lease lines built or building under other charters and to acquire effective control through share purchases and debt financing. Grand Trunk's response in our area was to take over in 1884 the 469 miles of track and all equipment of the amalgamated Midland Railway of Canada.

Thus it happened that the first CPR venture into Central Ontario was accomplished through the medium of the Ontario and Quebec Railway which had been

chartered to build a railway from Ottawa to Toronto via Peterborough. The line was completed from Perth (the junction with the Canada Central Railway) to West Toronto, a distance of 193.8 miles, in August 1884 and immediately enjoyed substantial traffic. The section from Peterborough to Toronto remains, of course, the only rail passenger link between these two cities and the future of passenger service is now in doubt. The rails from a few miles east of Havelock to Perth have been lifted. Many of us



remember with some degree of nostalgia the passenger and mail service between Peterborough, Ottawa and Montreal. The Louis Magie collection at the Centennial Museum contains several good photographs of the construction of the bridge over the Otonabee River and of the CPR station when it was beautifully maintained with flower beds and shrubs.

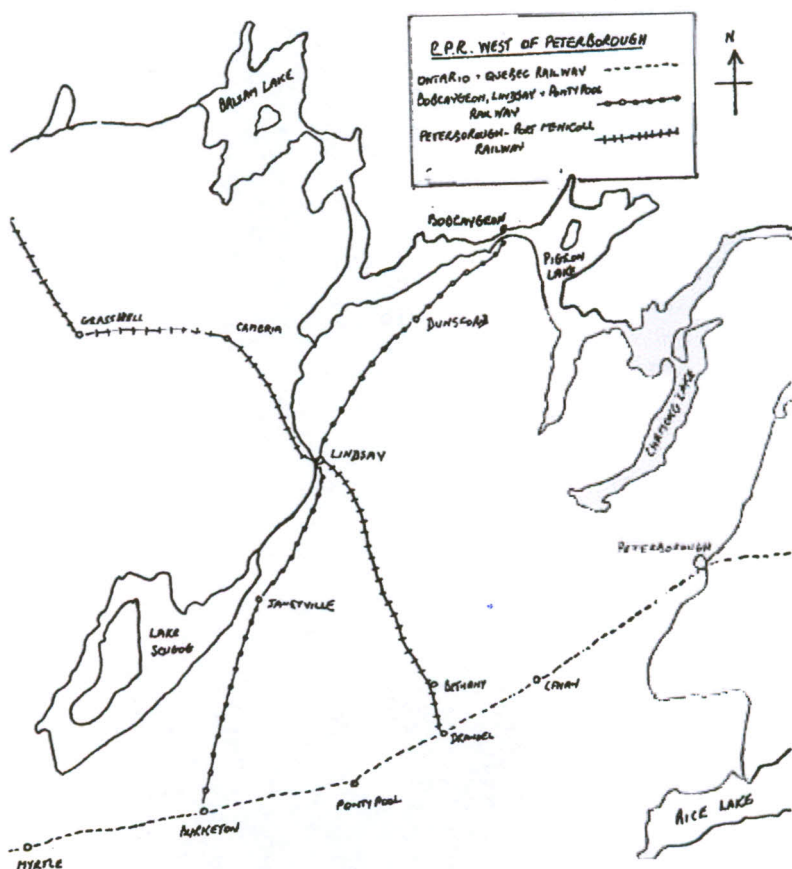
One sequel to the original planning of the CPR is to be found in a recent activity in shares of the Ontario and Quebec Railway. While CPR owns most of these shares, some are in the hands of the public. A 1979 decision of the Supreme Court of Ontario ordered an accounting of about 900 transactions made between 1884 and 1973 involving Ontario and Quebec Railway properties. It directed Canadian Pacific to pay the difference between the estimated market value of the properties sold and the book values at which the transactions were made, plus interest at five percent. The shares which were traded at \$100 each in the late 1960s traded at \$1,700 each before the decision of the Supreme Court was announced, and after that announcement at \$14,000 a share. The current position is obscured by litigation, present and pending.

The next venture of the CPR in our area was to back the construction of the Bobcaygeon, Lindsay and Pontypool Railway which had been initiated by Bobcaygeon and Lindsay businessmen in 1890 but which never really got started. In return for the backing, CPR negotiated a ninety-nine year lease of the railway and the line was constructed in 1903-1904. The southern terminus was at Burketon on the Toronto-Peterborough line instead of Pontypool as originally intended. In 1934 the line from Lindsay to Burketon was taken up and the service provided from Peterborough to Bobcaygeon via Bethany until 1961 when the rails from Bobcaygeon to Lindsay were lifted.

In 1905 with an eye on the grain movements and package freight from the west, CPR obtained a charter under the name of Georgian Bay and Seaboard Railway and built a line from Port McNicoll on Georgian Bay to a point west of Peterborough, Dranoel, on

the main line. Locally construction took place in 1911-1912, and the first passenger train operated from Havelock through Peterborough, Dranoel, Lindsay to Port McNicoll in October 1912. Traffic for a number of years was quite satisfactory but, by 1932, it had declined to a point where it had to be suspended. The section from Dranoel to Lindsay is all that remains operational at this time.

Around the turn of the century, the Grand Trunk line along the lakefront was double-tracked. In 1911-1912, the Canadian Northern built an east-west line which ran somewhat north of the Grand Trunk.



This route passed through Orono and Canton. Dr. C.T. Currelly, at one time curator of the Royal Ontario Museum, used the Canadian Northern line to commute between Toronto and his home at Canton. The CPR, faced with an apparent necessity to increase its carrying capacity, considered double-tracking the Ottawa-Peterborough-Toronto line. Ultimately, however, the decision was taken to construct a separate single track from Glen Tay near Perth down to the Lakefront and west along Lake Ontario to Toronto. Generally speaking in our area the CPR line lay between the Grand Trunk and the Canadian Northern.

The story of the CPR connection ends with the construction of the branch line from Havelock to Nephton. Built in 1954, almost exactly 100 years after the Cobourg line, this was the first branch line constructed by CPR following the onset of the Great Depression. The exclusive purpose of the branch was to move nepheline syenite from the Blue Mountain deposits to market. This serves to remind us again of the underlying reason for the construction of most of the earlier railways. The line was constructed north from the divisional point at Havelock to Nephton and, subsequently, extended a short distance to a second nepheline syenite mine. This has turned out to be a very happy and profitable arrangement for both the CPR and the mining companies. Perhaps you will all be familiar with the fact that every night Monday through Friday at least, around 10:00 p.m. the nepheline syenite train goes through Peterborough and the empties return about 2:00 a.m. Essentially the line has served as a freight line but it did have a very brief fling in the passenger business when the CBC shot some of the scenes for Pierre Burton's National Dream along the line with extras recruited from mine personnel.

It remains merely to mention some short lines which have not previously been covered. One is the Peterborough-Chemong railway which was originally projected as an extension of the Cobourg-Peterborough line but given a separate charter in 1855. It was

reorganized the following year but not completed until 1891. There are remains of the old terminal near Bridgenorth. Still visible is the crib work and the dock area where the barges and the steamers came alongside to transfer their lumber and passengers from the water to the land rail line. It is said that at one time a rather famous person in that section of the County decided to get married and made his way with his betrothed to the land, came into Peterborough on a railroad jigger, was married, and then, I presume, they proceeded further on down the line to Cobourg for their honeymoon.

Another line which has not been mentioned is the Peterborough-Lakefield line which was an extension from Peterborough up to Lakefield, eventually taken over by the CNR. It arrived in Lakefield in 1875 and provided a great stimulus at that time, according to local historians, for the development of Lakefield.

There are two more. For a period of time if you wanted to go from Peterborough to Lindsay by rail you had to go to Millbrook and then up to Lindsay. The section between Omemee and Peterborough was known as the "missing link" and, eventually, about 1883 that was filled in. Not long after, the portion from Millbrook to Lindsay was abandoned and all the traffic from Port Hope came to Millbrook, Peterborough and on up to Lindsay through Omemee.

The second is the Trent River-Blairton line. The Cobourg-Peterborough Railway had fallen on evil days but there were very active people behind that road and they eventually decided that, if they could not get across the lake that way, they would do something else. What they did was to amalgamate with, purchase, or in some other way acquire the iron mines at Blairton and decided not only to run a railroad but to run a mine. That is not uncommon practice with the CPR even now but, in any event, they built a short line from Trent River to Blairton and hauled their ore down to Trent River. If you drive south across the highway bridge at Trent River and look to your right you will see two little

islands. The railway line ran up to those islands, barges were put in between the islands and the cars were dumped from the track onto the barges. The barges were then towed up to Harwood on Rice Lake, put on the railway and brought down to Cobourg for shipment south of the border. Recently, one of the cars was recovered from the river.

Most of these railways are now gone and some of the remainder are in the process of going. However, it is apparent that railway building made a contribution to the development and economic well being of the district which it intended to serve through its expenditures on land, construction, maintenance and operation. It also contributed a fund of stories to local lore which make interesting reading and shed light on the physical and social conditions of the times.



Grand Junction Railway

Two Train Services daily, (Sunday excepted,) between

PETERBORO' & BELLEVILLE.

On **MONDAY, 20th Dec.**

(And until further notice) trains will leave Ashburnham and Belleville City at 7.30 a.m. and 3 p.m., and will be due at Belleville City and Ashburnham at 11.30 a.m. and 7.30 p.m. respectively, stopping en route at all regular Stations, and at Flag Stations when duly signalled.

MADOC BRANCH.

Trains will leave Madoc for Belleville City at 8 a.m., arriving at 10 a.m. Returning will leave Belleville City for Madoc at 3.30 p.m., arriving at 5.30 p.m.

NOTE.—Trains will be run by Belleville time which is 14 minutes slower than Montreal time.

Trains leaving Peterborough at 7.30 a.m. makes close connections at O. T. R. Junction with Express Train going east, and also with Mixed Train going west.

T. S. DETLOR,

General Superintendent.

Belleville, Dec 17th, 1890.

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PORT HOPE & PETERBOROUGH



RAILWAY.

On and after the 28th of June, the Peterboro' Trains will run as follows:—

MAIL.

Leave Port Hope at 9.35 a.m.

Arrive at Peterboro' at 12.15 p.m.

Leave Peterboro at... .. 3.30 p.m.

Arrive at Port Hope 5.55 p.m.

MIXED.

Leave Peterborough at..... 6.45 a.m.

Arrive at Port Hope at..... 9.10 a.m.

Leave Port Hope at 3.00 p.m.

Arrive at Peterborough at..... 5.30 p.m.

Both trains connect with Lindsay trains at Millbrook, enabling passengers to go to and return from Port Hope or Lindsay the same day

B. R. KIMBALL,
Superintendent.

F. FERGUSON,
Secretary.

Peterboro June. 1864.

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