

F H Dobbin's Chronology of Peterborough Railways & Industries

edited and expanded by Elwood H. Jones (c) 2002 ; aided by Gordon Young

- 1877 Oct 19 New station for the Midland Railway at Peterborough proposed. To be 40 x 50 ft with wings 60 x 30 ft. Also engine house 30 x 20 ft, water tanks, etc. The town was asked to grant assistance of \$5,000. At a meeting of the town council held 23 July, a by-law was passed granting \$4,000. Councillors McWilliams and Elder resigned as voicing their objections to by-law being passed before being submitted to the people.
- 1878 Jan 25 Bonus by-law granting aid to the Toronto and Ottawa railway was introduced in council. Was ordered to be submitted to the ratepayers on Friday, 15 February. By-law afterwards withdrawn, owing to error. Papers 25 Jan 1878.
- 1878 Jun 18 Council sends deputation of Mayor Toole and George A Cox to Bobcaygeon to address meetings in favor of railway communication with the village and back-country. D G Hatton, R A Morrow, D Hopkins and Dr Kincaid accompanied the deputation.
- 1878 Sep 6 George A Cox elected president of the Midland Railway.
- 1878 Nov 22 New station of the Midland Railway formally opened. Very complete. Offices removed to the new building. Papers 22 Nov 1878.
- 1878 Nov 29 President Cox requests council to allow Midland Railway to put down additional sidings on Bethune street.
- 1879 Jul 7 The Grand Junction Railway submits new proposition to council. Papers 8 July 1879.
- 1879 Aug 27 William Toole rebuilds his sash and door factory and begins operations

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- 1880 Jan 1 First train from Belleville to Downer's Corners.
- 1880 Jan 5 County council passed by-law in aid of the Toronto and Ottawa Railway, to change conditions of By-law 439, affecting this enterprise. By-law was voted on and passed by 404 majority.
- 1880 Jan 16 Robert Lundy commences the manufacture of leathers in the tannery building on Brock Street. Building has been idle for many years.
- 1880 Feb 13 A deputation of town and county councillors waited on the Attorney General at Toronto to press the claims of the proposed railway aid. Assured of assistance. See papers 20 February 1880.
- 1880 Feb 23 Midland Railway, under the management of George A Cox, submitted a report to the annual meeting. Receipts for 1879 were \$259,226.27; for 1878 had been \$248,528.90, so increase of \$10,397.87. Substantial additions were made to the rolling stock, etc.
- 1880 Apr 9 Improvements at Dickson's Co saw mills. It is anticipated that the cut of lumber will much larger than in any one of then years previous.
- 1880 Jun 11 Mr Hatton buys the Scott storehouse on Sherbrooke Street to make over as a factory in which to manufacture tubs, pails, etc.
- 1880 Sep 28 Midland Railway (Cox, Jaffray and Dundas) take possession of the north end of the Grand Junction Railway. There had been dispute for some time of the line from Elizabeth Street in Ashburnham to the point where it branches off to cross the river by the Black Bridge. Eight men employed by the Midland Railway Co to lay ties along bank of the river to near Smith Street bridge, and work on extension of line to Auburn. Papers 1 October.
- 1880 Oct 15 The Grand Junction Railway applies to Ashburnham for a bonus of \$5,000 to assist in building a station. Council offers exemption from taxes for a term of years. The company put up the station and storehouse, turntable, etc. Also freight sheds.
- 1880 Oct 17 Engine No 1 and five cars arrive at Ashburnham. For the first time, there is all rail communication with Belleville. Papers 22 October.
- 1880 Dec 17 First GJR train service from Belleville to Peterborough.
- 1881 Jan 20 George A Cox entertained by citizens of Port Hope at a banquet in recognition of his services in bringing the Midland Railway up to a state of efficiency. Papers 21 January.

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- 1881 Jan 24 Mass meeting in Opera House to celebrate GJR reaching Peterborough from Belleville and to hear proposals from George A Cox of the Midland and Bickford of the GJR relative to building a line direct to Omemee. This line was afterwards known as the "Missing Link" line. Papers 25 January.
- 1881 Jan 27 Proposal to establish a paper mill in town. The Mayor (H H Smith) and George A. Cox interview Barger Bros Paper Mill Co at Toronto. Inspection of sites at Peterborough. Water power the one thing desired. That in town satisfactory.
- 1881 Feb 6 Deputation from the town appeared before the Legislature in regard to objectionable provisions in a bill of the Toronto and Ottawa railway. Deputation insisted that the town had granted \$150,000 as a bonus on certain conditions and that the conditions had never been complied with. Relief prayed for. Papers 7, 8 February.
- 1881 Feb 9 Transfer of charter of the Toronto and Ottawa Railway to the CPR. Papers 12 February. Work going on locating the line across three farms in neighborhood of Peterborough.
- 1881 Feb 10 W Cluxton erects new block of stores on George Street; A Rutherford contractor
- 1881 Mar 3 Work begins of locating the Missing Link line up Bethune Street and turning at Brock Street across block to and past Hamilton's foundry. Line skirts the old quarry.
- 1881 Mar 3 George Hilliard MP addresses a letter to the town council, from Ottawa, re: manufactures and to inducements he is prepared to offer in the way of power. Papers Mar 3.
- 1881 May 31 Meeting of council, trust commission-ers and citizens to hear deputation from Cobourg in reference to re-opening the old line of the Cobourg and Peterborough Railway. Mayor of Cobourg and prominent citizens on deputation. Papers 6 June.
- 1881 Jun 21 First train on the GJR to cross the Black Bridge to reach the Midland station on Bethune street.
- 1881 Jul 22 Special meeting of council. Letter from George A Cox saying it would cost \$226,000 to build and equip the proposed line to Omemee. The company owed the town \$65,000, and wished a rebate of \$40,000 in lieu of assistance to build the line. Proposition referred to the council to

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- consider and report. Papers 23 July. For meeting of council, see papers of 29 July.
- 1881 Aug 2 Proposition to establish a local industry under the name of the Peterborough Rolling Stock Co Ltd to build freight cars, trucks, etc. Name afterward changed to Midland Rolling Stock Co Ltd. Application for charter see papers of 2 Aug 1881.
- 1881 Nov 8 George A Cox arranges for the Midland Railway to take over into one system the Toronto and Nipissing Railway, the Grand Junction Railway, the Whitby and Port Perry Railway, and the Victoria Railway and consolidate into one company, the Midland Railway of Canada. Toronto & Nipissing needed to convert to standard gauge.
- 1881 Dec 15 The first train over the consolidated lines ran from Peterborough to Toronto, 15 December 1881. President and Directors of the Midland, the town council and many from a distance interested in railway matters the guests of the company. Running time about three hours.
- 1882 Jan 6 The authorities of the Ontario and Quebec Railway buy two acres of land for station purposes, between Dalhousie and Wolfe streets, and west of George Street. Paid for the lands. Conclusive evidence of bona fides. Contract for building section of road in the vicinity of Peterborough given to McDermid & Hendrie, of Hamilton. They advertise for 400 men and large number of horses. Contract to be done by June 1883.
- 1882 Jan 11 George Matthews, of Lindsay, begins to build at corner of George and Wolfe Sts a factory building to carry on the packing of meats and preparation of the same for the retail trade. Building, 100 ft x 52 ft and basement, two storeys. Factory begins operations on 27 Nove 1882. W E Matthews, son of the proprietor, in charge.
- 1882 Jan 24 Hall Bros equip a Water St business and begin the manufacture of biscuits and confectionary. Large and rapid sales reported.
- 1882 Feb 2 Surveyors reach town and begin surveys for line of Ontario and Quebec Railway. Survey in charge of Mr Barber.
- 1882 Feb 3 Meeting of council and citizens to discuss proposed car works. W H Law explains in detail what is proposed. Leading citizens speak. Resolution passed in favour of the town taking \$20,000 stock in the enterprise. Personal assistance promised by citizens. At meeting of council, 6 Feb, the Mayor and J R Stratton appointed to interview the Atty General at Toronto and find out if the corporation could take the stock, instead of

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- giving a bonus, if such could be carried. On 14 Feb, advertisement of application for a charter appears in local papers. The list of stockholders includes G A Cox, R B McKee, A C Dunlop, G C Rogers, James Stevenson, R S Davidson and others. Capital stock \$200,000; shares \$100 each. On 30 April, council passed a by-law granting aid of \$20,000 to the proposed industry, Voting to take place on 5 June. Public meeting to discuss the matter. See papers, 21 March 1882. By-law carried by a majority of 51. The total freehold vote in the town was 824. For the by-law, 391 for, 127 against. A 2/5 vote in favour, or 330 votes, was required.
- 1882 Mar 3 Work begun on the Missing Link. Buildings erected about five miles out as headquarters. Monster excavator arrives 13 April, and is being moved up to the work outside the boundary of the town. Another machine forwarded to the Omemee end of the line.
- 1882 Mar 15 Council passes by-law to aid by exemption from taxes a woollen mill to be established by A W Brodie. To employ 30 hands first year, and to run still for not less than 200 days in each year. Exemption of ten years.
- 1882 Apr 11 McKee Bros and W Forsythe building two new factories on Dickson's Raceway. Ready for occupation by end of May. Thirty to forty hands each.
- 1882 Aug 2 The Central Iron Works established by Law, McLean & Bradshaw. To use the old Helm Foundry premises on Simcoe St.
- 1882 Aug 7 Ontario and Quebec Railway wire Mayor H H Smith to secure lease of lots 10 and 11, north of Perry Street, for 21 years at rental of \$1 per year, as recommended by finance committee of council. Papers 8 August. Conditions are added by the council as to filling in by a definite time.
- 1882 Oct 12 Old overhead bridge of the Cobourg railway, which carried the track of the Chemong line, across Water street, taken down. Until the Locks bridge completed, traffic from Ashburnham to Peterborough routed via Auburn.
- 1882 Nov 5 A new industry to manufacture pulp from wood by the grinding process. New building east side of the river, at end of Dickson's dam. Built by Osborne & Son. Ample water power the inducement to locate here. Four large Leffel wheels, 5 1/4 inch diameter. Spur line from the Grand Junction Ry laid to mill. Papers 17 Nov.

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- 1882 Nov 6 Erection of steel bridge across the river, by Ontario and Quebec Railway, begun.
- 1882 Dec 6 Trial in Peterborough for the first time of new process of manufacture of floor by rolls in mill of George C Rogers. Fine machinery and very successful.
- 1882 Dec 28 Contract let for erection of the new steel bridge of the Midland Railway, across the river at the Locks, J H Beemer contractor.
- 1883 Feb 19 Halls Biscuit Works burned out during the year previous established in new building on Simcoe St next to the Helm foundry. Improved equipment.
- 1883 Jun 1 All the trestles or bridges on the Missing Link finished. One at Tully's 700 feet long and 40 feet high. Another at Doube's 1500 feet long and 75 feet high. All reported to be exceptionally strong.
- 1883 Aug 5 Blythe Flour Mills equipped with six sets flour milling rolls. New packers, barreling facilities, conveyers, etc. Mill now one of the finest in the province.
- 1883 Aug 7 Track laying on line of the Ontario and Quebec Railway begun in town. Switch put in to connect with line of the Midland Railway.
- 1883 Aug 10 The Ontario Canoe Co Ltd incorporated. J Z Rogers, Managing Director. Early in 1880 he acquired the rights to build the basswood canoe first devised and constructed by John Stephenson. The business was begun in the premises formerly occupied by Ludgate and McDougall as a finished lumber storehouse, along side the station grounds in Ashburnham. Good methods and system together with an appreciation of and love for the work, which was on that Mr Rogers found congenial, soon brought the product of the factory into favourable notice. Canoes of many models were manufactured, both for general and for special purposes. Of these the cedar rib and longitudinal strip makes are the favourites. See other matter relating to this industry.
- 1883 Sep 22 GTR takes over Midland Railway; silent partner.
- 1883 Nov 23 First train over the Missing Link, Peterborough to Lindsay crossed Scugog River by new steel bridge at Lindsay. Official car and officers of road. Sink hole at Lily Lake gives trouble. Efforts to fill in. Through line, Peterborough to Toronto, by way of Lindsay and Blackwater and old Nipissing line.

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- 1883 Nov 28 First CPR train reaches Norwood.
- 1884 Jan 1 GTR controls Midland Railway; now the Midland Division of the GTR.
- 1884 Feb 18 Porter Bros begin the manufacture of wagons and carriages in the premises formerly occupied by Tobias Fitzgerald. Addition of brick, 75 x 35 ft; two storeys, wood and paint shop, 75 x 30 ft
- 1884 Mar 20 A Comstock builds three storey brick shop and showroom on George Street between Simcoe and King streets to house his furniture and undertaking business.
- 1884 Mar 25 Communication from the Ontario and Quebec Railway to Council, asking for part of Wolfe street for station grounds. Part referred to is under water. By-law passed by Council granting request, on understanding that building commence at once.
- 1884 Apr 10 First train passed over the steel bridge of the O&Q Railway [CPR]. Locomotive and 25 loaded cars. Very solid and firm.
- 1884 May 11 First train over line of O&Q Railway arrives at Peterborough Sunday afternoon [8 May ?]. On board: Van Horne, William Whyte, R B Angus, J J Haggart and others. Plans for station at Peterborough now ready, also for the freight sheds.
- 1884 Jun 28 Line of O&Q Railway opened for passenger traffic. Two trains each way daily, leaving Peterborough at 7:15 am and 2:50 pm.
- 1884 Jul 16 M McFadden begins the manufacture of furniture in new premises, Hunter street. Retail business in furniture in connection.
- 1884 Aug CPR completed from Perth to West Toronto.
- 1884 Oct 29 O&Q Railway station completed and opened to the public. Very fine. Ample waiting rooms and accommodation for baggage, express, etc. Water columns for supply of water erected.
- 1884 Nov 1 Large new factory built by Whyte & Co on the site of the factory destroyed by fire two years before. Large additions to the premises, and new lines of manufacture.
- 1885 Apr 16 Part of machinery on the new industry, the Peterborough Lock Manufacturing Co has arrived and being installed. To occupy the upper flats of the building known as the Central Bridge Works, on Simcoe street. Additional space will be provided in new building being erected,

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- three flats with room for brass foundry, polishing room, etc. Skilled men at work on the manufacture of locks. Promoters of the new company include G A Cox, James Stevenson, John Burnham, George Hilliard and others. Capital stock \$50,000.
- 1885 May 12 Organization of the Dickson Company Ltd of Peterborough. To carry on the manufacture of lumber, etc. T G Hazlett, George A Cox, W Walsh, Richard Hall, W Davidson. Capital stock \$1,000,000.
- 1885 Jun 1 For lists of new dwellings, residences, improvements, etc, see papers Jun 1.
- 1886 Feb 4 New Stove Works of Powell & Jones opened and doing business. Large building shop and foundry. Very busy.
- 1886 Feb 17 John Kincaid and George McWilliams buy the plant of the McKee Bros Furniture factory on the Dickson race. Begin manufacture of general wood work for house and store building.
- 1886 Mar 19 New business block on George Street, known as the Crystal Block, completed and opened by H S Griffin & Co as a dry goods store.
- 1886 Apr 15 Meldrum & Davidson manufacturing flour in new mill on Dickson Raceway. Building 80 x 40 ft, four storeys. Complete plant and large capacity.
- 1886 Apr 26 At auction at Osgoode Hall, the Cobourg, Peterborough and Marmora Railway sold to George Pearce for \$30,200. Property had estimated value of \$150,000. Papers 26 April.
- 1886 May 1 The Toronto Real Estate Investment Company overhaul the Stewart House block of hotel and three stores on Water street and down to the Mechanics Institute Building. Largest block of business buildings in Peterborough.
- 1886 May – The Lindsay Selden Furniture Co begin operations in their new factory, east side of the river on the Rogers mill race. Large capacity for fine goods.
- 1886 Sep 17 Work began on block of brick buildings at corner of George and Dublin Sts for Richard Hall, A Rutherford contractor. Stores and dwellings in the block.
- 1887 Jan 15 A block of five stores of three flats being erected on Simcoe Street, north side. Work begun on a large building by Chamberlain estate.

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- Corner of Water and Charlotte Sts, this was afterwards known as the National Hotel.
- 1887 May 2 City Flour Mills, corner Water and King Streets sold to James Stevenson and Alex McDonnell of Lindsay for \$7,000 by Henry Denne.
- 1887 Jun Cobourg, Blairton & Marmora Railway & Mining Company takes of property of the old Cobourg & Peterborough Railway.
- 1887 Jun 13 Reopening of Nassau Lumber Mills. Additional mill built on opposite side of river of large capacity. Very fine and new equipment. Papers June 13.
- 1887 Nov 8 Over \$200,000 is the total of the list which appears in the local papers of buildings erected during 1887.
- 1887 Dec 7 After fighting the GJR for nine years, the county of Peterborough won its case before the Privy Council. Maintains claim that the railway was not entitled to bonus voted because work was not commenced in time, and on other points. Papers 9 December.
- 1888 Mar 10 Work completed on the improvements of the block of stores occupied by Hall Innes & Co, Simcoe Street. Said to be one of the finest in Canada. Ample and well-lighted. Papers 10 March.
- 1888 Mar 23 Peterborough and Chemong Lake Railway charter now with GTR, and Joseph Hickson.
- 1888 Jun 4 Council passed resolution permitting CPR to construct a siding or line along and in the bed of the river from the main line to Hunter Street, and further up to the Dickson Mills property. Long discussion. Papers 5 June.
- 1888 Jul 4 New Railway Bridge over the river at Locks was tested to-day and opened to traffic. The first power riveting done in the Dominion was done on this bridge.
- 1888 Fall Directory of Peterborough produced.
- 1888 Nov 27 Growth of the city calls for more hotel accommodation. M Halpin opens new hotel on Hunter Street to be occupied by J Carey of Ennismore, and who will cater for farming custom and accommodation for teams.
- 1888 Nov 29 Failure of Thomas Menzies was a matter of large local interest. Menzies did business as a stationer and also as a private banker. During

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- November he placed his affairs in the hands of his creditors. Made a general statement of unsecured liabilities of \$19,000. Assets stock in trade \$14,000, real estate \$18,200 mortgaged for \$14,500. Menzies said he proposed to give up everything he had to his creditors. Said he had dropped over \$15,000 in unremunerative speculations. Meeting of creditors held on 3 Jan 1889 in Court House and largely attended. Long conference and discussion. Resolution passed that the stock should be sold en-bloc on the 18th. Inspectors appointed to examine the books for the five years previous, and to examine Menzies and others. Very great distrust shown by many creditors as to previous disposal of moneys going through hands of Menzies. Papers 4 Jan 1889. Friends of Menzies came forward and offered to pay 25 cents on the dollar and to pay his secured liabilities in full. These amounted to only \$400. The offer was rejected and the estate was administered in the usual way.
- 1889 Jan 28 Mass meeting of workmen to discuss and urge the adoption of a nine hour day. Addressed by District Master Workman Elliott, and Secretary Hogan and local speakers. Papers 29 January.
- 1889 Jan 29 District Assembly No 236, Knights of Labor, held annual meeting in Peterborough. Sessions 29-30 January 1889. Election of officers.
- 1889 Jun 17 Line to Chemong Lake now declared open; 35 years after planned as lumber road now serving excursion traffic.
- 1889 Dec 3 J W Taylor, Thomas Brooks and others applied to the Council asking that inducements be offered to locate in Peterborough a factory to make electric light carbon. Considered and referred to a meeting of whole Council as a committee. At a special meeting of Council on 10 December, a by-law was given readings and ordered to be submitted to the people at the January elections. To grant aid to Brooks Manufacturing Co of \$5,000. Conditions as set out in papers, 11 December 1889.
- 1890 Aug 1 New independent telephone company organized to be known as the Ontario Telephone Co. Local men are principal shareholders. Board of directors: James Kendry, R B Rogers, A Stevenson, George Edmison, J Wright, C H Clementi, F E Bell. James Kendry, president, F E Bell, secretary. At a meeting held on the 27th D C Frye was appointed superintendent of construction and orders placed for 300 instruments. Capital \$50,000 in 200 shares.
- 1889 Aug 8 Dossett Manufacturing Co began work in the Lindsay Seldon Manufacturing Co building on the Rogers race, making fine furniture, desks, etc.

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- 1890 Jan 6 Two men sent by CPR to inspect the river and lake with a view of probability of securing annual supply of ice. To build large ice depot in town on the line of a railway to supply cars with ice while en route to eastern points. This ice house was afterwards built at Havelock.
- 1890 Jun 14 Sir Joseph Hickson, Grand Trunk Railway general manager, makes short visit and is interviewed by Mayor and committee relative to gates at crossings. He agrees to provide gates at Brock Street and at Charlotte Street, putting men on day duty, if the the town will pay the cost of night duty. Mayor Stevenson agrees. Papers 20 June.
- 1890 Sep 1 Councillor E H D Hall read to council report of the manufacturing committee appointed to select and secure a location in the town for the proposed factory of the Edison Electric Co. The choice had been submitted to the Company and accepted, being blocks of property west of Park Street and reached by Wolfe, Dalhousie and other streets. Park lots no 14 - 17, in Township of North Monaghan but now embraced in the limits of the town. Secured option at price of \$400 per acre from Chamberlain estate and P Hamilton. Recommended that the Council confirm the report and prepare and submit to ratepayers a by-law to raise necessary money for purpose. When the Company shall have erected buildings to the value of \$30,000 a deed of the land shall be given. Town to provide right of way for switches, lay down sewers and water pipes as provided under agreement. Exempt from taxation for 10 years. A by-law was submitted to the ratepayers and carried by a vote of 565 for and 11 against. Papers 3 October 1890.
- 1891 Jan 15 Promoters of Peterborough and Sault Ste Marie Railway organize a meeting at the office of Hall & Hayes. Line to run from a point on Lake Ontario, through Peterborough, across Chemong Lake to Bobcaygeon, through Muskoka and Parry Sound Districts, to Sault Ste Marie. Officers elected: John Burnham QC, president; Thomas Cahill, vice-president; R A Morrow, Secretary; E H D Hall, secretary; and provisional directors Stevenson, Stratton, Burnham, Cahill, Morrow, Moore, Davidson and Hall. Steps were to be taken to secure a charter. Papers 16 January.
- 1891 Feb 16 The Waterworks Co find that their pumping capacity is reaching a limit; decide to move and purchase property and water power site on river where at one time Perry's mills were located, and will install new and larger pumps and mains.
- 1891 Feb 15 During the months previous meetings had been held at Cobourg and Harwood to promote the establishment in this district of a factory to produce sugar from beets. On 15 February, a meeting was held in the Market Hall at which details relating to such an industry were given. It

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- was largely attended by farmers interested in the project. A series of resolutions were submitted and passed. The Town Council attended and are making efforts to secure this industry for this town. Papers 16 February 1891.
- 1891 Mar 14 Public interest is centred on the approaching completion of the first very large building of the Edison Electric Co. Formal opening to be announced.
- 1891 Apr 17 Public meeting hears statement from promoters of Peterborough, Sudbury and Sault Ste Marie railway. Council granted \$500 to aid in promotion work. Papers 19, 20 April.
- 1891 Apr 20 Opening of new large building of the Edison Electric Co. The first manufacturing buildings outside the cities. Large gathering of citizens and a pleasant evening. Papers 21 April.
- 1891 May 5 Distribution made of sugar beet seed. Two pounds to each applicant. Extensive experiments to be made among farmers to ascertain the suitability of land in this district for growing sugar beets.
- 1891 May 9 First of stores to be lighted by the incandescent electric light, Mercer & Co's tailoring premises. Very effective.
- 1891 May 18 A new industry begins erection of buildings, proposing to utilize as far as possible the buildings of the Broom Manufacturing Co. To make porcelain such as are used in electric wiring, lamps, knobs, etc. Large kilns being built. To be running in two months.
- 1891 Jun 8 First regular train service on Chemong line of GTR begun. Leaves town at 8:30 am and 5:20 pm. The outlook is for a fairly good traffic.
- 1891 Jul 4 Edison General Electric Co take up matter of street railway and propose to acquire charter granted to previous company. They propose to lay two miles of tracks on streets. Committee of Council interviewed by Mr Barr, Canadian manager of the Company, and H M Francis, local Manager. Referred to council.
- 1891 Jul 6 Two applications for franchises for a street railway. One from the old local company, and another from the Edison Syndicate. Conditions of franchise, as per memo, submitted to Council by H M Francis, for the Syndicate. Councillor Moore moved that a deputation visit several places where franchises had been granted. A Special Committee of Councillors discussed the matter and roughly outlined what would be granted. Papers 2 July. Councillors Moore and Cahill were sent to

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- Ottawa and told to report to Council.
- 1891 Jul 7 Application of the North American Telephone Co to be allowed to place poles on the streets from south of town to connect with the Canadian Pacific Railway at George Street.
- 1891 Dec 16 An old local concern is merged in a new institution. The Calcutt Brewing and Malting Co taking over the business so long conducted by Henry Calcutt. Capital \$100,000. Mr Calcutt first President of the company, and largest shareholder.
- 1892 Jan 5 Following the result of the recent vote on the short railway franchise a by-law is passed by the Council granting it to the Edison Syndicate. See papers 16 January. New by-law re: electric lights: 60 of 2,000 C.P. and 15 of 1200 C.P. All gas lamps stopped after 1 January.
- 1892 Apr 22 The Matthews Co began work on a large addition to their meat factory on George Street. The premises will be doubled in size and the capacity enlarged.
- 1892 May 11 It is understood that the Edison General Electric Co have decided to make Peterborough the location of the head offices of the Company. The staff arriving and offices filled up.
- 1892 May 16 First intimation given of the formation of the General Electric Com of Canada by the amalgamation of the Edison - Thompson Houston Companies. Officers of new organization chosen. See papers 16 May.
- 1892 May 18 B F Ackerman of Port Perry removes his harness and leather goods business to Peterborough and begins manufacture in a three-storey brick building at corner of George and Dalhousie streets. See papers 18 May.
- 1892 Jun 3 At a formal meeting held yesterday the Peterborough Canoe Company was organized with a capital stock of about \$10,000. The company carry on the business of the Ontario Canoe Co whose factory was destroyed recently by fire. Convenient premises will be secured on the water's edge if possible and a suitable building erected. Col J Z Rogers, manager of the Ontario Canoe Co will be at the head of the active management of the new company. Several leading citizens have intimated their intention of taking stock in the company and it is hoped that the remainder will be taken up by other citizens who do not desire to see a manufactory lose the opportunity of commencing operations.
- 1892 Jul 21 Papers taken out for the transfer of the interests and business of the

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- Edison General Electric Co to a new Board of Managers, and the company to be now known as Canadian General Electric Co Ltd.
- 1892 Jul 20 By-law submitted to ratepayers on a proposition to aid the Patterson-Carbin Co which proposes to establish a factory to build street cars. \$6,000 asked for to buy site, erect buildings, etc. There was much ad further discussion at meetings. Papers 21 July. The by-law was carried on 18 August by a majority of 345.
- 1892 Aug 3 At meeting of Council, Councillor Moore, chairman of special committee on street railway, submitted a report. It was full and explicit and very plainly defined the conditions under which such a franchise should be granted. Copies of the report had been sent to each of the applicants for franchise, for their information. Council accepted report and sent it back to the committee for further consideration. Papers 4 August.
- 1892 Aug 2 Meeting of millowners of Peterborough, Keene, etc in reference to the flow of water said to be diverted from the Indian River. See Public Works.
- 1892 Sep 8 Blythe Mills property, part of the estate of the late George Hilliard, MP, have passed into the hands of a local syndicate composed of James Stevenson, MP, Mayor Kendry and H A Mulhern. This property, as is known, is composed of the saw and flour mills and woollen mills, besides two or three houses, as well as the water power of Hilliard's dam. It is the intention of the syndicate to enlarge the flouring mills building, renew the machinery, and increase the capacity to 500 barrels of flour per day. The selling price of the property was in the neighborhood of \$36,000.
- 1892 Oct 3 Fixed assessment granted to the George Matthews Co, which proposes to spend \$8,000 to enlarge premises and capacity for manufacture.
- 1892 Oct 5 Peterborough Canoe Co began work on erection of a new factory on site of the Denne Flour Mills, corner of Water and King streets; the site of the first mill erected in Peterborough. Now a stock company under above name. Cost of new building estimated at \$5,000.
- 1893 Feb 15 New factory of the Peterborough Canoe Co opened and manufacture going on. Ample floor space, power plant and improved machinery. New lines of canoes turned out. A general office fittings business in connection. Papers 17 February.
- 1893 Feb 24 Carbon Works capacity recently enlarged and now turning out over a half-million carbons each month.

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- 1893 Apr 25 Canadian Canoe Co, a new industry to manufacture canoes, began work in the brick building at the corner of Brock and Water Sts. A R Tebb, manager, F Brownscombe, secretary-treasurer. Canoes and row boats of fine appearance being turned out.
- 1894 Feb 17 Canadian General Electric Co enlarge their plant and buildings to make room for the manufacture of rock drills, and mining machinery, electrically driven. Big orders for street car motors and generators coming in.
- 1894 Apr 11 John Carnegie bought at auction, the Blythe Mills property, owned by the late George Hilliard. Bidding started at \$25,000, and was finally knocked down at \$57,000. It is estimated that the property, fitted as it is for manufacture of flours, cost nearly \$74,000. Paper 12 April.
- 1894 Jul 6 Work commenced on the erection of a fine three-storey building at corner of Hunter and Water streets. To be occupied by the Bank of Commerce when finished.
- 1894 Nov 12 Dickson Co announced that as soon as the supply of logs, now at the mills, are cut the operations in the manufacture of lumber will cease. This is the approaching end of what is probably the oldest and continuously prosecuted industry in Peterborough. The Dickson Company's mills have been for half a century a land mark in Peterborough. The first dam built to utilize the power of the river where the mills now stand was put up by John Hall, father of the late Judge Hall. This dam stood about fifty yards further up the stream than the present dam and was consequently not so long a stretch. The first mill built was put up on the east side of the river. It was dismantled years ago, and within the last month, when the water was let out of the pond to repair the dam, the piers and foundations upon which the mill stood were exposed to view. Many of the timbers were as sound as ever. It is nearly fifty years since Samuel Dickson began manufacturing lumber in Peterborough in the old mill. Soon the growing interests of the business called for more facilities and the dam on the site of the present one was erected and the mill on the town side of the river was put up. The output of these mills, with others on the river and lake, made Peterborough a centre of the lumber industry.
- 1894 Nov 14 Davidson & Munro take up manufacture of flour in the old Otonabee Mills (formerly R D Rogers') in Ashburnham. The mill refitted and brought up to modern standards.
- 1895 Apr 12 Considerable excitement among employees of the Electric Works over changes in the rules relating to piece work. Many of the men cease

- work as a protest. Citizens offer mediation in the matter. Papers 15 to 24 April. Public meeting called for Friday evening, 25 April. Large meeting with full discussion. Sympathy with the employees. Papers 26 April. On the 27th a committee of citizens waited on George A Cox, who was in town, and laid the case before him. He referred the committee to Mr Stephens, manager at the works, after expressing his sympathy with the men. On 3 May, a new form of agreement was submitted by the Company, and this being satisfactory to the workers, they decided to return to work if their services were required. Papers 3 and 4 May.
- 1895 Jun 3 W H Meldrum, who proposes to associate with C B McAllister of Pembroke, asks the Council to grant exemption for nine years as an industry to manufacture oatmeal for the wholesale trade only. After discussion, Council grants request.
- 1895 Sep 17 The Carbon Works have made a mess of things and the town is looking to realize on its \$4,000 mortgage, which is held on the buildings. Proposition made that the town pay off the \$10,000 mortgage against the buildings and take the whole thing as a municipal venture, the buildings to be rented to some industrial enterprise.
- 1895 Sep 28 Referring again to the defunct Carbon Works, on which town holds a \$4,000 mortgage. It is proposed by the CCR Co (through George A Cox) that the town should forego this \$4,000 claim, as a set off against an old claim of the CGE Co for \$5,000, which they affirm is due it for bringing the lamp works to the town. Also, the town should grant, from September 1890, exemption from taxes for ten years to the Carbon Works building and the CGE Electric Works Building. CGE would then buy the buildings and engage therein in the manufacture of porcelains, such as are used in large quantity in electrical work. After much discussion the proposition is agreed to and a by-law passed. This secures for the town what is practically a new industry. Papers 28 September.
- 1896 Jan 16 A new milling company, Consolidated Milling Co, begins operation having acquired the mills formerly operated by Davidson, Munro & Co and Meldrum, Davidson & Co. P M Clarke, late of the Ogilvie Flour Mills, Montreal, is connected with this new company.
- 1896 Jun 20 Horse and livery service replaces Chemong passenger railway service.
- 1897 Jan 18 Auburn Power Co is organized under its charter; principals include John Carnegie, James Kendry MP, W P Meldrum and others. Poles have been erected and wires are being strung to supply electric power to the Electric Works. Plant to be in order by 1 February 1897.

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- 1897 Mar 4 J B McWilliams, who has gone thoroughly over the back country, presents an interesting review of timber and lumber reserves and probable future output in this district.
- 1897 Aug 5 Negotiations in progress that a Company may acquire the Lakefield and Chemong lines of the GTR and convert them into an electric line, in fact a belt line. Papers 5 August.
- 1897 Aug 24 Dickson Company are about to renew operations in the woods, and will cut logs in Anstruther and Cavendish and prepare to erect a new mill at Peterborough or Lakefield.
- 1898 Jun 16 B F Ackerman meets the finance committee of the Council and asks that to be exempted from taxes for ten years as he is undertaking to erect a new and large factory, a very substantial building. The committee favour this and order a by-law be prepared. Papers 16 June.
- 1898 Jun 30 Mayor Davis, in a circular letter, appeals to the ratepayers on behalf of good roads and streets, and urges that the by-law to provide funds to buy a road roller and erect bridges be passed. First direct appeal of a mayor to the people, and on personal grounds.
- 1898 Apr 15 Dickson Co limits in the north country were sold to the Howrey Company for \$298,200.
- 1898 Aug 4 G Walter Green, whose factory in Ashburnham was destroyed by fire, takes possession of the Whyte foundry on McDonnel Street West, and has added the manufacture of agricultural implements to his other lines.
- 1898 Oct 12 H P Kennedy approaches the Council for a lease of part of corporation property between Perry, Bethune, Stewart, and Rink streets. He proposes to make Peterborough a stock and meats centre, but must secure location with railroad facilities to the west. Council considers and will reach a conclusion later. A committee will inspect the Toronto yards. At a meeting of Council, 22 November, ratepayers protested against the proposed lease of land for this purpose. The deputation reported. A petition was received from residents and read. It was arranged to send a committee from among those petitioning to Toronto to see just what state of affairs existed and the bearing on depreciation of property values. It was finally decided that in view of much remonstrance from ratepayers that the lease not be granted. Papers 24 November and 1 December.
- 1899 Chemong railway track abandoned, upper 5.25 miles.

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- 1902 Rest of Chemong railway track abandoned.
- 1905 Jul 26 The survey for the proposed extension of the Peterborough Radial Railway to Young's Point is begun by W Heathcote and assistants. Lines will be run on both sides of the river. The distance is said to be about 14 miles. The company will not use the highway but lay out an independent line. Papers 27 July. The survey was finished in early August and it was learned that it would cost \$250,000 to purchase the required right-of-way and equip the road from Peterborough to Young's Point.
- 1906 Feb 2 It looks as if the new Georgian Bay line of the CPR will be built and that Peterborough will be made the diverging point of the line from the main line. A deputation of the local Board of Trade has been appointed to go to Ottawa and see about the matter, but decided not to go there at once as there was every probability that we would get the line in any event. Papers 26 January.
- 1907 Jan 4 An official of the Canadian Northern Railway has been in the city and called on the Mayor, Clerk, and council. He goes away loaded with information as to the city. Expresses surprise at the importance of the place. He interview-ed business men and manufacturers as to how they would view the coming of another railway. All said come, sure thing. Papers 4 January.
- 1910 Jul 19 The Railway committee of the council and the CPR have got about as far apart as they can be over the matter of the Company acquiring the water lots on the river between King and Charlotte streets. The Company thinks this land should be given to it for nothing. The Committee asks \$15,000. It is hinted at by Mr Osborne, for the CPR, that the gift of these lots would pave the way for the Georgian Bay short line being located in the city. The Committee declines to be paved. Papers 20 July.
- 1910 Jul 20 GTR train men quit work, having refused the company's offer to arbitrate. The local men affected are those manning the Toronto train, Lakefield train and yard crew. The firemen and engineers are still on duty but train crews and conductors are all out. Papers 20, 21 July.
- 1912 Sep 11 GTR officials exhibit plans for new GTR freight sheds, for gates at King Street and Bethune. Let us hope these improvements may be carried out.
- 1913 Jan 31 If, as a result of the Senators and Members' meeting held regarding the Central Canada Railway, the Ministers present a bill calling for the usual

subsidy, it mean a railway through the middle of Ontario on a low grade just north of Stoney Lake. The railroad is to connect at Montreal with the Intercolonial and at Midland with the Hill Western railroad lines and steamship company, and will open up Ontario. The line to be completed in two years. Peterborough County Council wired its endorsement.

1916 Rails of the Cobourg and Peterborough line lifted in aid of war effort.

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