

THE NORTHERN RAILWAY OF CANADA - HISTORICAL DATA:

The Toronto, Simcoe and Lake Huron Union Railroad Company

- May 30, 1849 to August 10, 1850.

Ontario, Simcoe & Huron Railroad Union Company

- August 10, 1850 to August 16, 1858.

The Northern Railway Company Of Canada

- August 16, 1858 to

Hamilton and North Western Railway Company

- March 2, 1872 to

Toronto, The North Toronto Star, Page 39 - Tuesday, November 16, 1982 - LOCOMOTIVE PUT NORTH YORK IN MOTION - First steam engine in 1852 was spur to area's progress - By HAROLD HILLIARD North York's heritage - Farmers gazed in awe and their horses reared in panic as the first railway train in North York shuddered to a noisy stop at Weston station in October 1852.

The wood-burning locomotive, the Lady Elgin, heralded the arrival of the steam age. Peace and quiet had departed from the sleepy farm community.

The Weston station, on the south side of Lawrence Avenue east of Keele Street, was later known as Downsview. It was the first stop in North York on the Ontario Simcoe and Huron Railroad (OS and HR) from Toronto to Machell's Corners (Aurora). The line later was extended to Barrie and reached its northern terminus of Hen and Chickens Harbour (Collingwood) in 1855.

It later was renamed the Northern Railway. Today, the rails, slicing through the centre of the third concession, between Dufferin and Keele Streets, are owned by Canadian National.

A Toronto newspaper, The Patriot, warned owls, bats, wolves and bears to run for cover when this first railway north of the city opened for business. The trains travelled a route that was mostly through heavy forest.

The line's first locomotive, the lady Elgin, built in Portland, Maine, was a crude piece of machinery compared to the elegant engines being made for other lines at the time. So it was demoted to construction duty six months later when The Toronto, latest in the technology of the 1850s, rolled out of James Good's foundry on Front Street, Toronto.

The Toronto made its maiden run to Aurora in April, 1853. A model of the pioneer wood-burner was placed in the Huronia Museum in Barrie some years ago.

The OS and HR quickly earned the reputation of being the Oats, Straw and Hay Railway because of the thriving freight business it enjoyed hauling grain, feed, livestock and lumber. The rails made it easier for the farmers to reach the Toronto market. It also provided the railway company with its major source of income.

Two passenger trains in each direction operated along the line for many years.

Farmers enjoyed extra income by cutting logs for the wood-burning locomotives. The logs were piled along the tracks and engines stopped to pick them up as they were needed.

The train introduced improved mail service to the

farm country. Special cars, in which mail was sorted en-route, were common by 1857.

On northbound trips, mail bags were thrown off for the local post offices. Southbound trips found a train slowing down so a postal clerk could reach out from mail cars to snatch a bag of outgoing mail hanging from a hook.

The advent of steam marked the beginning of the end for the horse-drawn stage coaches which since 1829 had provided mail and passenger service up Yonge Street to places such as Holland Landing. However, a local service to Richmond Hill was continued until it was taken over by electric street cars in 1897.

The OS and HR was chartered in 1834. But years passed of "talking, surveying, scheming, sleeping" - to quote a historical source - before the sod-turning ceremony in 1851.

Bitter disputes occurred about who should pay construction costs and where to place stations. A way of life was disturbed for people such as John Brack, who discovered his log house was only six feet from the tracks when the railway reached Steeles Avenue, Brack, a Scottish immigrant, had settled the farm in 1835.

The OS and HR's first test run was marred by a derailment in which a car plunged down a steep embankment.

Trains chugged along at break-neck speed of 30 miles per hour (48 km/h). The pace was slowed in the winter because rails would split.

Toronto, The Sunday Sun, Page S26 - Sunday, April 8, 1984 - PUTTING TORONTO ON TRACK - On October 15, 1851, with 20,000 citizens looking on Lady Elgin, wife of the Right Honourable James, Earl of Elgin and Kincardine, Governor General of British North America and Captain General and Governor-in-Chief in and over the Province of Canada, Nova Scotia, New Brunswick and the Island of Prince Edward, turned the first sod of the Ontario, Simcoe and Huron Railway.

This ceremony took place in front of the old Parliament Buildings on Front Street, just west of Simcoe Street.

Less than two years later, on May 16, 1853, to be exact, history was made in Toronto when a little steam engine "TORONTO" pulling three passenger cars and one freight car left the city to undertake the first scheduled railway trip out of the young city. The destination was Machell's Corners, now Aurora and the trip was completed, successfully, in a little over two hours.

Within a few weeks the tracks of the O.H. & S. (known affectionately as the Oats, Straw and Hay and soon to be renamed the Northern Railway of Canada) had been pushed through to Bradford, then Allandale (now part of Barrie) and by January of 1855 to Collingwood on Georgian Bay.

Further extensions took the Northern to Orillia, Gravenhurst, Muskoka Wharf and on a spur out of Collingwood, to Meaford.

With the opening of the Northern Railway to Collingwood it became possible to trans-ship grain from the mid-western United States, that arrived by barge at Collingwood, direct to the 37,000 hungry citizens of Toronto by train thereby eliminating the extra time and money incurred by shipping via Georgian Bay, and Detroit and St. Clair Rivers, Lake Erie, the Welland Canal and Lake Ontario, a trip of at least three weeks even with favourable winds.

In 1888, the Northern became part of the Grand Trunk empire which in turn re-emerged in 1923 as part of the Canadian National Railway System.

Ottawa - RAILWAY TRANSPORT COMMITTEE - ORDER NO. R-36794 - June 22, 1984 - IN THE MATTER OF the application by the Canadian National Railway Company, (hereinafter referred to as the "Applicant"), pursuant to Section 253 of the Railway Act, for authority to abandon the operation of the portion of the Beeton Subdivision from Cheltenham (mileage 33.90) to a point near Beeton (mileage 58.75), a total distance of 24.85 miles, in the Province of Ontario, (hereinafter referred to as "the branch line").

File No. 39310.177

UPON consideration of the proceedings, evidence and argument presented at the hearing held at Barrie, Ontario, on December 8, 1982, and subsequent written submissions filed with the Committee and in compliance with the Decision of the Committee in respect thereto dated June 11, 1984 and which Decision is attached hereto as Schedule 1.

THE COMMITTEE HEREBY ORDERS:

1. The Applicant shall abandon the operation of the said branch line ninety (90) days from the date of this Order.
2. The Applicant shall confirm to the Committee in writing of the date upon which the operation of the branch line has been abandoned.
3. The Committee hereby recommends that the Federal Minister of Transport take whatever action is deemed appropriate to preserve the abandoned right-of-way property as a potential corridor for rail transportation of dangerous commodities around the Metropolitan Toronto area pending the outcome of any future studies which may be conducted in respect of the movement of dangerous commodities in the Toronto area.

Signed, J. O'Hara, Secretary, Railway Transport Committee

HISTORY OF THE LINE - The Beeton Subdivision was originally part of "The Hamilton and North Western Railway Company" which was incorporated in March, 1872. This company was amalgamated with the Hamilton and Lake Erie Railway Company in February, 1876 under the name "The Hamilton and North Western Railway Company". The line was completed and opened for traffic from Hamilton to Barrie and from Allimil to

Glencairn on January 1, 1878 and from Glencairn to Collingwood on January 1, 1879. In early 1888, the Hamilton and North Western Railway Company was amalgamated into the Grand Trunk Railway which subsequently became part of the Canadian National Railway Company in 1923.

Since completion of the line, several portions of it have been abandoned. They are as follows: in 1879 the portion between Allandale and Barrie, a distance of 3.5 miles, was abandoned; in 1955 the portion between Alliston and Creemore, a distance of 18.5 miles, was abandoned; in 1960 the portion between Creemore and Lake Junction, a distance of 16.2 miles, was abandoned; and; in 1975 the portion between Georgetown (mileage 26.50) and Cheltenham (mileage 33.90), a distance of 7.40 miles was ordered abandoned by RTC Order No. R-20044 dated January 27, 1975.

The passenger train service between Hamilton and Barrie was discontinued on July 3, 1960.

The Board of Transport Commissioners for Canada, the predecessor of the Canadian Transport Commission, granted Canadian National authority to remove the on-line station agents at the following locations:

<u>Station</u>	<u>Order No.</u>	<u>Date of Order</u>
Palgrave	47431	September 30, 1931
Caledon East	78106	January 15, 1952
Inglewood	103470	January 9, 1961
Tottenham	123929	March 31, 1967

In the early 1960's, freight train service between Hamilton and Barrie was reduced from a scheduled three days a week to an "as and when required" basis. In 1970, train service between Georgetown and Cheltenham was suspended as a result of the lack of freight traffic offered in previous years and, in 1971, train service between Cheltenham and Tottenham was suspended for the same reason.

Toronto, The Toronto Sun, Page G19 - Sunday October 14, 1984 - OLD FREIGHT SHED NOW A UNIQUE CIDER MILL - Special to the Sun -

COLLINGWOOD, Ontario - Said to be the first railway freight depot west of Montreal, the 1857 freight shed in Collingwood has been restored and converted into a cider mill and craft gallery.

The early settlers saw Collingwood becoming the Chicago of the north. Its prime location on Georgian Bay made it a logical centre for trade. Goods were transported from Toronto to Collingwood via the Great Northern Railway Line then conveyed by vessels plying the Great Lakes to ports serving Western Canada.

The building's link to the past can be enjoyed by visitors to the Apple Valley Cider Mill and Craft Gallery. They can thumb through an early freight register, left on the premises, in which goods important to settlement, such as bales of binder twine and barrels of salt, were recorded.

For several years after the CN railway discontinued regular freight service to Collingwood, the shed stood empty and was abused by vandals. A year ago, the 130 foot building was converted into a cider mill which today presses as much as 2,000 gallons daily.

The exterior of the building and loading platforms have been preserved, but inside, cider pressing, bottling and cold-storage rooms have been installed all lined with

special materials to ensure maximum hygienic conditions.

While the processing equipment is mostly gleaming stainless steel, and is said to be the most advanced available, the cider is still made in the old fashioned way, without additives. A pure natural product results which is now available throughout the province.

Tourists can visit and watch as the cider is made and taste it as it flows from the press. On cold days, hot mulled cider samples are served and enjoyed by visitors as they browse about the gallery of Canadian crafts - many made in the area. Unique pottery, woven and quilted goods, hand painted jewellery plates and baskets, and special jams and jellies are some of the extensive collection attractively displayed on antique tables and fixtures. There is no charge to viewers.

The Apple Valley Cider Mill is located opposite the Collingwood Shipyard and close to the old railroad station which now serves as a Marine Museum.

The Toronto Sunday Sun, Page C11 - Sunday January 12, 1992 - CAPREOL GOT ONTARIO ON RIGHT TRACK
- By Mike Filey - Rest assured we haven't heard the final word on Toronto's controversial railway lands.

Five high-rise towers? Eight? A dozen? Who knows? And now, in the midst of a recession, who wants to erect new buildings anyway?

While the future of the waterfront site is unclear, its past is well documented. Consisting of two large parcels of land on either side of the CN Tower and SkyDome, today's railway lands are a legacy of a time when the railway was king.

In fact, railways back then were of immense importance to young communities like Toronto. It was an unwritten rule that whatever the railway moguls wanted, the railway moguls got.

What they wanted more than anything was a right-of-way for their packed passenger cars and lucrative freight trains to the heart of the bustling city.

At first, city fathers refused to allow the railway entrepreneurs to simply create new land along the water's edge on which a new rail line would be built.

"If we don't get new land along the bay shore on which to lay our tracks, we'll simply lay them along Queen Street," was the railway pronouncement.

City officials reassessed their situation and quickly realised the railway had the power to do just that. Rather than have huge steam trains puffing down Queen, they gave in.

Toronto got a new waterfront and the first part of the railway lands was in place.

As belligerent as the railways were, they didn't always demonstrate such a tough attitude. In fact, our province's very first railway had an extremely difficult time (pardon the pun) getting on track.

Frederick Chase Capreol was born in England in 1803 and settled in York, Upper Canada, at 30. In 1835, one year after York was elevated to city status and renamed Toronto, a few citizens began discussing the possibility of building a railway from the new city in to the hinterland north of Toronto.

For years, it remained only an idea. Then in 1848 a charter authorising construction of a railway from Toronto to Barrie was approved by the provincial legislature. But because one way proposed to raise the

funds was through a lottery, passage of the bill was held up until the required royal assent was given.

Capreol, recognizing the potential importance, dashed off to London, returning seven weeks later with the necessary signed documents.

Unfortunately, the idea of a lottery to raise the required \$2 million to build the railway (now proposed from Toronto's waterfront to Lake Huron via Lake Simcoe and therefore named the Ontario, Simcoe and Huron Railway - OS&H) was unacceptable to Torontonians of nearly 150 years ago.

As a result, money was sought through more conventional means.

In anticipation, the railway's managing directors - Capreol - commissioned Toronto jeweller William Morrison to create in his 9 King Street East shop an ornamental spade to be used at the officials ground-breaking by Lady Elgin, wife of Lord Elgin, governor-in-chief of the United Canadas.

Morrison's masterpiece had a handle of bird's-eye maple, almost completely covered with silver, and a solid blade embossed with a maple leaf in relief and engraved with the British coat-of-arms and legends "**Never Despair**" and "**Perseverance Conquers**."

Where the blade jointed the handle was a band of silver with a gold rose, shamrock and thistle. The handle featured the Capreol family crest and motto and the Toronto coat-of-arms.

On October 15, 1851, a large crowd congregated by the soon-to-be railway lands along the shore south of Front Street as Lady Elgin wielded Capreol's spade.

Unfortunately, while Capreol's spade was present, Capreol wasn't. Having displeased one of the company directors in some unrecorded fashion, Capreol had been fired two days earlier.

On May 16, 1853, a train powered by the locomotive Toronto (built in James Good's foundry, that stood about where the Elgin Theatre stands today), with engineer Joe Lopez at the controls and conductor John Harvie in charge, chugged out of a rudimentary station at Front and Bay, bound for Aurora.

By the way, that spade is still around. It has remained in the Capreol family and is now in the possession of Frederick Capreol's great, great, great, grandson Cory, age five months.

DATA - In 1888, the Hamilton and North Western company was taken over by the Grand Trunk Railway. The Midland Railway came under control of the Grand Trunk in 1883. Later all were joined under the name Canadian National.

Collingwood was connected by rail with Toronto as early as 1855 but was known as "portage line" because it was transporting freight shipments from large boats of the Great Lakes to the Queen City.

The first steam train run in this province was operated by the Huron Union Railway Company (later the Northern) from Toronto to Aurora in May 1853. The first train to reach Allandale was on October 11, 1853.

Records show the first steam railway in England was the Stockton and Darlington railway built in 1825.

NEWS CLIPPINGS

Fredericton, Head Quarters, Page 2 - Wednesday,

October 19, 1853 - ACCIDENT ON THE NORTHERN RAILROAD - Toronto Leader, September 26 - On

Saturday, as the train was returning to the city, Mr. Bell, freight conductor, by some mishap fell from the top of a freight car. He was seriously injured, the bones of his legs near the ankles protruding through the skin in several places. He was also seriously injured about the head. The accident occurred beyond Thornhill. The unfortunate man was picked up and placed on board the cars, which, although they contained considerable freight for Thornhill, did not stop at that place, but proceeded directly to the city, in order that medical aid might be procured with as little delay as possible for the injured man.

Barrie, Northern Advance - Wednesday, October 4, 1854 - COLLINGWOOD HARBOUR AND THE NORTHERN RAILROAD - Having recently paid a visit to Lake Huron,

and passed a couple of days at Collingwood, now acquiring public notoriety by its being made the Terminus of the Northern Railroad, intended to unite Lakes Ontario and Huron, we purpose to devote a short space to some remarks growing out of our personal observations and inspection of the site selected on which to establish the Town of Collingwood, and also of the Harbour on which it abuts. We would, however, for the information of those to whom the fact may not be known, previously state, that the whole of the line of Railroad from Barrie to Collingwood is graded; and the Rails are laid down, and the Road ballasted, to within the short distance of five miles from the Harbour, and there is reason to believe that the track will be completed within a month or six weeks from the present time. We left the Barrie Station on board the "Iron Cars," at six in the morning. The train consisted of nine open wagons, five of which were heavily laden with Iron Rails, one with provisions, three empty, or carrying only such loose articles as were necessary to be delivered or received on the road, and to these was attached a car for passengers. We made the run of twenty-five miles, including stoppages, which are at present of necessity more numerous in proportion on this part of the road than from Barrie to Toronto, in the short space of two hours. We had to "foot it" the remainder of the distance over a graded line or track, which afforded agreeable walking for anyone fond of pedestrian exercise. The distance at present is no more than what may be accomplished with pleasure, not divested of gratification in passing through woods of diversified character, and affording no inconsiderable scope to the mind in contemplating a passage through these primeval forests to one of the most magnificent Harbours on Lake Huron, so justly celebrated for the grandeur of its surrounding scenery, equal in splendour and beauty to any in the world. On the south side of the line of road, several steam saw and grist mills, of considerable size, are in the course of erection, which will be found invaluable adjuncts to the various settlements not hitherto enjoying the benefit of such conveniences, and they cannot fail to become profitable investments to parties undertaking their erection and subsequent working. At "Bear Creek," about five miles from the Barrie Station, the enterprising firm of Jacques & Hay, of Toronto, is putting up an extensive establishment, at which they purpose, by machinery worked by steam power, to cut up, dress, and turn the

timber required in their works in Toronto, and send it down by railway in a square ready for immediate use. At "Coates Creek," about three or four miles further on the line, the same gentlemen are erecting a similar establishment, for the same purpose; and at these two establishments alone will employ a great number of artisans and mechanics, who with their families will consume a vast quantity of food, which is cheaper in that part of the country than in Toronto, the advantages in that and other respects, both to the mechanic and farmer, must be perfectly obvious to all. The advantages to Messrs. Jacques & Hay is equally obvious. Instead of sending down to Toronto the timber in its rough and bulky state, the will, by the plan they are adopting, in dressing and preparing it for easy adaptation to the requirements of their extensive manufacturing, save in the cost of freight alone, an amount which will shortly be equivalent to their outlay and expenditure on the erection of these establishments; and whilst the wages of labour are the same, the mechanic will be benefitted by the difference between the cost of living in Toronto and that of Nottawasaga. These, however, are only a small portion of the general advantages which must inevitably be derived by every class from the opening out of this part of a splendid country, by means of the Northern Railroad. On almost every section of the line, clearings more or less extensive are being made, thus giving almost daily increase to the value of property, which has hitherto, generally speaking, been considered next to worthless. Between "Mad River" and Collingwood Harbour, an immense clearing is going on, with a view of creating a village, adjoining one of the principal Stations. Here, as in almost every other part that we had the opportunity of seeing, the land is good, and being in its primitive state, is capable of producing every kind of food required for the sustenance of man and beast; the Garden of Eden, with the exception of the apples, could scarcely excel it in adaptation to the wants of a people. But the Garden of Eden, we presume, was cleared; and the Forest requires also to be cleared before its fruits can be cultivated, and subsequently gathered. This is the decree — "In the sweat of thy face shalt thou eat bread."

Two hours perseverance in pedestrianism brought us to the pier on Collingwood Harbour, where we made a rest for the purpose of surveying a structure which a short time ago was ridiculed as impossible to be accomplished; and that structure, too, in a section of country which two years ago could not boast of a single inhabitant. The sensations produced at such a time, under such circumstances, will be readily comprehended by every cultivated mind. They were not those of wonder and astonishment, that such a work was present to our view, for, as a matter of course, we have seen more stupendous magnificent works in our day; but they were the feeling of admiration that so much had been done, and done so well, in so short a time, encompassed by so many inconveniences and difficulties as those that have been encountered in this new settlement. Happily, these are daily growing less, and Collingwood, with this increasing facilities bids fair to be, at no very distant period, a Town of considerable importance, as an outlet and inlet for the products of its Northern and Southern neighbours, the consumption of which productions must

of necessity increase in proportion to the facilities of transit and communication now increasingly afforded to each section of the country. The Town which is at present in progress of erection is well laid out in wide streets, and is beautifully situated on the centre of the Bay opening into the Harbour, having a commanding view of that vast expanse of water, with the "Hen and Chickens" (the rocks or islands called by that name) distant about two miles from the shore, presenting themselves as objects of interest, agreeable and picturesque. On the north-west the Bay and Harbour are sheltered by a high range of hills, known familiarly as the "Blue Mountains," running in the direction of south to north. These mountains form a complete shelter to the Harbour against the north-west winds that frequently prevail in that quarter. They are thickly and richly wooded, and as this season of the year present to the eye an appearance more gratifying and delightful than we can possibly describe. Altogether we were more than gratified by the results of our visit, and had no reason to regret the time we devoted to perambulating that part of the shore of Lake Huron, especially when taken in connection with Collingwood, a place we had not before seen, but of which we had previously heard and read much, and which we now venture to speak for ourselves. The buildings already erected, and those in process of erection, are considerable in number. We are informed that they would have been materially increased but for the difficulty in procuring sawn lumber, and labourers and mechanics equal to the requirements of the people engaged in these various erections. Already, however, there are several stores plentifully furnished with all the different articles necessary and required in "Bush Life," as well as in any other sphere — from pins and needles, thread silk, tape, twist, buckram and canvas, up to crockery, glass, hollow-ware, axes, hammers, saws, sugar, salt — in short, to everything that is useful and requisite for family purposes. One store in particular, that of Mr. James H. Smith, which is both handsome and extensive, contains an abundant supply of almost every article in general use, excepting wines and spirituous liquors, and these we rejoice to say, have not yet found their way to any material extent in this "new colony." We hope, sincerely, that the curse of whisky-drinking is far distant from Collingwood, and that all who have any influence with their fellow-men, or any control over the rising generation of youth in that place, will by their continued example, as well as by precept, use every endeavour to induce and inculcate habits of temperance, and if possible, of teetotalism, as the greatest safeguard against the evils which too often arise from even casual indulgence, and the greatest security of that peaceful contentment of mind and health of body too often destroyed by the habitual use of intoxicating drinks. — Shakespeare's aversion to, and condemnation of, the baneful habit, is shown by his apostrophe: "Oh what men should put an enemy into their mouths to steal away their brains." There are at present three taverns in town, (an extensive frame hotel has been put up, but is not yet finished), several blacksmiths' and carpenters shops, and the sound of the hammer and anvil, the axe and saw, are heard in merry chorus from early morn to dark night; when the sounds of the fiddle and cornopean at a

distance may be heard floating on the breeze, thus giving evidence of a rational mode of enjoyment on the termination of the day's varied labours. There is also a school-house attached to the Methodist connexion; which is used as a Chapel on Sabbath days, and a resident Minister is stationed there. To all these advantages in a new location may be added that valuable, and still more necessary appendage, a resident Physician, and last, though perhaps not least, a Lawyer's office! and two other in embryo!! At present, however, these gentlemen will have little to do but study. Conveyancing may soon be required, but God forbid that Law Suits should have a commencement. North-west of the Bay, and contiguous to the Town, an extensive Saw Mill has been erected, which will shortly be capable of supplying abundance of lumber for building purpose of which unfortunately there has hitherto been a considerable deficiency. In pursuing our enquiries, we found that the value of Town Lots is gradually increasing, and that persons who made purchases of 3 or 4 lots in eligible situations, not knowing at the time on which they would settle themselves, will not now dispose of any portion, except at an advance varying from 50 to 100 percent, and in some cases more. Hurontario Street is the main street of the Town, and runs direct south from the Bay, and is intended to be carried through to Port Credit, and thus unite the two great lakes, Ontario and Huron, by a direct land communication. On this street the value of land has increased more than in any other part of the Town, with consequence of its eligibility as a great public thoroughfare. When, however, the other parallel streets shall have been cut out and graded as that is, there is no doubt, whatever, but the land will advance in equal proposition with that on Hurontario Street, the street being all laid out in parallel lines running south from the Bay.

We have not exhausted our notes on this, to us, interesting tour, but we fear to trespass upon our readers too much at any one time upon any subject. We shall, therefore, defer to a future number what we have further to say relating to the Railroad, the Wharf, the Breakwater, and other particulars for which, in our present issue, it would be difficult for us to make room. **Barrie, Northern Advance - Wednesday, December 6, 1854 - THE NORTHERN RAILROAD** - It escaped us in our last issue to announce the fact that the Contractors of this Road have, after much delay, received 493 tons of Iron for the completion of the Road to Collingwood Harbour. Since its arrival "all hands" have been at work — the remaining portion of the Road has been laid down at the rate of a mile a day, so that by the day of our publication the Tram Road will have reached the Pier at Collingwood, of which it has been lacking some six miles for 3 or 4 months past.

We were informed, on authority, that it is not intended to celebrate the completion of this line by any public manifestation of the event. This determination, if it be one, we regret. Such an event as the opening of a Road from Toronto to Lake Huron, if distinctively marked as it ought to be, would produce the outpouring of gratitude from a population hitherto deprived of such an advantage, and which, to a partial extent only, they have hitherto experienced. We hope the Director will not

forget the eclat attendant upon the turning of the first sod! What, then, shall be the FINALE.

Barrie, The Northern Advance - Wednesday, April 25, 1866 - THE RAILWAY QUESTION IN GREY AND BRUCE

- The people of Grey and Bruce are seemingly mad at present on the subject of Railways, every paper in these Counties being filled with the discussion.

We take the following letter of the member for Saugeen from a late issue of the Durham Standard. His views on such a subject are entitled to much weight and will be read with interest even in North Simcoe, where the day of Railway excitement is past and has not yet returned again: —

Toronto, April 3, 1866.

A. SHAW, Esq.

Barrister-at-law, Walkerton.

MY DEAR SIR, - I have to acknowledge receipt of your letter of the 30th, ultimate, and to say that I am quite willing that my friends and constituents should be put into a possession of my views on a question that effects their interests so deeply, as the extension of railways into their counties. I have received a number of letters on that subject, and I do not know how I can better convey my opinion than by giving you an extract from my reply to them, addressed to a friend in the County of Grey, on the 24th of last month. The extract is as follows:

With respect to railways, my great desire is to see them extended into the Division as soon as possible. Until Grey and Bruce possess railway facilities they will labour under great disadvantages as compared with counties nearer markets and traversed by railroads. Just consider what would have been gained by these two counties, had they been able to send all their products to market during the period of high prices that prevailed last autumn. — The proceeds they would have received then, in excess of what they probably will receive, would built many miles of railway.

You do not exaggerate when you describe the peninsula between Lake Huron and the Georgian Bay as one of the finest districts in Western Canada.

To afford this extensive and fertile region the railway accommodation it will soon require, and must have within comparatively few years it should be traversed by two lines at least, one running westward from some point on the Northern railway following the route now chartered extending into Bruce and terminating eventually at Kincardine or some other eligible harbour on Lake Huron. Another should start from a point on the Grand Trunk, and run in a north-westerly direction through the counties of Wellington, Grey, and Bruce, with terminal at Owen Sound and Saugeen. And knowing as I do the great extent and productiveness of the country, I believe there would be ample support for another line starting from Stratford and running northward through Perth, Huron, and, Bruce. I firmly believe the time is not very remote when all these lines will be in successful operation. But we must walk before we run.

In the present condition of the Public Exchequer we have to look to other railway companies, supplemented by municipal aid for our extensions; and after mature consideration I came to the conclusion that our first reliance must be on the Northern Railway Company — For extension westward, we are, of course, entirely

dependent on that company. In selecting the route for the Grey and Simcoe Railway therefore, we must consider and be governed by the interests of those to whom we have to look for the ways and means — the Northern Railway Company and the municipalities. Now, the Northern Railway Company, for traffic considerations, are anxious to keep the new line as far south as possible. They would consider it for their interest to start it from a point no further north than Bradford, and who will look at the map and considers where the rivalry with other railways commences, will understand their reasons.

I am satisfied myself, from communication with the managers in this country as well as with the Representatives of the controlling interests in England, that nothing would induce them to take any interests in a line north of that now projected. But its precise location will of course depend largely upon the result of the surveys. Its western terminus is for the present fixed by statute at Durham, and its extension beyond that point will necessarily depend upon municipal action and assistance. Whether the main line shall be continued westward into Bruce, with branches penetrating the country north and south, as the interests of trade may require, or be made to diverge, northward, will rest with the people themselves. The former plan would obviously afford the greatest measures of accommodation to the counties, but the directors will have no option but to carry out the wishes of the municipalities, who, by their subscriptions, may render it possible to give practical effect to their wishes, and I am sure they will have no desire other than to pursue the policy that will bring railways within reach of the greatest number of people in the counties interested. To promote this was my only object in accepting a seat at the Board of Directors, and it will be my only inducement for retaining that seat.

It must not be expected that the organisation of the Grey and Simcoe Board of Directors, which has just taken place, will be immediately followed by active measures. To prepare a working scheme for the construction of the line will be a difficult matter, and require time, perhaps much time.

When the Directors have matured what they consider the best project, they must submit it to the people, and with the people its acceptance or rejection must rest.

Without municipal aid no line can be built. Without the approval of the people no municipal aid can be obtained. The Directors, therefore, could not, if they would, and I am sure they would not, press the construction of any line that did not commend itself — that was not entirely acceptable to the people.

Writing another friend in the county of Grey yesterday, I said:

"The organisation of the Durham Railway Company has had one very advantageous effect already — the agitation of the railway question generally. The discussion that will ensue will no doubt be exhaustive of the merits of the several rival routes, and show which is really desired by the people at large.

"I am not without hope that it may have another beneficial result, one I should very much like to see accomplished; rivalry among our existing railway companies for the great traffic of Bruce and Grey, if it

should come to this, these counties may get railway facilities at less cost to themselves than is now generally supposed.

In so vast a territory as that interested, there will necessarily be a great diversity of opinion and of interest, but I hope the paramount object — a Railway — will be kept in view by the people. If this be done, they will discover the line can first be made available, and they should then unite in promoting it.

The great difficulty will be to float any line — to make a beginning. It will require great unanimity and combination on the part of the municipalities, and probably no little time to secure success.

In conclusion, let me assure you that I shall always be found promoting earnestly the wishes of my constituents in whatever railway enterprise they may decide upon as most for their advantage.

I am, dear sir,

Yours very truly,

D. L. MACPHERSON.

Barrie, The Northern Advance - Thursday, February 2, 1871 - THE T.S. & M.J. RAILWAY BY-LAW - The Council unanimously agreed to submit a By-law for \$12,500 in aid of this Railway, voting thereon to take place on the 28th instant. It is most gratifying to notice that the Orillians have at last awakened to a sense of their own interests and are determined to encourage railway extension into their beautiful and picturesque village. The struggle has been a hard one between the Toronto Directory and the inhabitants of that village, but it is now likely that a better feeling will prevail and it is to be hoped that when the By-Law comes to be voted upon that it will meet with no factions or partisan opposition. It is for the interest of Orillia to have a Station within the limits of their corporation. It would indeed be a great hardship were they to be compelled to travel a distance of nearly three miles to the Station, if it were located at the Narrows of Lake Simcoe, and we feel certain that the intelligence of the people interested have long since perceived the folly and the injudiciousness of refusing to grant a bonus to the Muskoka Railway which is destined to build up Orillia into a town within the next four years.

Barrie, The Northern Advance - Thursday, April 20, 1871 - T.S. & M.J. RAILWAY BRIDGE - Mr. Collingwood Harris has got the contract for driving the piles for the bridge at the Narrows, and the work is progressing as expeditiously as can be expected under the circumstances. We feel certain that the contractor will lose no time in the completion of his portion of the work.

Barrie, Northern Advance - Thursday, May 4, 1871 - CHANGE OF GAUGE - It is rumoured that the Muskoka Railway Company are considering the advisability of making their gauge 4 feet 8½ inches instead of 5 feet 6 inches, and to have a third rail to suit the change placed on the Northern track between this and Toronto.

This would give unbroken communications with United States over the Great Western, and would, of course, greatly increase the importance of the Northern and Muskoka roads.

It is generally admitted by railway men that 4 feet 8½ inches gauge must ultimately be adopted on all the leading roads in Canada, even if it is not made a national gauge by Act of Parliament, and in view of this it would

appear to be a wise measure to adopt it on the Muskoka line, which it is supposed will yet form a link in the chain of communication with the Red River country.

There is, we believe, some plan by which rolling stock can be adapted for both gauges.

Barrie, Northern Advance - Thursday, October 9, 1871 - A TRIP OVER THE NORTHERN RAILWAY - Enjoying for a while an immunity from the cares of business we indulged some few days since in a trip over the Northern Railway, and perhaps our observations may not be unacceptable to the readers of the Advance.

On leaving Toronto the first object of interest which strikes the view is the Northern Elevator, rising over every surrounding object. The building has a capacity of holding tens of thousands of bushels of grain, and by its mechanical appliances will raise thousands of bushels per hour. Nor could we fail to notice the great progress now going on in the other departments of the company's works. A new engine shed has just been constructed with fluted galvanised iron roof, ends, and sides, and doors sheathed with same material; while the working department is replete with mechanism of all descriptions for the construction of rolling stock and for general purposes. On the track the old metals are being taken up and Fish Plates substituted in their place, by which travelling is rendered much more agreeable, as the cars run so much smoother than on the old irons. On a close inspection one is impressed with the superior character of the equipments and general management over all other companies either in Canada or the States. We came next to the magnificent Lunatic Asylum, lying north of the line, and near which is the Crystal Palace, with its gloomy black painted top, supposed to be in striking contrast with the bedaubed lower portions of the building. As we are whirled past these edifices and leave the city behind us proceeding northward through the country, the appearances of the fall wheat arrests our attention, as it shows great promise for the coming season. Neither can we refrain from noticing the vast quantity of sawed lumber at various points up the line, telling pretty plainly of the immense business carried on by Messrs. Thompson, Smith & Son, and Bucher & Silliman and others.

But a scene anything but agreeable was awaiting us at Holland Landing. A train of flats going up at night encountered a cow and calf on the track, and a general smash-up was the unpleasant result. Broken cars, wheels and axles, together with the rest of the debris strewn the sides of the track. Messrs. Cumberland and Moberly were on the spot, but to produce order from this confusion was no mean task, and a delay of some hours occurred before the line could be cleared. Happily no one sustained any injury, but the loss to the Company will be considerable. The telegraph wires which were broken were very speedily replaced by the staff under the direction of Mr. Dwight.

While on this expensive cow question we would desire very strongly to express ourselves. It is a fact very much to be deplored, that parties residing both in town and country are wont to let cows, pigs, geese, colts, and indeed nuisances of all sorts ramble at large, not only to the great annoyance, but to the far more serious cost of their neighbours, in the matter both of life and property.

We have witnessed repeated instances in the matter of annoyances of this kind, especially where, on a market day, our farming friends have been the victims; and scarce by a week occurs but some complaint of a similar charter is brought to us. We therefore feel it our duty in calling attention to the same in this connection to express our decided conviction that those who endeavour to winter stock at the expense of others are guilty of great dishonesty. Proceeding on the route we could not but mark the improvements everywhere taking place, and feel convinced of the excellence of the country through which the Northern Railway passes.

Another week we shall draw our readers' attention to the line of Railway now being constructed, which will connect the Northern with Orillia and Muskoka District.

Barrie, Northern Advance - Thursday, January 11, 1872 - THE HAMILTON AND GEORGIAN BAY RAILWAY PROJECT - The people of the "ambitious little City" of Hamilton seem determined to keep pace with the present progressive times, especially in railway matters.

Their last scheme is to run a line to Lake Huron, touching at or near Hogg Bay (Victoria Harbour) in the township of Tay. A glance at the map of the province will show that an air line from Hamilton to Victoria Harbour would pass through a fine section of country, touching Barrie as being in the direct route. The projectors of this road propose to connect with the intended Pacific Railway, and if they adopt the Great Western gauge, they can, of course, run in a connection with the American lines without breaking bulk.

We notice that a meeting was held in the Township of Flos lately, when it was decided that a bonus of \$20,000.00 would be given to any railway running through that municipality; but we are not aware whether or not it was the Hamilton project that elicited this expression of the feeling of the Flos people.

Barrie, The Northern Advance - Thursday, February 22, 1872 - COLLINGWOOD - Hamilton and Hog Bay Railway - Collingwood, February 17 - A large and influential meeting was held in the town hall last night in connection with the Hamilton and Hog Bay railway scheme. It was unanimously resolved to ask the projectors of that railway to fix their northern terminus at Collingwood instead of Hog Bay. It was believed that this arrangement would not only be a benefit to this town but would also promise advantageously to the people of Hamilton. It is intended to ask the co-operation of the Northern Railway as it is probable that the road would gain a largely increased traffic by having the Hamilton Railway terminate here. A committee was appointed as follows to carry out the views of the meeting: — Messrs. N. H. Hibborn, Thomas Long, J. Hogg, D. Gamon, C. Macdonell, T. W. Fair, D. Dobson, J. Lindsay, H. Robertson, B. F. Lewis, G. Watson, C. Cameron, A. Melville, W. B. Hamilton, James Harry, D. W. Port, and C. Wiggins.

The committee met to-day and appointed a delegation to wait upon the projectors of the railway next week. There is a feeling here in favour of the railway.

Barrie, Northern Advance - Thursday, February 22, 1872 - NORTHERN RAILWAY COMPANY - The annual meeting of the Shareholders of the Northern Railway Company was held at the Company's office, Brock

Street, at noon on the 14th. Honourable J. Beverley Robinson, President of the Company, took the Chair.

The notice calling the meeting have been read, Mr. Cumberland, submitted the following report:—

1. The Canadian Directors have the honour to submit the Report for the year ending December 30th, 1871, with the usual appendices in detailed explanation thereof.

2. The gross traffic receipts for the year have been \$777,498.94, as against \$733,567.25 in 1870, showing an increase of 5.99 per cent.

3. The ordinary working expenses of the year have been \$461,316.44, as against \$526,118.64 in 1870, giving for the year 1871, a rate on the gross traffic receipts of 59.93 per cent, being an increase of 4.25 per cent on the rate of 1870 which has arisen entirely from the reconstruction of a considerable proportion of the box car stock.

4. The expenditure upon necessary extension and addition to works, building, rolling stock and general equipment has amounted to \$138,478.76.

5. The new elevator at Collingwood has been completed and was opened for service on October 16th, 1871.

6. The Muskoka Railway was opened to Orillia (22 miles) on November 30th, 1871, and has since been in regular traffic operation to that point. It is expected that the next division of the line to Washago (11 miles) will be opened for traffic about the first of July, 1872.

7. The works of the North Grey Railway are being pushed forward by that Company with energy, and there is every probability that the line will be in operation early in July 1872.

8. These two companies have entered into an agreement for amalgamation with a view to more economical administration, and to a consolidation of their securities, and a bill is now before the Legislature to give legal effect to that agreement.

In the event of that Bill passing, of which there seems to be no doubt, it is proposed to simplify the relations of amalgamated corporation with the company by consolidating the two leases of those lines into one, a measure obviously desirable and for which, if necessary, it may be well to seek legislative sanction.

The report was adopted after extended and interesting explanation by F. W. Cumberland.

The scrutineers reported the following gentlemen elected Directors for the current year:— Honourable John Beverley Robinson, Frederick W. Cumberland, Angus Morrison, M.P., William Elliott, Toronto, and H. M. Jackson, Henry Wheeler and William Lethbridge, London, England. Aldermen Bell and Mr. George Davis are ex officio Directors, the former on behalf of the corporation of Toronto, and the latter on behalf of the county of Simcoe.

Subsequently, Honourable J. B. Robinson and Mr. H. M. Jackson were re-elected President and Vice-President, respectively.

The meeting then adjourned.

Barrie, Northern Advance - Thursday, February 29, 1872 - COLLINGWOOD AND THE RAILWAY - The Spectator - Reference has been made in these columns a few days ago to the fact that the people of Collingwood

were desirous of securing direct railway communications with Hamilton. Having tried Toronto as a market, they have found it wanting in the qualities so desirable in a place making the pretensions it does, and are desirous of making other and better connections. Some days ago they held a public meeting to discuss the matter, and a large number of the leading men were present. After a thorough discussion of the Hamilton and Northwestern railway scheme, which is proposed shall be rebuilt from this city to Hogg or Matchedash Bay, the following resolutions were adopted:

"That as it appears from the public prints and other information that a company has been formed in Hamilton and has applied for a charter to build a railway from that city to the Georgian Bay, it is the opinion of this meeting that no more direct or feasible route could be obtained than a straight line from Hamilton to Collingwood."

"That this meeting pledge itself to support the proposition for granting a bonus to the projected railway, should the proprietors consent to make Collingwood the terminus."

"That the following gentlemen be appointed to carry out the views of this meeting: N. B. Hilborn, Thomas Long, John Hogg, C. Gamon, Charles Macdonell, T. W. Fair, D. Robson, James Lindsay, Henry Robertson, B. F. Lewis, C. Cameron, George Watson, A. McIlville, and the mover."

"That the council of Nottawasaga be requested to assist us in the movement, and to appoint one or more members to the executive committee."

— Carried.

The main object seems to be to make Collingwood the terminus of the proposed line, about the wisdom of which the Directors will, we presume, be the best judges. No doubt they will carefully investigate the respective merits of the different places before finally determining which will be chosen.

It cannot be otherwise than flattering to the people of Hamilton to see places that have so long had direct railway communications with the "centre of civilisation" as Collingwood and Barrie, so anxious to secure connection with here somewhat smaller, but not enterprising sister. It seems to us the energy and spirit with which Hamilton has carried out here W. G. & B. scheme, as well as the natural advantages of here position, has had a good deal to do with bringing about this sentiment in those places.

Barrie, The Northern Advance - Thursday, March 28, 1872 - THE NORTHERN RAILWAY EXTENSION COMPANY - Some grumbling — the Englishman's special privilege — is heard about the present approach to the new Railway station. Rome was not built in a day, and it would be just as stupid to complain about the unfinished state of the approaches to the largest Law Office in the town, the best Grocery Store, the A. L. Hardware depository, the Boot and Shoe, and the to be Tailoring establishment, as to find fault with the railway because it could not do impossibilities. As soon as the frost is out of the ground the grumblers will find that the energy of Mr. Cumberland and the skill of his aides will make that particular locality such as will be an ornament to Barrie. As to the gentlemen who suffered so severely in the late fire and have put up that superb block of Brick Buildings

on the site of the accident, it is not to be supposed they "will spoil the ship for a haporth of tar." Patience, gentlemen, patience.

Barrie, Northern Advance - Thursday, April 25, 1872 - Clarksville, April 23, 1872 - An influential meeting of the Provisional Directors of the South Simcoe Junction Railway Company, and a number of the Reeves and Councillors of the Townships interested in the projected Railway from King Station, on the Northern Railway, to the neighbourhood of Allistone, was held today in Baxter's Hall, in this place. The proposition of the Company to construct the line for a bonus of \$100,000 was considered and accepted; and the meeting apportioned that amount among the municipalities interested, so that the townships of King, Tecumseth, Adjala, Tossoronto, Essa and Mulmer might have an opportunity of voting upon the bylaw at an early day. There seemed to be a very general feeling that the bylaw would be large majorities.

Barrie, The Northern Advance, Page 1 - Thursday, May 2, 1872 - SOUTH SIMCOE JUNCTION RAILWAY - Clarksville, April 23 - The project of extending a branch line from the neighbourhood of King station, on the line of the Northern Railway, to a point at or near Alliston, has assumed a practical shape. The construction of this line was urged upon men who had already identified with Toronto Railway enterprise, by representatives of the locality, and a charter was obtained at the last session of the Ontario Legislature for this Company.

The meeting held to-day, in Baxter's Hall at this place, was attended by leading men from all the interested localities.

The chair was taken by Mr. P. D. Kelly, of Alliston, Vice-President of the Provisional Board, and Mr. George McGirr acted as Secretary.

The Chairman explained that he had been requested to call the meeting in order that consideration might be given to the division and apportionment among the different townships interested, of the necessary bonus. This Company would not undertake the work without municipal aid to the extent of \$100,000.

A resolution was then unanimously carried appointing the following gentlemen among those present to represent their respective localities on a Committee to consider what would be a fair, proportion for each township to bear of the proposed \$100,000 bonus: — Tecumseh - George Nolan, Reeve, and Thomas Fisher, Deputy Reeve. Adjala - John Gamble, John Alexander Irwin; Essa - George Fletcher, E. J. Ritchey; King - Thomas W. Tyson, George Hughes; Tossoronto - John Fisher, Reeve, John Reid.

The meeting adjourned for an hour to allow the committee to consider the matter, and at the end of that time, they brought in the following: —

REPORT, - The Committee appointed to equalize the proposed bonus of \$100,000 to the South Simcoe Junction Railway, beg to report as follows, that is to say — The apportionment between the several townships interested, should, in their opinion, be as follows: -

For the Township of King	\$20,000
For the Township of Tecumseh.	30,000
For the Township of Adjala.	10,000
For the Township of Tossoronto.	15,000

For the Township of Essa.	15,000
For the Township of Mulmur.	10,000
	\$100,000

John Fisher, Chairman.
George Hughes, Secretary.

After a short discussion, in which Messrs. Thomas Kidd, George Fletcher, T. M. Tyson, George Nolan, Thomas Fisher and others took part, and after explanations of the financial basis by Alderman Manning and Mr. Edgar of Toronto, the report was adopted. The only individual who expressed any hostility to the scheme was Mr. Thomas Kidd, of Seaforth, in the County of Huron, who is connected with the Hamilton and Hog Bay railway project. His remarks were not received with the highest evidences of respect, and had no effect whatever upon the meeting.

The prospect for this line being built at an early day seems excellent, if any opinion can be formed from the warm interest which the people of that part of the country take in it. The bonuses are moderate, and the farmers now see their way to a market at their own doors, and direct connection with Toronto.

Barrie, The Northern Advance, Page 1 - Thursday, May 2, 1872 - PACIFIC JUNCTION RAILWAY COMPANY - It will be a long time before Canada can complain of an excess of railways, but the proposed route of the Pacific Junction Railway will tend to do more for the extension of our Dominion towards the great north-west, than any smaller schemes combined. We have the prospectus of this Company before us, and the names attached thereto insure the practical character of the undertaking, and many of them are those of men who have already carried similar enterprises to a successful issue. From a study of the map, we see that this line will be in no way antagonistic to the projected Inter-oceanic line along the north shore of Lake Superior, but will rather open up a district of country equally important to Canada, certainly more important to Ontario, than that other great undertaking. Starting from a point common to the existing and projected lines leading to Lake Ontario and the St. Lawrence, it is proposed to run it along the north shore of Lake Huron and Sault Ste. Marie, which will be at once the entrepot for the American Northern Pacific, the proposed Canadian Inter-Oceanic line via Pembina, and the railway under consideration. We believe that the proposed line, if carried out, will be one of the greater achievements of our railway men, and that it is safe in the hands of those who have taken it up, is only to be inferred from their character, position and enterprise.

Barrie, The Northern Advance, Page 1 - Thursday, May 2, 1872 - HOUSE OF COMMONS - The Northern Railway - Mr. Morrison introduced a Bill to legalise and confirm the lease by the Northern Railway Company of the Northern Extension Railway. Bill read first time.

Barrie, Northern Advance - Thursday, May 23, 1872 - SOUTH SIMCOE JUNCTION vs HAMILTON RAILWAY - The Alliston Star shows up the operations of the projectors of this scheme. The Mayor of Hamilton it says is busy canvassing and circulating hand bills around those parts, and promising railway accommodation where ever a bonus can be obtained; but the Star remarks the bait does not seem to take with the intelligent farmers of South Simcoe, who it claims are too well informed not to

know the difference between a bogus, impracticable, "Will o' the wisp" Railway scheme, the provisional directory of which do not seem to know their own minds many hours together, and another which will give them "the shortest, safest, and best road to the political and commercial capital of Ontario, a City which was, is, and will be, the best market in the Province."

The "South Simcoe Junction" scheme now before the people of the South, our contemporary also claims, will if carried out provide the South with a railroad which will afford the people just such carrying accommodation as they need.

With regard to the vacillating character of the company we are told that; "before obtaining their Charter, and for quite a length of time afterwards, Hog Bay, or some adjacent point was set down as the Northern terminus, but as soon as the provisional Directory was interviewed by the Collingwood deputation, the route was changed; Tottenham, Clarksonville, Cookstown and other places, to which inducements were held out were cast in the shade, and positive promises made that the road would be built on a direct line from Hamilton to Alliston, and thence to Collingwood. These were the calculations some ten days ago, since which time they have again changed their base. As they cannot get a cent of municipal aid in Halton, they, now propose using the Great Western as far east as Oakville, or Port Credit; and building the road from either of these places to Brampton, and from there through or by way of any Township or Village, where the needful can be raised, to some yet unknown terminus."

Not being posted as the respective merits of the projected lines of road, and their capacities of serving the greatest number to the greatest advantage, we make no comment. The advocates of both schemes are actively at work; and each of course are seeking for as much in the way of bonuses as they can get.

Galt, The Reporter - July 19, 1872 - HAMILTON AS A RAILWAY CENTRE - Monetary Times - We are reminded by reading the annual report of the Board of Trade that that city is fast becoming well supplied with railways. Besides the Great Western proper, the Wellington, Grey and Bruce is open to Paisley, "and will be completed to Southampton by the 15th, of September next, with every probability of the extension of the same to the Georgian Bay. — Twenty miles of the Southern Extension, a branch of the same line are ready for the rails, and it is hoped that Kincardine will be reached in a twelve month. The Hamilton and Lake Erie will be to Caledonia by the 15th of August; an expensive bridge is to be built over the Grand River at that point, and the line extended to Hagersville and Jarvis, the expectation being that the latter place will be reached in one year. The line will cross the Buffalo and Lake Huron section of the Grand Trunk and also the Canada Southern, giving connection with these lines. Respecting the proposed Hamilton and Northwestern line to Collingwood, or somewhere else, the gentlemen of the Board of Trade seem quite sanguine, notwithstanding the project seems surrounded with a good many difficulties. Altogether it is plain that the most praiseworthy efforts of the business men of Hamilton — powerfully aided as they have been by the Western — are meeting with deserved success.

Barrie, Northern Advance - Thursday, August 29, 1872 - THE HAMILTON RAILWAY PROJECT - Is to be ventilated with a view to a bonus of course, in Barrie on September 3, 1872 in the Town Hill, at 7 o'clock; at Thornton on Wednesday at two; at Cookstown the same evening at 7:00 p.m. Newtown Robinson and Bond Head on Thursday, at two and 7:00 p.m. Tottenham and Penville on Friday, at the same times. With regard to a bonus from Barrie, the matter is doubtful, as we have so nearly approached the limit allowed by law, that neither people nor council will, we imagine, be willing to involve the town further in debt. This is the only objection we can see that can be raised against a liberal bonus - but it is a strong one.

Barrie, Northern Advance - Thursday, September 12, 1872 - NORTHERN RAILROAD - The Semi Annual meeting of the above company took place at the offices on Brock Street on Wednesday afternoon. The Honourable J. B. Robinson, M.P., President of the Road, in the chair.

Mr. Cumberland, managing director, read the half yearly report, showing an increase of gross earnings of nearly twenty-six thousand dollars over the same period of last year.

In the Northern Extensions the opening of the Muskoka Branch to Atherley is promised about the 15th of this month. Westward from Collingwood the North Grey has been opened to Thornbury — somewhat over twelve miles. The carrying through of the road to the Muskoka country will be a work of, but will, no doubt, be energetically pushed forward, as when complete it will be a vast feeder to the main line. That portion of the Branch already built has resulted very satisfactorily the earnings as stated by the report, being sufficient to meet all interest account.

An addition to the rolling stock is pointed to by the report as an immediate necessity, to relieve the line of the freight constantly awaiting shipment. An organisation to place the lake transport service on an efficient footing is also considered a necessary adjunct to the working of the road up to its full capacity.

The carrying power of the Northern has not as yet been half developed, owing to the deficiency of rolling stock, and business men meeting with delays in the carriage of their freight have naturally felt aggrieved, and have roundly abused the management for neglect in the matter, when the simple fact is, it was not possible to accommodate all, consequently some must suffer. This defect is, we believe, felt as much by Mr. Cumberland as by any one; hence in his reports he strongly urges upon the proprietary the necessity of a more complete equipment in the matter of moving freight. This is a pressing requirement now, but will soon become an absolute necessity if the road is ever to realise the great idea of its first projectors, as we have no doubt it will, and be the main route between the upper lakes and the St. Lawrence; and for that matter more than that, inasmuch as by the Northern Extension it will take the traffic of the North East of us and probably form the first connection, in this part of Ontario, with the Pacific Railway.

Barrie, Northern Advance - Thursday, November 28, 1872 - THE NORTHERN RAILWAY - In an extra this

week, we give the Northern Railway time table. From this it will be seen that Mr. Cumberland is running a midday train through Allandale, from Meaford to Toronto, calling at all stations except Barrie. This "cut direct" is somewhat significant, and has aroused the ire of those who doubled their taxes to grant a bonus to the Northern Railway. A pretty free opinion on this matter will, no doubt, be expressed ere long. At present it would seem that Mr. Cumberland is courting another protracted litigation with the town, only to come out as he did before, to use a familiar expression, - "at the small end of the horn." Possibly the Managing Director has got good reasons for leaving Barrie "out in the cold" in this matter. If so, we should be glad to hear them.

Barrie, Northern Advance - Thursday, January 23, 1873 - HAMILTON AND NORTH-WESTERN RAILWAY - The promoters of this railway have been spending the past few days in the Township of Innisfil, holding public meetings and advocating the project. We understand they have met with great success, and that there is no doubt but the By-Law granting a bonus of \$20,000 from the Township of Innisfil, will be carried at the Polls tomorrow. We have only been able to have our reporter at one of these meetings, that at Allandale, and judging from the feeling there, the majority in favour of the bonus will be large. At this meeting Messrs. Ting and Saunders from Hamilton, delivered able addresses, proving, beyond all doubt, that Innisfil will stand in its own light if it does not do all in its power to further the interest of the new Railway. The other speakers at the meeting were W. C. Little, Esq., M.P., Deputy-Reeve, William Hunter, Esq., Deputy-Reeve William H. Hewson, Esq., F. Barclay, Esq. - Lennox, Esq., of Innisfil; and William Boys, Esq., Mayor, and R. Nelson, Esq., Merchant of Barrie, delivered good addresses, and all declared themselves in favour of the road except Mr. Barclay. At the close of the meeting, the Chairman, David Comiskey, Esq., called for a show of hands, and out of the large number of ratepayers present, only three held up their hands against the bonus. The meeting terminated with a vote of thanks to the Chairman and three cheers for the Queen, amidst much enthusiasm.

From later information, for which we have held our paper back, we are pleased to add to the above, that Innisfil has from the telegraphic reports from the Montreal Office, done well in the matter, and has cast a large majority in favour of the bonus.

	YEAS	NAYS
Thornton	60	1
Hindles	75	0
Churchill	Majority	20
Allandale	75	3

The vote against, Mr. Cumberland's scheme in his pet place, Allandale, shows the estimation in which he is held there as well as here, where all men united to stay his attempt to override the town of Barrie in the matter of the water frontage.

Barrie, Northern Advance - Thursday, January 23, 1873 - RAILWAY PETITION - The following protest was entered by the principal business, professional, and moneyed men of Barrie, for a reason which will explain itself:

To the Honourable Hector Langevin, M.P., Minister of

Public Works, Canada.

The petition of the undersigned Ratepayers of the Town of Barrie; in the County of Simcoe, and Province of Ontario, respectively sheweth:

That your petitioners learn with a good deal of anxiety, that the Northern Railway of Canada are endeavouring to obtain permission to take against the will of the owners, certain lands at the head of the Kempenfeldt Bay, the property of one Mrs. Ross, and one John Ross. These lands, your petitioners believe, will be required in part in whole, for the right of way and Station Grounds of the proposed Hamilton and North-Western Railway; and your petitioners further learn that they are not at all necessary for the business of the Northern Railway, but are merely sought after by that Railway at the present time to impede the construction of the said Hamilton Railway.

Your Petitioners therefore pray that the said lands may not be taken from the owners against their will, or at least may not be taken until after the said Hamilton Railway has an opportunity of purchasing a right of way through Barrie, and station grounds thereat.

And your petitioners, as in duty bound, will ever pray.

(Signed)

William Boys, L.L.B.,
Mayor of Barrie,
and three hundred others.

Stratford, The Stratford Beacon - Friday, September 3, 1875 - THE HAMILTON & NORTH WESTERN - The

fortunes of this prospective line and the Hamilton & Dover are now to be united. The president of this line, Mr. John Stuart and Mr. W. Hendry, leading contractor and capitalist, have been in England seeking, but without any success, a sale of their bonds. Mr. Hendry and other heavy capitalists have offered, conditional on the additional Hamilton bonus of \$100,000 being granted, to build the line and find nearly \$2,000,000 in addition to the bonus subsidy of \$800,000 required for the work. Of course they expect after the line is finished, and the money market mends, to sell their bonds; in this expectation all who desire the prosperity of the country will unite. But the risk is heavy. Are the promoters of the Stratford & Huron road prepared to assume in principle, if not to the same extent, a similar responsibility? If prepared are they able to carry it through? And if willing and able, is the line in prospect as likely to meet its obligations looking at its connection and sources of trade, as the Hamilton lines?

Galt, Dumfries Reformer - Wednesday, November 24, 1875 - HAMILTON AND NORTH WESTERN RAILWAY -

The amalgamation of the Hamilton and North Western Railway Companies was formally ratified at a special meeting of the shareholders of the former Company on Wednesday. The new road will consist of that now lying between Hamilton and Jarvis - to be extended to Lake Erie and that to be constructed within two years, between Hamilton, Barrie and Collingwood - also to be extended in due time to Hogg Bay. This fusion of the two companies will be legalised by an act of Parliament to be obtained shortly. The contract for the construction of the new road was let to Messrs. John Proctor & Company, on the express condition that the road should

be opened by September 1, 1875 as far as Georgetown, and completed to Barrie and Collingwood by October 1, 1877. The construction of the road will be proceeded with at once.

The following were elected Director of the amalgamated companies: - Messrs. John Stuart, James Turner, Edward Gurney, ^{P.} W. Dayfoot, W. Hendrie, W. J. Copp, P. M. Williams, M.P.P., John Field, M. Leggatt, Mayor of Hamilton and the Warden of the County of Simcoe.

Georgetown, The Herald - Thursday, October 18, 1877 - THE H. & N. W. RAILWAY - The H. & N. W. Railway will soon issue freight trains north as far as Clarksville, but no passenger trains will run north of this place (Georgetown?) till the road is completed to Barrie.

Georgetown, The Herald - Thursday, May 8, 1879 - Three through tickets to Winnipeg, Manitoba, were issued by C. G. Cavanagh, our H&NW Railway, agent, this week. This is certainly the best, cheapest and most popular route to the North West by rail.

Georgetown, The Herald - Thursday, May 8, 1879 - Messrs. Murray B. McCollum and Walter H. McKay, both much respected young men of our village, left by the H&NW Railway on Monday morning for Winnipeg. We wish them all success.

Barrie, The Northern Advance - February 19, 1880 - NORTHERN AND H. & N. W. RAILWAYS - Protest Against

The Amalgamation - Wednesday of last week a deputation of representatives from the county of Simcoe waited on Attorney-General Mowatt to protest against the amalgamation of the Hamilton & Northwestern Railway with the Northern Railway. Mr. Cook, M.P.P., introduced the deputation, which was composed of the following gentlemen:— Adam Dudgeon, Mayor of Collingwood; John Hogg, Reeve of Collingwood; M. H. Harrison, First Deputy Reeve of Barrie; Dr. Kirkland, Reeve of Nottawasaga; C. Graham, Reeve of Mulmur; Dr. Robinson, M.P.P., Cardwell; Thomas Long, M.P.P., Collingwood; Mr. Parkhill, M.P.P., and F. C. Capreol.

Mr. Hogg was the first speaker. He said that the bonuses given to the Hamilton & Northwestern Railway by the different townships in the county of Simcoe were given with the express understanding that it would be competing with the Northern Railway. But instead of carrying out their agreement, the former line had amalgamated with the latter, thus causing a great monopoly. The object of the deputation was to induce the Government to annul that amalgamation, and compel the Hamilton & Northwestern to carry out the promises made to the different municipalities before the bonus By-Laws were carried.

Mr. Dudgeon said that the Hamilton and Northwestern Railway Company had not carried out their promises in reference to the town of Collingwood. They had granted a bonus on the understanding that it would be a competing line with the Northern Railway, and also that they would build their station and storehouses in the western portion of the town. but, on account of the amalgamation, they had not carried out the promises they had made. Neither had they built the dock and elevators they had promised. Altogether the Company had acted in a manner that was an injury and an injustice to the people of Collingwood. The object of the deputation was

to see if the Government could not afford them redress in some way.

Mr. Mowat asked if the by-law stipulated that the Hamilton and Northwestern Railway should carry out these promises.

Mr. Dudgeon said that he did not think it was expressly stated in the by-law, but the Company had represented that they would do those things, and it was on that understanding that the by-law was carried.

Several other members of the deputation having spoken, Mr. Mowatt said that he would consult with his colleagues and see what redress could be given. As a general rule these smaller competing lines do generally amalgamate, notwithstanding what promises the promoters make to the contrary. Men go around making long speeches and all sort of promises, and in this way they get people to vote bonuses to assist their railways, but they very seldom come up to all their promises. He had no powers to control the rates of railways. If he had, and reduced the rates accordingly, it would be rather an injustice to the bondholders, although it is also an injustice to the people to be compelled to pay high rates. He promised to try and find a remedy to get over the difficulty.

The deputation then withdrew.

Orillia, The Packet - Friday, April 9, 1880 - Barrie Advance - Ice cutting operations are over for this season. The total amount cut and shipped off per the Northern and Hamilton & North Western is 1993 car loads, which at 13 tons to a car make a weight of about 26,000 tons, and at 150 cakes to a car 300,000 cake. In addition to this there is stored in the ice house on the shores of the bay 40,200 tons, which is moving out at the rate of 35 cars a day. The area of ice removed from the bay, estimating the cake at 2 feet square, is about 75 acres. If placed together in a line the cakes would extend nearly 290 miles.

Orillia, The Times - Thursday, April 13, 1882 - NORTHERN & N.W.R. EXTENSION - The first money for the right-of-way north of Gravenhurst, was paid out this week by Mr. C. Corbould, solicitor of the Road, who is completing the purchase of right-of-way from here to Bracebridge, and it is expected that the work of construction will begin next month.

Orillia, The Times - Thursday, June 15, 1882 - RAILWAY EXTENSION - A party of surveyors, under charge of Mr. Gamsby, have been employed by the Northern, Northwestern, and Sauls railway company, and are now engaged in definitely locating the line from Gravenhurst to Huntsville, so it will then be ready for the letting of contracts and proceeding with the construction of the road. The party commenced at Gravenhurst station on Tuesday morning, and are working their way northward.

Brockville, The Evening Recorder - Friday, March 23, 1888 - A DISASTROUS COLLISION - Five 'NORTHERN RAILWAY' Men Killed at Severn Bridge as A Snow Plough & Freight Train Collide - Gravenhurst, March 22, 1888 - A fatal accident occurred three miles north of Severn Bridge, and nine miles south of here today on the Northern Railway by a collision between a special freight train going south and a snow plough going north. Five men were killed and four injured.

The killed are: Roadmaster George Wilson, W. Fockler, S. Tisdale?, W. Hope, and R. Gilpin, all of Allandale.

The snowplough, containing a gang of nine men inside to work on the flanges in addition to the ordinary train hands, left Allandale Junction this morning under holding orders, bound for Gravenhurst, and had proceeded on without interruption till it collided with a special engine and van which was proceeding south, under orders to cross the snow plough at Severn Bridge. About 11:45 AM. the Central Telephone office here was asked to notify all the doctors in town that an accident had occurred and that a special train was waiting to carry them to the scene, and they and all assistance were promptly sent forward, but it was impossible to remove the wreck or extract some of the dead men from under the debris. Machinery has been ordered from Allandale to clear the track.

One of the wounded stated that the shock was instantaneous and that they had no notice whatever of the danger till they heard the crash and it was all over. The dead appeared to have been instantly killed. Roadmaster's Wilson's head is nearly severed from the body and the others are frightfully mangled.

It is reported that Washago Station had instructions to put up an order board in time to hold the snow plough but only received it when too late. The agent did all he could to alarm the train hands, but as there was no semaphore the train went on to destruction.

It is reported that Conductor Glassford of the snow plough has left for parts unknown. An inquest was commenced to night over the five bodies at the Gravenhurst Station. The injured men, English, Smith and Landry, all of Allandale are doing well.

Acton, The Acton Free Press - Thursday, March 29, 1888 - TERRIBLE DISASTER - Gravenhurst, March 22, 1888 - A frightful disaster occurred on the Northern Railway this morning, at the curve near the Kashee bridge, three miles north of Severn bridge and nine miles south of here, by which five men were instantly killed and three others wounded. A snow plough containing a gang of ten men inside to work the flanges, in addition to two ordinary train hands, left Allandale junction this morning under holding orders bound for Gravenhurst, and had proceeded on without interruption till it came into collision with a special engine and van which was proceeding southward, with orders to cross the snow plough at Severn bridge. About a quarter to twelve the central telephone office here was asked to notify all the doctors in town that an accident had occurred and that a special train was waiting to convey them to the scene, and they and all assistance were promptly sent forward, but it was impossible to remove this wreck or extract some of the dead men from under the debris. Machinery has been ordered from Allandale to clear the track.

Names Of The Killed - The following is a correct list of those killed:-

George Wilson, roadmaster, Allandale,
D. Faulkner, Allandale,
S. Teasdale, Allandale,
Robert Gilpin, Allandale,
Alfred Hope, Allandale.

The bodies of Wilson, Gilpin and Faulkner, which are

horribly mangled, Wilson's head being nearly severed from the body, were brought here about noon. The remains of Teasdale and Hope are still under the wreck, wedged in among the timbers of the snow plough, the whole weight of the freight engine being upon the timbers and debris. Their bodies are crushed out of all semblance of humanity. Mr. Wilson was an old and valued servant of the company, having been in its employ about fifteen years. He leaves a wife and four or five children. Robert Faulkner leaves a wife and small family. Robert Gilpin leaves a wife and son. Alfred Hope had a wife and grown up family. A sad incident in connection with Teasdale's death is that he was only married about Christmas. All the hands on the freight train escaped without injury, and neither of the trains was thrown from the track.

The Conductor And Engineer - Gravenhurst, March 23, 1888 - The wrecking train has been at work all night clearing the track. The two bodies seen lying under the debris have been taken out. The inquest upon the bodies of the men killed concluded at 3:00 a.m. this morning. All the train men were examined, together with the station agents at Gravenhurst and Washago. The evidence went clearly to show that the order board at Washago was up, and had Conductor Glassford's special obeyed the order the collision would not have taken place.

The jury returned a verdict holding Conductor Glassford and Engineer Forster - the conductor and engineer of the snow plough - responsible for the accident and the death of George Wilson and others. They also censured the railway company for their imperfect system of signals.

The wives and friends of the dead arrived last night to take charge of the remains. The scene was very affecting.

Conductor Glassford, who had escaped down the track, returned from Orillia last night, stating that he had been away looking up doctors, and was, with Engineer Forster, taken in charge by Chief Constable Langworthy, of Gravenhurst, and sent to the county jail this morning. **Arrived At Barrie - Barrie, March 23, 1888** - The station was thronged at about 6:00 p.m. this evening with people awaiting the arrival of the train with the bodies of the men killed in the collision yesterday. Conductor Glassford and Engineer Forster arrived by the same train in charge of a constable, and after a short conversation with friends were taken to the county gaol. The bodies were taken to the respective homes in Allandale. A joint funeral will take place on Sunday, when the remains of Wilson, Faulkner and Teasdale will be interred in the Union Cemetery. The remains of A. Hope will be taken to Souffville, and those of R. Gilpin to the Township of Inisfil.

The News At Acton - When the news of the melancholy affair reached Acton and the particulars of the of the sad and untimely death of Mr. George Wilson became known feelings of extreme sorrow seemed to shroud the community. Mr. Wilson was for many years one of our most respected townsmen. To Acton he brought his bride from England and here the first five years of their happy married life were spent. Mr. Wilson built for himself and family a home here on Wilbur Street which

he never sold, intending we believe at some future time to return here. He was a consistent member of the Church of England, and at the time of his death was superintendent of the Sabbath School of his church at Allandale. His family is, we understand well provided for. The death of this worthy man is much regretted here and universal sympathy is extended to the widow and her little flock. May their trust be centred in Him who has promised to be "a husband to the widow, and a father to the fatherless," in this sore affliction.

Acton, The Acton Free Press - Thursday, October 16, 1890 - The completion of the Grand Trunk Railway Company's tunnel under the St. Clair River is to be celebrated by a banquet to be held in the tunnel itself. The big tube is to be brilliantly lighted with electric lamps, and a table one thousand feet long is to be placed in it so as to be half on the American and half on the Canadian side, the chairman bestriding the boundary line. The success of the tunnel is certainly worthy of being commemorated in a special manner.

Acton, The Acton Free Press - Thursday, July 2, 1891 - Georgetown - Our travelling public will do well to note the changes in the time tables brought about by the Northern trains now running into the union station. The new line was finished on Saturday (June 27, 1891), and the switches were turned connecting it with the main line on Sunday so that some important changes have occurred. Also note the changes in our mail service by the time table posted in the Post Office.

Acton, The Acton Free Press - Thursday, July 9, 1891 - Georgetown - The old H&NW station is being torn down.

Toronto, 1982 ± - BEACH SPUR - CN's Abandonment Application - 1. HISTORY

The Beach Spur was part of a rail line built by the "Hamilton and North Western Railway Company" which in 1878 constructed the section between Beach Junction (Van Wagners Beach Road) and Burlington, approximately 5.59 miles in length. This Railroad was amalgamated into the Grand Trunk Railway Company of Canada on February 24, 1888. The section between Stoney Creek and Beach Junction, approximately two miles in length, was subsequently constructed and opened for traffic on December 1, 1890. The Grand Trunk Railway Company of Canada became part of the CN Rail system on January 31, 1923. This branch line which was 7.70 miles in length, commenced at Mile 0.00 Stoney Creek, (Mile 37.62, Grimsby Subdivision) and extended northerly to Burlington where it connected with the Oakville Subdivision (Mile 31.84).

Prior to 1974 the subdivision was used mainly for the transportation of dimensional carload traffic between the Oakville and Grimsby Subdivisions which could not be moved through Hamilton due to bridge restrictions. The line also was used to serve local industry located on the spur itself.

In 1974 due to a high vehicle accident rate, it became necessary for the Ontario Ministry of Transportation and Communications to reconstruct the Stoney Creek highway traffic circle at the intersections of the Queen Elizabeth Way and Highway 20 in the City of Hamilton which was bisected by the Beach Subdivision. As a condition to the severance of the portion of the

Beach Subdivision which passed through the traffic circle the M.T.C. and the City of Hamilton agreed to fund a portion of the cost of eliminating restricting clearances at five bridges along the rail route through Hamilton to allow dimensional carload traffic to be handled via this route.

On 28 June 1974, the Canadian Transport Commission issued Order R-18909 under Section 119 of the Railway Act for the abandonment of a portion of the Beach Subdivision between mileage 0.41 and mileage 0.76. Abandonment of this section of the line eliminated its function as an alternate through route between Stoney Creek and Burlington. The line was redesignated as the Beach Spur and today is utilized as an industrial lead serving industries located along its right of way, mainly Langs Foods cold storage warehouse located at mileage 0.84. Langs Foods is a subsidiary of Oshawa Group and acts as a frozen food distributor, bringing frozen food products in bulk into the warehouse by rail and truck for redistribution to other distributors and retailers.

Ottawa, RTC ORDER NO. R-20044 - January 27, 1975
- IN THE MATTER OF the application of Canadian National Railways to abandon the operation of the Beeton Subdivision in the Province of Ontario between Georgetown (mile 26.50) and Cheltenham (mile 33.90) a total distance of 7.40 miles.

UPON consideration of the proceedings, evidence and argument at the hearing held in the City of Brampton, Ontario, on May 13th, 1974, together with the subsequent submissions filed and the report thereon. THE COMMITTEE HEREBY ORDERS:

1. The Applicant shall, 30 days from the date of this Order, abandon the operation of that part of its Beeton Subdivision branch line of railway between Georgetown (mile 26.50) and Cheltenham (mile 33.90) a total distance of 7.40 miles.

REPORT - On January 9, 1974, pursuant to Section 253 of the Railway Act, Canadian National Railways applied to the Railway Transport Committee of the Canadian Transport Commission for authority to abandon the operation of the Beeton Subdivision in the Province of Ontario between Georgetown (mile 26.50) and Cheltenham (mile 33.90), a distance of 7.40 miles.

HISTORY OF THE LINE

The Beeton Subdivision was originally part of The Hamilton and North Western Railway Company which was incorporated on March 2, 1872. This railway was amalgamated with The Hamilton and Lake Erie Railway Company by agreement dated August 11, 1875 and authorized on February 10, 1876, the name of the new company being The Hamilton and North Western Railway Company. The line was completed and opened for traffic from Hamilton to Barrie and from Allimil to Glencairn on January 1, 1878 and from Glencairn to Collingwood on January 1, 1879. The line became part of the Grand Trunk Railway early in 1888.

Earlier abandonments of portions of this railway occurred in 1879 between Allandale and Barrie (3.5 miles) and in 1955 between Alliston, Creemore and Lake Junction (16.2 miles).

The present Beeton Subdivision extends from the junction with CN's Halton Subdivision in Georgetown - at mile 23.5 of the Halton Subdivision and mile 25.6 of the

Beeton Subdivision - northward to Barrie, which is at mile 84.1 of the Beeton Subdivision. At Barrie connections to the Newmarket and Meaford Subdivisions are made via yard tracks.

The portion of the Beeton Subdivision proposed for abandonment extends from the Georgetown yard limit at mile 26.5 to mile 33.9, immediately south of the level crossing at Kennedy Road in Cheltenham. The tail track from mile 25.6 to mile 26.5 of the Beeton Subdivision would be left to serve future Georgetown requirements.

DESCRIPTION OF SERVICE

In the 1930's, a regular wayfreight operated three days per week in each direction over the Beeton Subdivision between Hamilton and Barrie. In the 1960's train service was on an "if and when required" basis. According to the evidence of CN's witness, traffic declined steadily from 277 cars in 1932 to 64 cars in 1961 and 8 cars in 1964. Since 1964 no traffic whatever has been offered for movement on the section of line for which abandonment is being sought except for one carload in 1966 and one other carload in 1969. There is no correspondence on the file of the Commission from any shipper advancing a need for freight service on this line. No shipper appeared at the hearing. This is a clear indication, in my view, that this part of the line, under present circumstances, is moribund.

REPORT - Cheltenham, at mile 33.5, is the only community situated on this portion of the line and currently has no CN freight customers - as the foregoing figures attest. The line passes near the Village of Terra Cotta but there are no industries in the Village that use rail service. The only on line industry, Interprovincial Brick at mile 33.4, closed in 1966 and their private siding was retired at that time. Industrial expansion in the area is not expected as the general alignment of the Beeton Subdivision is in the area designated as Zone Two (primarily agricultural and recreational uses) in the Toronto-Centred Region Plan of the Government of Ontario. In addition, the plans for preservation of the Niagara Escarpment, as embodied by the Niagara Escarpment Planning Committee of the Provincial Government, will have the effect of further dampening industrial activity in the area served by the Beeton Subdivision.

Cheltenham Station was closed April 3, 1964 by Order 113910 of the Board of Transport Commissioners. In 1966 the Master Agency program was instituted in the Barrie region, which includes Cheltenham. The Beeton Subdivision is located within the jurisdiction of the Barrie Carload Service Centre thus enabling any passenger or freight customers to have direct telephone line contact with the Service Centre via a toll free Zenith number.

Ottawa, BRS Branchline, Page 8 - July-August 1993 - Accident on the "Avenue" - By Don Grove - Four decades have come and gone since May 27, 1953, when the accompanying photo was snapped of CN Mogul No. 88 on its side in Hamilton, Ontario. The 88's predicament came about when the leading wheels on its tender split a switch into an industrial siding. Because of the train's relatively slow 10 mph speed at the time, the incident looks worse than it actually was in terms of overall damage to the locomotive or track.

The 88 was on the head-end of the Simcoe way

freight which was normally ordered at 08:00 from the Stuart Street Yard in Hamilton. This was a daily except Sunday job running the 46 miles to Simcoe and return. Because of weight restrictions on a bridge crossing the Grand River at Caledonia, the regular power on this assignment was a single 2-6-0 or Mogul type in CN's "80" class. The other engine in the photo, Mikado 3506, was a "pilot", there to assist the 88 for the first 12 miles up and out of Hamilton. Because of the Niagara Escarpment, a 1.6% grade had to be conquered in order to get completely out of town - much too much for the likes of a Mogul when you consider the tonnage often found on the Simcoe job. The pilot would go through to Glanford where it would be cut off. In spite of the "pilot" term, it was common practice to cut the helper engine in behind the Mogul.

No one was seriously hurt in this particular incident. Normally the brakeman would have been sitting on the brakeman's seat, jammed into a very small space on the left side of the boiler. The brakeman on this day was one Murray Caider, a fairly big man who could not sit comfortably on such a perch. He had chosen, therefore, to stand up for the entire trip. It was a lucky decision for he would surely have been killed had he been on the seat.

I shudder a little about the incident since I worked this assignment on a number of times when I was on the Hamilton spare board. I was in the habit of using the brakeman's seat on these engines. What would have happened if?

This accident took place on the "Avenue", a local term for Ferguson Avenue in Hamilton. The Hagersville Subdivision ran down the middle of the street for about ten blocks, cutting the city of Hamilton in half. Long trains really caused a problem with vehicular traffic and the City of Hamilton tried for years to have the tracks removed.

The Simcoe way freight would run 32 miles on the Hagersville Subdivision as far as Jarvis, doing any switching required at Caledonia and Hagersville and working the way cars at each station. Once work at Jarvis was finished, the job would then run west for 10 miles on the Cayuga Subdivision (which we called the Wabash since that company had running rights) to Simcoe. At Simcoe, the way car would be worked. The job would then proceed another mile west to Simcoe Junction and run onto the Simcoe Subdivision to downtown Simcoe.

There were two stations in Simcoe, the one on the Wabash line and the one downtown. The Simcoe way freight was a preferred assignment with the senior men in the terminal. It was a long hour job, often with 16-hour days and lob of overtime.

The Hagersville Subdivision was the original mainline of the Hamilton and Lake Erie Railway. Construction started on this line in September 1857 and was completed to Jarvis in 1873. Construction on the Hamilton and Northwestern, to Barrie and Collingwood, was started in 1875, at which time the two railways were amalgamated to become the Hamilton and Northwestern Railroad Company. The line was finally completed to Port Dover in 1878 and to Collingwood in December of the same year. In 1879, the two lines were amalgamated with the Northern Railway of Canada and

the name was changed to the Northern and North Western Railway.

The Hamilton and Lake Erie Railway located a station in Hamilton between King and Main Streets. The facility remained in use until the 1930s. The round house and yard were further north on Ferguson Avenue. When the Hamilton and Lake Erie was built, a spur line was built under the Great Western main line (now CN's Grimsby Subdivision) to the shore of Burlington Bay, allowing for the construction of grain elevators. Following the creation of the Hamilton and Northwestern, the underpass was used as the main line to the north. The track ran east from Hamilton and crossed a marsh at the east end of Hamilton (Burlington) Bay, also known as Lake Geneva. The track then headed west on the "Beach Strip" to Burlington before turning north through Milton and Georgetown.

The original Hamilton and Northwestern line from Jarvis to Port Dover was torn up in 1935. All traffic to Simcoe and Port Dover was routed via Simcoe Junction and the Port Dover and Lake Huron Railroad main line. This latter line was opened to traffic in 1876 and ran from Port Dover through Stratford to Palmerston. At this point, it became the Lake Huron and Georgian Bay Railroad.

In the 1950s, the Hagersville Subdivision was a very busy line with four freight trains operating daily except Sunday. These included the Simcoe Way Freight, the Jarvis Turn and two trains to Hagersville. There were also Mixed Trains 233/238, running daily except Sunday to Simcoe, Port Rowan and Port Dover. On Sundays, there was only one freight train, to Hagersville and back. At that time, it was not uncommon to handle 70 or 80 cars south out of Hagersville.

What a difference 40 years can make. Now there is one train a day to Nanticoke, via Brantford and Caledonia. The 3506 was scrapped in 1956 and the 88 was retired in 1957 and is now on display at Upper Canada Village near Morrisburg, Ontario. It now sports its original Grand Trunk number of 1008.

The tracks are now torn up from Hamilton to Rymal. The Hamilton/Wentworth Region has bought the right of way and are building a bike/walking trail. The rails of the old Port Dover and Lake Huron, between Huron and Port Dover, have been torn up and the route is also a hiking trail.

Full historical details are available in the book [Rails to the Lakes](#), written by Charles Cooper and published by Boston Mills in 1980.

[Postscript](#) - The enclosed picture of No. 88 on her side is not the only time a doubleheader came to grief on Ferguson Avenue. A similar incident took place in 1917. A southbound doubleheader hit a street car at the King Street crossing, derailing both engines. The lead engine ran into the front of the old Hamilton and Port Dover Railway Station at King Street. But that's another story.

September 12, 1996
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