THE LINDSAY **BOBGAYGEON** AND PONTYPOOL RAILWAY. II

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

May

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

May Wab-

of the Peterboro Review was in town. On Monday his paper had the following interesting article on the course of the L. B. & P. rangay, through this town:

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

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### HOW 1T GOT IN.

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

MAY 12 1904 LINDSAY

DOWN GO IDUSES.

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returned

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the canal oys jigging graptured very agree, while the

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closed on v of last hers drove onvention. ssful coniest terms L.L., who nccess of he papers ose of In-Hardy, of ak highly d by the the good talent at rsday evie lecture ie, and is or speakie village orchestra d also a the far aralso Mr. singing ation of lered in

ir. W. F. for Selon Falls ret. The dy while allaw of few days vife and tion of cottage ott, of situated a Leke. ds here in her

ed to n ets and se procknown church escaped by a close shave and will stand with a corner about two feet from the line. In all, forty residences and dwellings were bought, together with the land and outbuildings.

### DOWN GO HOUSES.

The work of demolition began six weeks ago, and with the exception of three dwellings, left to be used by the employes, all have been remov-Fancy forty houses ripped to ed. pieces. To find new quarters made a house famine in Lindsay, and the want still remains. Several of the dwellings, built in the "brick vencered" plan were romated by first taking down the brick casing and rolling the structure off the fcunistion, to the first vacent place that could be had for lave, politics or money-usually the latter. Among the places demoNshed were severel very fine and substantial brick residences, built within the last three years. Two years ago the call for pavements was heard from the east ward and a fine granolithic pavement was laid along both sides of the street, which will now have one side lined with freight shods for four blocks in distance. In addition to clearing off the houses, the entire surface of the grounds will be raised to the track level as it now stands. above the level as it now stainds. The station building is a very fine modern structure, and tho freight sheds, terminal house, turntable and other accommodations will all be substantial and well up to the mark.

### IT'S NEAR THE OLD SPOT.

It is singular that the new station of the new line is within a stone's throw of the old or first station erected, when the Port Hope, Lindsay and Beaverton Railway was built; afterward to be called the Midland Railway and later to be merged into the Grand Trunk system. The old station was in use, and the river crossed by means of a bridge on piles, until the importance of Lindsay as a divisional point was recognized, when the line was built on the southern limit of the town, and the connecting link down to Blackwater constructed. Grand Trunk interests in Lindsay are very large. Freight trains for the east are made up there, repair shops or considerable size and capacity have been installed many of the train crews I've in the town, and taken altogether the railway interests are of some importance.

### THE TOWN DOING WELL TOO

Outside of the work immediately connected with the installing of the new line, the town is active and

MAY 12 1904

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### THE TOWN DOING WELL TOO

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

more goods to a thickly populated territory surrounding it than the

town of Lindsay,

MAY 12 1904 LINDSAY

### WATER

### TOWN IS NOW CONNECTED WITH CANADIAN PACIFIC

nchuria. ; to

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

wsouth an enweek, day were of 14 left be-

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

in three ed the

There is nothing very romantic about laying a railway track; but ternoon. the advent of the track-layers was great | hailed by the people of Lindsay as emained, the fulfilment of long-cherished hop-The nd atyesterRussian little romantic after all.

with the! It is a simple matter, this laying ifangan, the track. A flat car has a long une 15 ladder projecting in front from its side and swung at a convenient g had beight from the ground by means of iese ... steel rods let down from an upright he line on the car. On this ladder are sevthe tir- eral pollers. Along it the ties are ine work pushed to their place on the coached I report ahead of the car. In the center of sclude a the track a similar but shorter ladthe Rus- rails. The men do the rest. der does the same service for the

nclude a

estimate The rans put down on the sat 9 500 P. are 60 pourels to the loct-6 The rails put down on the 1.. B. & pounds heavier then those on the G.T.R. Track-laying Megan at Burkap- ton about May 20th, and is expectre being ed to end at many a build. 'The road was easy to build.' ed to end at Bobcaygeon on July ie morn- said Major Miles, local secretary of the company. "We had very little rock and no very bad soft spots. The roadled had all winter to settle, and

ito a de-

thet was a good thing.

: dislovited at o Cheng-I a line

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

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"BENEATH CONTEMPT"

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June 23 1904 Lindsay

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of 3 points in as Lindsay's debentures for it to-day won't and a half ago and EPHONE PEOPLE ful thing.

e them permission to are going onto levleed piece of husiness. and has them in the d Ald. O'Reilly, with "that the Bell Teley has gone anend digreets and planting the ng as they like. It loy like in spite of our ie sains point. We can

### RRY-(40-ROUND).

and of those who in their student is the comforting fact rk on Deminion I'ay. in if rods of grass at much har n. Not one s spoiled, a few 10ds an acre and a half, and t's so; lightuing does his miniature ranway burdocks was tramped Ald Maunder on Nonover ce in a place -if it gets can't be spoiled ck the first time

### ANTERINOTION BEING KYLIR WAS CHIEF SPRAKER

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

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

Collegiate Institute, to senior at 0xford University, was as brilliant as a comet and as steady as a pianet. had watched admiringly his course, in his heart, and its laurels in his stood up at the closing exercises, those who from their places in life Fresh from Oxford University, with student accent on his tongue, its traditions and before a splendid audience of course from junior at the Lindsay its manner in his deportment, pocket, Ed Kylie, whose

### AND LOST HIS RIGHT FOOT SLIPPED BOARDING TRAIN

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

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

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

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

before their eyes, told of the great "Day Dreams" very nicely. She was days were setting him as an ideal Miss Grace Cook of Chicago sang

### BOBOAYGEON'S FIRST RAILWAY

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

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

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

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

The tank is a large structure stand-

and day. Two cars are used as dining rooms, one as a store room, and several are fitted with bunks as

The tank is a large structure standing our abutments that were built to carry 100 hundred tons. It is being enersed in an octagonal sis eting, and in the lower part will be placed steam engine and pump for alling the

The engine house is a most substantial building and a large one. It has two stalls having tracks into it.

The windows: which are on the south side, are large and will have 700 lights of glass. Pits are constructed under each track, so that work can be done under the engine, and

ed under each track, so that work can be done under the engine, and the foundation of the building is a fine piece of work set in coment.

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

The station is of neat and taking design and is built most substantially throughout. It is sheeted inside and out with planed and tongue and groved material the roof being covergroved material the roof being cover-ed with the same stuff. The roof is en with the same stull. The roof is then tar papered and shingled; the outside walls are tar papered, under about three feet of siding, and balance of walls covered with sauges stained a dark given. In the roof there are dorner windows, that give a good effect. Inside is lathed and plastered, with a new material called wood fibre, that sets very quickly and wood more, that sets very quiesty and allows the work to proceed without delay. Mr. Athill and sen may the painting contract, and the station will be completed with the finishing will be composed with the latishing of the painting. A party of corporters left on Wednesday to construct the flag station for Eureka Point and the Scotch line. The station freight shed, engine house and tank were all to Mr. Translationary contract—who in Mr. Tomblinson's contract. has pushed the work with commendable speed. Mr. E. Sullivan has been local engineer in charge of works

July21 1904 Lindsay

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

alg-st Officials and Invited Guests go spendover the Line in a C. P. R. riends Train—Bobcaygeon is Cam Delighted. n for

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

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

An hour's stop was made at Lind-say on the north trip and those inted to take the trip were entertain-

to dinner at the Benson House. for Bobcaygeon and reached there 39 minutes later. No fast time was made, but the road seemed to be quite as smooth as the older lines in this vicinity.

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

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

To H. J. Wickham, esq.;

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

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

We look upon you, sir, as one

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

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

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

THOSE ON THE TRAIN.

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

Stewart, Judge Harding, Thos. Judge Dean, Hegistrar Barr, R. Kendnedy, F. C. Taylon, Edson Smith, T. Brady, J. R. McNeillie, Dr. Wood, S. J. Fox M.P.P., F. O'Boyle, W. Stewart, Dr. Herriman, W. Needler, W. Sadler, B. R. Anderson, G. H. Hopkins, J. G. Edwards, Johnston Ellis, John Kennedy, F. D. Moore, E. Bowes, Geo. Ingle, H. Little, Sheriff McLennau, Alds. Cianamon, O'Reilly, and McCrae, and the Ops council. J. D. Flavelle, Contractor Fauquier, Sub-contractor Campbell, R. J. McLaughlin, and Major Myles.

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

Mr. J. A. Culkerwell, of Toronto, and Mr. Acton Burrows, of the Rails way and Shipping World were along NOTES.

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

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

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

-A cow on a crossing narrowly es-Gaped being struck on the return trip. -- Dunsford is the only station between here and Babeaygeon, Brynell's this side of Donsford and Eureka Point beyond it are flag stations.

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

August 4 1904 LINDSAY

MINIONE AMERICAME

HADDY DESCRIPTION

### NEW-RAILWAY OPENED.

THE LINDSAY, BOBCAYGEON PONTYPOOL ROAD

A Fine Farming District Secures Railway Facilities-A Fishing and Summer Resort Made Easily Accessible.

The Lindsay, Bobcaygeon & Pontybool Railway, which opens for traffic on Morshay, was yesterday taken over by the the Canadian Pacific Railway, which has ber semired a perpetual lease of the road. at The Has leaves Burketon station, on the C. P. R. line from Toronto to Montreal, and runs in a north-northeasteriy durection through Lindsay to Bobcaygeon. The total length of the road is 38 miles, and it passes through not only a beau- A tiful and wealthy agricultural district, but also a very fine fishing and sporting destrict, for the road skirts Lake Fall and River Scugug and Sturgeon Lake for nearly their whole length. With this new road these summer resorts will be less than two hours' rus from Toron-

The line has been constructed by Mr. La E. J. Pauguier, contractor, in about tw eighteen months, and, according to the report of the Government engineer, the whole line is above even the Govern- ter ment standard of construction.

### Some Who Were Present.

Yesterday the first passenger train was run over the road, and the verdict of the passengers and officials was that every inch of the line was "well and truly laid." truly laid." A special car attached to ar the C. P. R. Montreal express carried at to Burketon Messrs, Henry P. Thomes- 18 man, General Superintendent; A. H. de Notman, Assistant General Passenger at Agent : R. Preston, Master Mechanic : lo W. J. Grant, commercial agent. Ham- at ilton : A McAnlay, roadmaster ; A L ha Smith, chief train despatcher, and W. iz Marshall, inspector of telegraphs, all of the ficials of the C. P. R.; Mr. G. B. Charke, K.C.; G. Prior Deacon, Toronto; Mr. st of the Hall & V

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At Burketon a special train was made po up, and from there on to the last stop of ping place before Bobcaygeon was reach. Li ed a number of township and county representatives pointed the train, among vil them being the old veteran John Hughes, father of Col. Sam Hughes, M. P., and of Mr. James L. Hughes, school inspector, Toronto, who, although in his 81st year, appears as hale and vigorous as a man Ja of fifty. Others present were Geo. L 22 McLaughlin, Reove; R. Jobb, Thos. Wood and J. G. Howie, Councillors of Cartwright township; Anson Taylor, Vic- at toria county commissioner | John H. De- Ja vill. West Durham; S. J. Fox. M. P. de P. J. Ellia; A. MoLean, Reeve of Ops; la W. Shagnon, Warden Victoria county : Chas. Fairbairn, Victoria county commis- ed sioner : A. Moutizambert, Manager Lind- hi say branch Bank of Montreal; Ald is Cinnamon, McCrea and Storer; F. pl Knowlson, Town Cleark; G. H. b. Hopkins, town solicitor, Lindsay, for representing that town : Judge Dean and Judge Harding, Lindsey ; J. R. at McNellie, County Clerk of Victoria: Dr. lu Herriman, R. Kennedy, R. J. McLangh- h lin barrister, Lindsay M. Nasmith ; Y. John Hunter, Reeve, Verulam town Li ship : Mr. Culverwell, C. E., Peterboro', n and also Mesera, W. T. C. Boyd, Presi- at dens: H. J. Wickham, barrieter, Toron- b to, Vice-President, and T. Stewart, Sec- h retary of the company, which has car- a ried the road to completion.

### Welcome Along the Line.

At Lindsay luncheon was served at b the Benson House. On arrival at Robeaygeon a great popular welcome was at

### Welcome Along the Line.

ñe At Lindsay luncheon was served at be the Benson House. On arrival at Robcaygeon a great popular welcome was the given the first train into the village. Me The Fenelon Falls band played "See the war Conquering Hero Comes," the whistles at Ti the various sawmills and factories blew at and the people cheered. The day was wo observed as a boliday.

Mr. Wickham, who is recognized in Bobcaygeon as the objet promoter of the line, was met by the village Council, and Reeve Byng presented him with a Ti congratulatory address and a gold-headed cane in recognition of his services

in promoting the road.
In reply, Mr. Wickham said it was more than 30 years since the scheme of tr a radiway to Bobeaypeon was mooted, si but now it was an accomplished fact, and L he believed it would prove beneficial to a the village and the whole district.

The visitors were then taken for a R short drive round the village and along the canal by the Council, and were served with light refreshments by Messre, M. and W. Boyd of the Trent Navigation Company.

There will be eight or nine stations s on the road, but only four are as yet e named, these being Nestleton, Lindsay, 0



THE CLOSE

The line receives a bonus of about Eureka and Boberygeon. The names of

minume \$780,000. During next week torre judge Anglin Thought the Matter of \$150,000 from the Daninica (downranent, anothier EFFORT MADE FOR from the towns and townships it passes, FORMER TORONTO POLICEMAN will be one train daily, except Sunday, each way, and about August 15th there The cost of the road will be will be two trains each way daily and through. um-2

used at Fencion Falls, twelve miles distant, notion by defendant on the feture of a A big programme of aquatic sports was babean corpus for an order for the dishas terday the near on railway statuen was Boboaygron's derorations were reminiscent of the relief of Ladyamith, but the people sold their town was also reheved by the new line, for until yesprovided in honor of the event. perhaps more. mty. 4 110 3

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CALL A MUMBER OF BARNS IN WEST-ERM ONTARIO DESTROYED.

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## to morrow. of TO RELEASE WHITESIDES

Sufficient Importance to Refer to the Divisional Court.

Osgrande Hall, July 28, High Court of Justice-Chambers. Before Aughn J

FOOR GREAT LOSS BY LIGHTWING SCORE OF the Peace for the county of flears of that rounity but not hacked or endorsed by a Justice of the Peace for the county of Cintario, as provided by sec. 844 of the criminal code, defendant Rex v Whitesiden, -- Judgment (IL.) on charge of the defendant from cuminds on the ground it at upon the warrant of the ennyloting Justices who hold commis-Dighala, property addressed to peace ofwas arrested in the fatter county, whenter

LESLIE'S MONTHLY MAGAZINE FOR AUGUST.

Eleven Complete Storles

Eleven of the brightest and best stones you ever re afford you solid entertainment enough to last an entire They are full of life, and action, and reality. They

# Ralph Connor,

New Novel "The Prospector

and The Max from Cleagary, tells another charm touching and adventurous story of 'The Great Nor-west." It is a characteristic Continuation and is m has its opening chapters in this issue. This author whi so close to the hearts of his readers in Sky Pilot. Black h.

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Eureka and Dobeaygeon. The names of Ill the others will be settled to-morrow. The line receives a bonus of about

\$150,000 from the Dominion Government, ANG \$50,000 from the Province and \$75,000 F from the towns and townships it passes. Fi through. The cost of the road will be almost \$780.000. During next week there Jud will be one train daily, except Sunday, Sum- will be one train that there each way, and about August 15th there

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THE LINDSAY, BOBCAYGEON PONTYPOOL ROAD.

& Fine Farming District Secures Railway Facilities-A Fishing and Summer Resort Made Easily Accessible.

The Lindsay, Bobcaygeon & Pontypool Railway, which opens for traffic on Morehay, was yesterday taken over by lies the Canadian Pacific Railway, which has ber secured a perpetual lease of the road. at The Has leaves Burketon station, on the C. P. R. line from Toronto to Montreal, and runs in a north-northeasteriy dir--etien through Lindsay to Bobcaygeon. The total length of the road is 38 miles, and it passes through not only a besu- A tiful and wealthy agricultural district, but also a very fine fishing and sporting destrict, for the road skirts Lake Fall and River Scurge and Sturgeon Lake for nearly their whole length. With this new road these summer resorts will be less than two hours' run from Toron-

The line has been constructed by Mr. La E. J. Faurgeler, contractor, in about tw eighteen mouths, and, according to the report of the Government engineer, the by whole line is above even the Govern- ter ment standard of construction.

### Some Who Were Present.

bi Yesterday the first passenger train was run over the road, and the verdict of the passengers and officials was that ort every inch of the line was "well and A special car attached to at truly laid." the C. P. B. Montreal express carried at to Burketon Messes, Henry P. Thumer- 18 man, General Superintendent; A. H. de Notman, Assistant General Passenger at Agent : R. Preston, Master Mechanic : lo W. J. Grant, commercial agent. Ham- as ilton; A McAulay, readmaster; A L hi Smith, chief train despatcher, and W. in Marshall, inspector of telegraphs, all of th ficials of the C. P. R.; Mr. G. B. Clarke, K.C.; G. Prior Deacon, Toronto; Mr. at

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At Burketon a special train was made po up, and from there on to the last stop- of ping place before Bobcaygeon was renen- Li ed a number of township and county Jo representatives joined the train, among vil them being the old veteran, John Hughes, father of Col. Sam Hughes, M. P., and of Mr. James L. Hughes, school inspector, ni Toronto, who, although in his 81st year, appears as hale and vigorous as a man Ja of fifty. Others present were Geo. L. McLaughlin, Reeve : R. Jobb. Thos. Wood and J. G. Howie, Councillors of Cartwright township: Anson Taylor, Victoria county commissioner ; John H. De- J. vill, West Durhum; S. J. Fox. M. P. de P. J. Ellia; A. McLean, Reeve of Oos; la W. Shannon, Warden Victoria county : Chas. Fairbairn, Victoria county commis- ed sioner; A. Montizambert, Manager Lind- hi say branch Bank of Montreal; Ald is Cinnamon, McCrea and Storer; F. pl Knowlson, Town Cleark; G. H. be Hookins, town solicitor, Lindsay, is representing that town: Judge Dean and Judge Harding, Lindsay ; J. E. at McNeHie, County Clerk of Victoria: Dr. lu Herriman, R. Kennedy, R. J. McLaugh- h lin barrister, Lindsay M. Nasmith; Y. John Hunter, Reeve, Verulam town- u ship : Mr. Culverwell, C. E., Peterboro', n and also Messra, W. T. C. Boyd, Presi- a dent; H. J. Wickham, barrieter, Toron- ta to, Vice-President, and T. Stewart, Sec. h retary of the company, which has car- n ried the road to completion.

### Welcome Along the Line.

At Lindsay luncheon was served at b the Benson House. On arrival at Bobcaygeon a great popular welcome was t

### Welcome Along the Line.

At Lindsay luncheon was served at be the Benson House. On arrival at Bobcaygeon a great popular welcome was ith given the first train into the village. Moreover, the Fenelon Falls band played "See the will Conquering Hero Comes," the whistles at the various sawmills and factories blew as and the people cheered. The day was observed as a holiday.

Mr. Wickham, who is recognized in Bobcaygeon as the chief promoter of the line, was met by the village Council, and Reeve Byng presented him with a Ti congratulatory address and a gold-headed cane in recognition of his services in promoting the road.

In reply, Mr. Wickham said it was more than 30 years since the scheme of tr a railway to Bobcaypeon was mooted, si but now it was an accomplished fact, and In

but now it was an accomplished fact, and in he believed it would prove beneficial to the willage and the whole district.

The visitors were then taken for a R

short drive round the village and along the canal by the Council, and were served with light refreshments by Messre. M. and W. Boyd of the Trent Navigation Company.

There will be eight or nine stations son the road, but only four are as yet a named, these being Nestleton, Lindsay, 0



the others will be settled to morrow. Eureka and Bobenygeon.

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Sufficient Importance to Refer the Divisional Court.

Congressive Mail, July 28 High Court of Justice-Chambers. Before August J

Rex v Whitesiden - Judgment (11 on charge of the defendant from custods on the ground it at upon the warrant of the cynyloting lightes who gold commispoor GLEAT LOSS BY LIGHTNING stons of the peace for the county of Durham property addressed to peace of-Acers of that rounty but not backed or can A NUMBER OF BARNS IN WEST, endorsed by a Justice of the Peace for the county of Ontario, as provided by sec 844 of the criminal code, defendant was nerseated in the latter number, whenthe

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mas granted at the current session of the funnimon Parliament for the completion of the additional lines authorized. Adeputation from the district asked the Minister of Railance to insist that the proposed line from Sharbot Lake to Carleton Place, Ont., should completed within a year. (May, pg. 149.)

Klondike Mines Ry.—An act has been assed at the current session of the Dominial Parliament granting an extension of two cars for the commencement and five years for the completion of the proposed line from blondike city to Stewart river, Yukon. (June, 62, 215.)

Roofenay, Carlboo and Pactife Ry.—The Pominion Parliament at its current session angain, Chicago, Ill.; D. Mac H. Pollen, inpegosis, at the recent session with this pario Legislature for an act in Fort Steele, om North Bay to New Liy was given an North Bay to New Liy was given the semanth of the Mattaga for the sale or oranch from the Mattaga for the sale or oranch from the Mattaga, R., the Canaly or extensive powers where extensive powers we recent session of the B.C. Legislature giving a provincial charter to the same applicants for a railway between the same points. (June, pg. 215.)

Kootenay Central By .- By an act passed if the recent session of the B.C. Legislature the act of incorporation obtained in 1901 is repealed, and a new one given. given to construct a railway from Fort Steele to Elko, and from Fort Steele to Golden, to carry on a telegraph, telephone and express business, to make traffic arrangements with other railways, to promote other companies and to issue bonds to the extent of \$20,000 a The company has also seenred an extension of time for the commencement and completion of its line for two and five years, respectively, by an act passed at the current session of the Dominion Parliament. (June, pg. 215.)

Kootenay Development and Tramways Co.—At the last session of the B.C. Legislature an act was passed incorporating a company with this title to construct tramways in the West Kootenay district. Electricity is to be the motive power, and it is proposed to construct the lines on the monorail principle. (June, pg. 215.)

Lake Eris and Detroit River Ry.—Plans are said to have been completed for the construction of a large steel coal chute at Blenheim, Ont. (June, pg. 215.) See Huron, Erie and Buffalo Ry.

Lambton Central Electric Ry.—At the recent session of the Ontario Legislature an act was passed confirming by-laws passed by the townships of Sarnia, Dawn, Enniskillen, Camden, Dresden and the Village of Oil Springs, granting right of way for the company's projected line from Sarnia to Dresden. (April, 1902, pg. 141.)

Lindsay, Bohenygeon and Pontypool Ry. -An act was passed at the current session of the Dominion Parliament granting an extension of two years for the commencement, and of five years for the completion of the company's projected line from Burketon to Bobcaygeon, Ont. The head office of the company is removed from Lindsay, Out., to To-Two locating parties have been in the field, one in charge of A. H. N. Bruce, C.E., and the other in charge of A. Brunell, C.E., the office at Lindsay being in charge of J. McCunn, C.E. Trial lines were run tween Lindsay and Burketon, on the C.P.R., Montreal-Toronto line, the line between Lindsay and Bobcaygeon having been previously The whole work of location was forated. completed June 20, the route passing through Dunsford, between Lindsay and Bobcaygeon; and near Nestleton and Blackstock between Lindsay and Burketon. The maximum gradient will be 1%, and the maximum curvature 4. It is expected that construction will be started immediately at several points, as the line is accessible from Seugog river and lake, and from Sturgeon lake for some distance south of Bobcaygeon. H. W. D. Armstrong is Chief Engineer.

An agreement respecting the operation of the line has been entered into between the Lindsay town council, the L.B. and P. Ry. Co., and the C.P.R. (June, pg. 215.)

London, Parkhill and Grand Bend Electric Ry. Co.-O. Baird, J. M. and C. A. Gibbs, A. E. Mullin, A. A. McTavish, Parkhill, Ont., were incorporated at the last session of the Ontario Legislature with this title to operate a railway by any motive power except steam, from Lake Huron, near the boundary of Huron and Lambton counties, to London, via Parkhill. The offices of the company are to be at Parkhill, and the line may be constructed in sections: from Grand Bend to Parkhill, from Parkhill to Poplar Hill, and from Poplar Hill to Loudon. The capital is fixed at \$100,000, of which \$40,000 is to be applied to the first section, and \$30,000 to each of the two other sections; and bonds to the extent of \$20,000 a mile may be issued. Connection may be made with other lines, and agreements respecting running powers made.

The Macfool, Cardston and Montana Ry. Co. was incorporated at the current session of the Dominion Parliament. It was given power to issue \$1,000,000 of capital stock and bonds to the extent of \$25,000 a mile of its lines and branches, and to amalgamate with the C.P.R., or with any other railway which runs to the International boundary. It is also authorized to effect junctions with lines at the U.S. boundary. (May, pg. 149.)

Massawipi Valley Ry.—In the action recently brought by this company against J. B. Reed, the Dominion Supreme Court has decided that the company is the proprietor of the lands between the railway fence and the Massawipi river and all construction built by Reed on the west half of the river will be demolished, subject to compensation from the railway company for the actual value of the construc-

Massey Copper Mines.—The spur line from Massey station on the C.P.R. Sault Ste, Marie branch is being constructed by the Massey Station Mining Co. (Ltd.). It commences 500 ft, west of Massey station, and runs to the mines, about 3 miles. The line is being constructed by the company, under the superintendence of Jos. Errington. It is expected that it will be completed about the end of July.

Metropolitan Ry.—The York county council recently passed a resolution suggesting that the company should instal a telephone service in connection with the operation of the line.

Michigan Central Rd.—The St. Thomas, Ont., city council is conferring with the officials of the line respecting the construction of a subway at the Ross st. crossing; and for grade crossings of the company's tracks at Elgin and William streets, for the electric railway owned by the city.

Press reports state that plans have been prepared for the construction of a new station at Gross Isle, Mich., at a cost of \$6,000.

Plans have been filed in the U.S. showing a proposed line to connect the tracks of the Toledo, Canada Southern and Detroit, and Detroit, Delhay and Dearborn divisions, with crossings of the Lake Shore and Michigan Southern and Wabash lines in Wayne county, Mich. (April, pg. 119.)

Middlesex and Elgin Interurban Ry. (Electric). —The application made at the re-

half's ale w stock an as eil. fi elect 149.) 311 Midla Wilte treal of th the . Midl: then field. pany \$20.0 may the l Ci. T thus ! Inter pow pron Supe W. Dim

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Lindsay, Bobeaygeon and Pontypool Ry.—11. W. D. Armstroog has been appointed Chief Engineer, and has opened an office at Lindsay. Ont. A survey party is in the field locating the line from Burketon, 46 miles from Toronto on the C.P.R. Montreal-Toronto line, to Lindsay, and another party is engaged locating the line from Lindsay to Bobcaygeon. The total length of the line is about 41 miles, of which 25 miles lies between Lindsay and Burketon. Among the engineers engaged on the surveys are A. N. Bruce, H. W. Gzowski, W. H. Brunel, and F. Lambert. The L. B. and P. Ry. Co. was incorporat-

The L., B. and P. Ry. Co. was incorporated under a Dominion Act in 1890 to construct a railway from Burketon or Pontypool on the C.P.R. line to Lindsay, and thence to Bobcaygeon. In 1899 the Dominion Parliament voted a subsidy of \$3,200 a mile for 40 miles. and in 1902 the Ontario Legislature granted a subsidy of \$3,000 a mile for 19 miles between Lindsay and Bobcaygeon. In 1900 local municipalities voted the following subsidies: Harvey township, \$3,000; Bobcaygeon, \$11,000; Verulam township, \$14,000; Opps township, \$15,000; Lindsay, \$25,000; Manyers township, \$5,000; total \$73,000. W. T. Boyd; of Robeaygeon, is President of the company, and T. A. Stewart, of Lindsay, is Secretary. The other directors are also local men. There is little doubt that fresh blood has recently been infused into the company, but no information as to who is providing the mency is available. The line when built will

J4NE 1903 be operated by the C.P.R., and it is probable that that company, or people closely allied with it, are behind the present movement. Clarke, Bowes & Swabey, solicitors, Toronto, are acting for the persons interested, and have made the arrangements for the surveys, etc. (April, pg. 119.)

randam and Part Stanley Ry .- See under

JUNE 1903

LINDSAY
Bobcogeon
Pontypool

Co., the price being \$135,000,

Lindsay, Bobenygeon and Pontypool Ry.—The agreement for leasing the line for a period of 99 years to the C.P.R. has been sanctioned by the Governor-in-Council, and a duplicate filed with the Secretary of State at Ottawa. A duplicate of the morigage of the line to the National Trust Co. (Ltd.) has also been deposited with the Secretary of State.

At the annual meeting held Sept. 1, the only business transacted was the election of directors. The officers for the current year are: President, C. Swabey, Toronto; Secretary, T. Stewart, Lindsay, Out.

Massawipi Valley Ry.—The annual meeting was held Sept. 7. No report is issued.

October 1904