

COLONEL WILLIAM COLLIER

1. Info from Eva Brook-Donly Museum:

Born in England. Engineer.

Married Julia M. (born in the USA)

Had five daughters:

Julia M.

Fanny

Lilly

Macie

Elizabeth M. (born in Ontario - one year old in the 1891 Port Dover census - Married Holden, buried at PD.

No reference to him in the Dictionary of Canadian Biography U of T Press Toronto

2. See article in "The Front Page...100 Years of Port Dover News"

By Stan Morris and Georgia M. Painter

Port Dover July 1979 Printed by Allprint Co. Ltd. Kitchener.

Notes: The Maple Leaf is not on record at the AO N555 prior to 1889.

The copy from the book re Colonel Collier is complete.

The clipping quoted below the ***** omits "The Hamilton Spectator says:", so that the reference to "into town" means Hamilton and not Port Dover.

3.

SBC March 12, 1879

Quoting Woodstock Times - Railway Trouble - (CVR car)

"...Mr. Collier who was awaiting with an engine of his own..."

SBC August 6, 1879

Mr. William Collier has established a coal depot at Port Dover. Mr. C. Morgan has charge of the business.

SBC February, 23, 1887

Col. Collyer [sic] got badly left at Tisdale's meeting on Wed night last.

PDML April 5, 1889:

Col. Collier is still on the warpath against the GTR. He was up here in the early part of the week looking for witnesses in his suit brought against the Co. for alleged services in the building of the Scarboro Junction road. We are credibly informed that he has abandoned his suit against the South Norfolk Railway for \$50,000.

PDML August 9, 1889

The weighscases at the Norfolk Hotel put up some years ago by Colonel Collier have been purchased by Mr. R.Y. Maybee who has had them removed to Vittoria.

PDML October 11, 1889

It is said on good authority that Mr. Hale of Woodstock has purchased the handsome residence of Col. Collier.

4.

Port Rowan and Long Point Scenes of Change and Charm,

published privately by Donald A. Buscombe, Port Dover

p 25: "The original attempt to bring in a rail line into Port Rowan under the name Port Rowan and Lakeshore Railway was actively started by a Col. Collier from Port Dover. Hundreds of Italian labourers from Buffalo were employed, and they purchased goods in Port Rowan and fed themselves. Col. Collier's "dreams" fell apart, the labourers were not paid and trouble was brewing. Family men sent their families out of town, militia were called, the labourers were transported to Simcoe where they were housed at Mechanics Hall, and then sent on to house at Buffalo in the 1880s."

Note:

The existence of this project is corroborated as follows:

SBC April 7, 1880

A general meeting of the stockholders of the Port Rowan and Lake Shore Railway will be held in the townhall, Port Dover, on Monday 26 April, for the purpose of electing a president and directors.

5.

Message from Don McQueen:

Subject: Re: Kingston news items book (Carl Riff)

Carl has no newspaper credited for any of the entries in the duo-tang file, but other articles that I have traced have come from either the Daily British Whig, or occasionally the Standard.

Carl has a manuscript note under the date of 3-30-1881, as follows - "K&P ... Four additional coaches have been purchased from Mr. Collier, Port Dover. They were formerly used on the Port Dover and Lake Huron Railway."

No other entries mention Collier, K&P coaches, or the PD&LH.

6. William Collier is not listed in any Canadian biographical dictionaries.