

Canadian Rail

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TABLE OF CONTENTS

RAILWAYS ON CANADIAN PAPER MONEY.....	FRED F. ANGUS.....	127
PUBLIC TRANSPORTATION IN TORONTO.....	IVOR G. SAMUEL.....	143
WHERE DID ALL THE RAILWAY GO (PRINCE EDWARD ISLAND).....	ALLAN GRAHAM.....	150
BUGS (OR BUG REPELLANT) IN THE SYSTEM.....	FRED F. ANGUS.....	162
THE BUSINESS CAR.....	163

FRONT COVER: About 1904, the Intercolonial Railway's new train, the "Ocean Limited", was photographed in Nova Scotia's Wentworth Valley. Eight years later, this photo was the central subject for the Dominion of Canada five dollar bill of the 1912 issue. These notes were in use over a period of nineteen years from 1912 until the series was superseded in 1931. Today this area is too overgrown to permit taking a photo of the present day "Ocean".

National Archives of Canada Photo No. PA-21071.

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As part of its activities, the CRHA operates the Canadian Railway Museum at Delson / St. Constant, Que. which is about 14 miles (23 Km.) from downtown Montreal. It is open from late May to early October (daily until Labour Day). Members, and their immediate families, are admitted free of charge.

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Railways on Canadian Paper Money

By Fred F. Angus

Forty years ago, in September 1954, the Bank of Canada issued a new series of paper money. On the front, the notes bore a picture of Queen Elizabeth II, while the back depicted various Canadian scenes; a different scene for each denomination. Thus the previous series, that of 1937 which had allegorical depictions on the back, ceased to be issued and, as they wore out in circulation, were retired and destroyed. So passed from the scene the \$10 Bank of Canada note, dated January 2, 1937; the last piece of Canadian paper money which showed railway subjects. The allegory of "Transportation" which had graced the ten, and its predecessor, the two of 1935, was no more. An era which had extended back 117 years had ended. Many people still remember the 1937 ten, but what is not so well known is that it was merely the last in a long line of notes bearing railway subjects, a line which had begun in 1837, only one year after the start of railways in Canada. This article will attempt to tell the story of this long and interesting era.



One of the longest lived railway scenes on a Canadian banknote was "old No. 3" which graced the Bank of Toronto twenty dollar bills from 1887 to 1940.

INTRODUCTION TO PAPER MONEY

In order to understand the various types of Canadian paper money, it is helpful to review briefly the history of paper money in general, and that of Canada in particular. The origins of paper money are lost in antiquity, but it is generally believed that it started in China over 1000 years ago, perhaps as early as 683 AD. The earliest account of it known to have reached Europe was that of Marco Polo, about the year 1275, who reported that paper money was in widespread use in China. No notes from this very early period are known to have survived, although a very few remaining examples are thought to date from the period soon after 1350. We do have a good idea of what these early notes looked like thanks to a chance find during the Boxer rebellion in 1900. At that time a statue was overturned and underneath were found quantities of 1-kwan notes which had been there for about 500 years! These notes date from the reign of Emperor Hung-Wu (the first Emperor of the Ming Dynasty) who reigned from 1368 to 1398. They are of huge dimensions, about 13 by 9 inches, and are printed on both sides on heavy grey paper made from mulberry bark. They are the oldest notes which anyone is likely to see. After 1400, the use of paper money in China declined and seems to have ceased by 1450. It would be more than 200 years before the idea was tried again.

Despite the knowledge of its use in China, the concept of paper money did not take hold in the Western world. The economy of Medieval and Renaissance Europe involved hard money; silver and gold coins, and the idea of using paper as currency was totally unacceptable. It was not until the 1660's that the first European paper money was issued, in Sweden, and even then the idea spread slowly, not becoming widespread until well into the eighteenth century. One country that did adopt a sound paper currency quite early was Scotland, a fact that was to influence Canadian currency more than a century later, since many of Canada's earliest bankers were Scottish.

The first paper currency in the New World originated in (surprise, surprise) Canada. The year was 1685 and the place was Quebec City. The supply ships from France, bearing money to pay the troops, were late arriving, and the authorities devised a temporary substitute. Ordinary playing cards were inscribed with various denominations, signed by the officials and paid out by the treasury, so passing into circulation. When the promised money arrived from France, the cards were withdrawn and destroyed. In the following years, the same scheme was used from time to time as similar emergencies arose. Like so many good ideas, the concept came to be abused, especially after 1730, as corrupt

officials, needing more money for any purpose whatever (including lining their own pockets), simply chopped up another deck of cards. By now ordinary blank card stock was used instead of playing cards, but they were still written and signed by hand, since there was no printing press in Canada until 1775. By the time the British assumed possession of Canada in 1759, the colony was flooded with these cards, which were eventually redeemed, but at only a fraction of their value. Thus Canadians developed a distrust of paper currency.

The situation south of the border (which then meant the border between the French and English colonies) was somewhat similar. The first colony to follow the Canadian example was Massachusetts which produced paper money in 1690. This was, ironically, issued to finance a military expedition against Quebec, an expedition which ended in failure. Gradually the other colonies were attracted to the scheme of paper money, despite official disapproval in England, and by the time the War of Independence broke out in 1775, most of the thirteen colonies had issued some form of paper currency. Unlike the Canadian card money, these notes were printed, but the idea was the same. Between 1775 and 1779, the United Colonies (after 1776 changed to the United States) issued large quantities of paper money, known as Continental Currency, to finance the war. Eventually this too became worthless, as it had little to back it up, so by the late eighteenth century, both Canadians and Americans had a distaste of paper money. As a result of this (apart from some treasury notes issued by Nova Scotia and Prince Edward Island, and smaller quantities by New Brunswick and Newfoundland), the governments of both countries would not issue circulating paper money for more than eighty years (1861 for the U.S., 1866 for Canada) by which time notes issued by banks were in general use.

In 1782 the first bank was established in North America. Known simply as The Bank of North America, its headquarters were in Philadelphia, and its successor still exists in that city. With banks came banknotes, since their issue was in effect, an interest-free loan to the bank, and a source of much revenue to that institution. Banknotes differed from government-issued paper currency, for they were not legal tender; that is no one was obligated to accept them. Their worth was as good as the issuing bank, and the noteholders had first claim if the bank failed. For more than a century, banknotes (i.e. notes actually issued by banks) were a major component of the currency of both Canada and the United States. As banks began to be established in the United States, an effort was made to start one in Canada. In 1792 the Canada Banking Company was established in Montreal, and notes (a few of which still exist) were printed. However the plans were unsuccessful and the bank never opened. One reason may have been because of the inherent distrust of paper money; in any case it would be 25 years before Canada had a bank of its own.

The event that changed the thinking resulted from the War of 1812. During that conflict the British authorities (not the Canadian government) issued emergency paper currency known as Army Bills. These were accepted at full face value and in 1815, following the restoration of peace, were redeemed in full, being "as good as gold". Once the Army Bills were gone, people missed them and realized that good paper money was not such a bad idea after all, and it was certainly more convenient than bags of coins. The idea of a bank was revived, and in 1817 the Montreal Bank

(renamed the Bank of Montreal in 1822) was established as Canada's first bank. Other banks followed suit, and, copying the Scottish example, most of them issued notes which were readily accepted, so providing Canada with a good paper currency.

For almost fifty years, these banknotes made up most of the Canadian Paper money, but the governments, then as now usually short of cash, made attempts to get into the act. Finally, in 1866, the Province of Canada, now Ontario and Quebec, issued a series of Provincial notes in denominations of \$1 to \$500. With Confederation in 1867, these notes were re-designated as Dominion notes, and a new issue came out in 1870. The latter were of denominations of 25 cents, \$1, \$2, \$100, \$500, \$1000. So was established the pattern that would last until 1935; the Government would issue notes of small denominations (for actual circulation) and high values (for bank reserves and large cash transfers), leaving the intermediate denominations (\$4 to \$100) to the banks. Banks were prohibited from issuing \$1 and \$2 notes, and in 1881 this prohibition was extended to the \$4 denomination, at which time the Dominion Government began to issue a \$4 of its own. The \$4 was a holdover from the old pound currency in use before 1858. Although becoming an anachronism, the \$4, as a Dominion note, survived until 1912 when it finally disappeared, being replaced by a \$5 (which five will be an important part of our story as we shall see later).

For sixty-five years after 1870, the banks issued most of Canada's \$5's, and all its \$10's, \$20's, \$50's and \$100's (The 1870 issue of Dominion \$100's was soon discontinued). The big change came in 1935 when the Bank of Canada opened. That institution issued a full range of denominations, from \$1 to \$1000, and the Dominion notes were discontinued. Steps were taken to reduce the issue of notes by the banks, and the circulation of banknotes was phased out over a period of fifteen years. The total permitted circulation was lowered in steps, and finally ceased, the last banknotes being issued in 1945. Over the next five years, most were redeemed and, in 1950, the banks paid over their note redemption funds to the Bank of Canada which then became responsible for redeeming any of these old notes that were cashed in. Thus we see that, since 1945, all Canadian currency has been that of the Bank of Canada, and many people do not even realize that the banks once issued their own money. However all genuine Canadian banknotes issued since 1890, and many before that, are still worth their full face value and will be redeemed by the Bank of Canada if turned in.

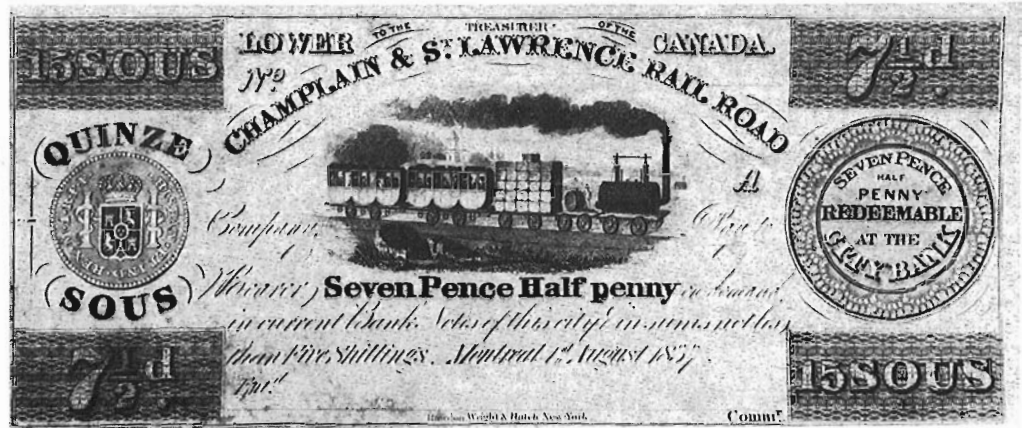
Since the number of banks in Canada in those days was greater than today, and the designs were different for each bank and each denomination, there was a great variety of notes in circulation during the banknote era. This era was also the time when railways were the major means of transportation, and were often financed by the banks. So it is easy to see why views of trains, locomotives and other railway scenes appeared frequently on Canada's paper currency.

RAILWAYS APPEAR ON PAPER MONEY

The first known views of trains on Canadian paper money appeared in 1837, only one year after Canada's first railway opened. In fact they were issued by that very company, the Champlain and St. Lawrence Rail Road. The occasion was the

great shortage of coins as a result of the suspension of specie (coin) payment by the banks in the financial panic of 1837. Since banks did not issue notes for less than \$1, it fell to private companies and individuals to fill the gap. A large quantity of fractional notes, called "bons", were produced, mainly in Lower Canada (Quebec), during 1837. Some were issued by reputable concerns, but others were not; those of the C&StL were in the former category. These notes were engraved and printed by Rawdon Wright and Hatch in New York, were dated August 1, 1837, and were probably in circulation by the autumn of that year. They bore standard engravings made by the Bank note company. The original drawings, from which the engravings were made obviously originated in the southern United States since some show cotton bales being carried on the trains. The same engravings appear on many different American notes of the late 1830's and early 1840's. By the time the C&StL notes were in circulation, many of the "bons" were being discredited as unredeemable. There does not seem to be any definite information, but it is a reasonable supposition that the railway did not want to be associated with such a currency and hastily withdrew them. Few had appeared in circulation in Montreal, but they were seen more frequently in the south shore area of the St. Lawrence. The withdrawal must have been very thorough, for signed and issued examples of this currency are extremely rare. Fortunately, however, a considerable number of unsigned complete sheets of these notes survived, making it possible for present day collectors to acquire examples of these interesting relics quite easily.

In the same year as the C&StL notes were issued, a series of very strange "bank" notes made their appearance. One was called the Mechanics Bank (Montreal), the other the Mechanics Bank of St. John's. Both were not banks at all, but were fraudulent operations which circulated their notes in Buffalo N.Y., but not in

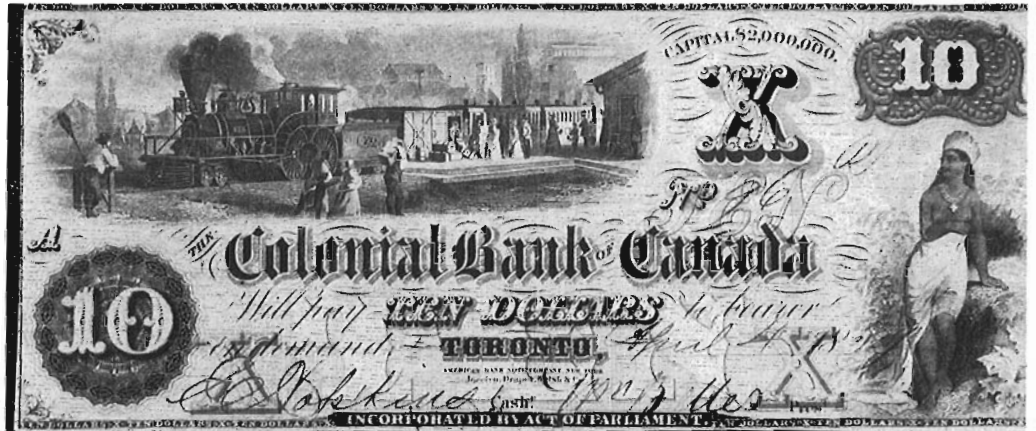
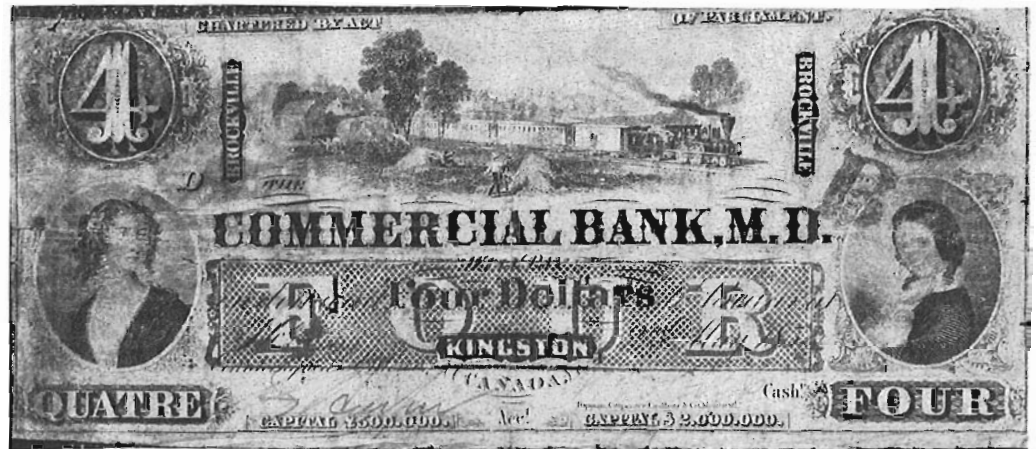


Canada's first paper money showing railway subjects were these three notes issued by the Champlain and St. Lawrence Rail Road in 1837 during a time of shortage of coins. The use of these notes was of short duration, and few issued notes are known to exist. Fortunately, however, quantities of unissued notes, in sheet form, were found so they are quite common. The trains depicted are definitely not Canadian but were standard designs of the bank note companies, and evidently originated in the southern United States.

the Montreal area. The \$10, and some of the \$1's, of the Mechanics Bank of St. John's had a beautiful engraving showing two trains, one passenger and one freight, hauled by cables 4-2-0 locomotives. Since St. John's was one of the only two Canadian towns that had railway service in 1837, it may be that the operators of the scheme chose the railway designs to lend some credence to their efforts.

The notes of these "phantom" banks appeared in the summer of 1837, since some are dated as early as May 20, they actually antedated the C&StL issue, so could perhaps be considered the first Canadian Notes to show trains. The issue was short lived, for the police in both countries put a quick stop to the scheme, and these notes are quite rare today. About the same time another bank, of which little is known, made a brief appearance. This was called the Bank of Lower Canada (no doubt trading on the name of the well-established Bank of Upper Canada. The \$5's of this bank show a passenger train and an additional locomotive at a wharf. Evidently unsigned remainders of these notes passed into other hands, for they sometimes appear with much later dates, some as late as 1862, although obviously having been printed in the 1830's! The latter were likely passed off in the southern states, taking advantage of the monetary crisis caused by the Civil War. One interesting thing about the notes of these fictitious banks is that they are very well printed by first-class bank note companies which evidently did not care much about the legitimacy of their clients as long as they were paid for their work.

A final appearance of train pictures on notes in this period was on that of the Union Bank of Montreal. Notes of this bank are dated as early as 1838, and there is evidence that some were printed as late as 1841. The operation may have been fraudulent from the start; it certainly was later on. In 1846 it was reported that some notes had been passed in "houses of immoral character" in Montreal. Several denomination of Union Bank notes show trains, the best view being on the \$5 which depicts a broadside of a 4-2-0 locomotive with four-wheel tender hauling a passenger coach.



A trio of Canadian banknotes of the 1850's, all showing trains.

TOP: This \$4 note was issued in 1854 by the Commercial Bank of the Midland District in Kingston, and was "domiciled" at their Brockville branch. At this time the Grand Trunk Railway was under construction through Brockville and Kingston en route to Toronto which was reached in 1856. This historic note is extremely rare since the bank redeemed its notes and today is a constituent of the Bank of Montreal.

CENTRE AND BOTTOM: Less honourable were the careers of the Colonial Bank of Canada and the Bank of Brantford, represented here by notes issued in 1859. Both these banks failed in 1859, the same year these notes were printed, after very short lives. The notes were never redeemed and consequently they are still quite common today, although the Colonial Bank \$10 is getting scarce. Although not redeemable, they do have beautiful engravings of trains.

After this brief period of railway engravings on Canadian notes during 1837 and 1838, trains disappeared from the notes for about fifteen years. During the 1840's there does not appear to have been a single new design of Canadian banknote showing a train (although some printed in the 1830's were hand dated and issued in the 1840's, and perhaps some Union Bank notes were printed using the old designs). This is not too surprising in view of the fact that little railway construction was carried out until near the end of the decade. The boom of the 1830's had gone bust after 1837, and the weaker banks had gone too. The stronger banks used more conservative designs on their notes which did not include these new-fangled railways. Thus we must wait until the 1850's before we take up our story again.

TRAINS ON NOTES, 1850 TO 1866

The 1850's were the time of Canada's first railway boom. After more than a decade of hard times and sluggish economy following the panic of 1837, prosperity had at last returned. There had been some railway construction in the late 1840's, most notably the start of construction of the St. Lawrence & Atlantic heading from Montreal to Portland, but after 1850 many more railway projects were begun, and many actually completed. The major two were the Grand Trunk and the Great Western, but there were many smaller ones as well. This improved financial atmosphere was also conducive towards the formation of new banks, and the Free Banking Act of 1850 made the procedure to start a bank easier. Of course, given the conditions, poor banks as well as good ones were started but, in these boom times, few people noticed or cared about the differences. All this came to a sudden end with the panic and crash of 1857; even worse than 1837. Quite a number of the newly-formed banks failed, and most of the railways found themselves in severe financial trouble. Although the major projects were completed, there was little new railway construction in Canada for quite a number of years after 1860.

Banknote designs had changed too since the 1830's. The printers of banknotes are always striving to keep at least one step ahead of the counterfeiters and, by 1850, the counterfeiters had a new weapon - photography. To counter this new threat, the banknote companies started printing in two colours, using an extra printing called a "protector", usually the denomination spelled out, e.g. "FIVE" printed over the design and repeated in mirror reverse on the back. Designs became more complicated, and the general appearance of the notes was more colourful and attractive.

Since there was so much talk of railways during the good years, it is not surprising that quite a number of notes of these new banks bore pictures of trains. The stories of six of them will illustrate these features:

The Zimmerman Bank (1854): This is the most interesting bank of the 1850's from the railway enthusiast's point of view. It was founded by Samuel Zimmerman, the famous railway promoter, who was destined to be killed in the collapse of the bridge over the Desjardins Canal near Hamilton on March 12, 1857. This bank issued \$1, \$3 (yes, there really was a \$3 bill), \$5, \$10, \$20 bills in several series between 1854 and 1859. All these notes bore a magnificent engraving of the famous Roebling suspension bridge at Niagara Falls. Two passenger trains appear, one approaching the bridge from the Canadian side, the other from the American. There

is some artistic licence here, for it was a single-track bridge and, if the trains had continued on their courses, there would have been an international train wreck of major proportions right in the middle of the bridge a few seconds later! Of these notes, the one most appealing to the railway enthusiast is the \$5 for, in addition to the engraving described, it also shows a very fine view of an approaching passenger train on the right-hand side of the note. The early notes of this bank are rare, but later ones, especially unissued remainders, are somewhat more common. However, collectors wanting one need not despair for in 1859, after Zimmerman's death, the bank became:

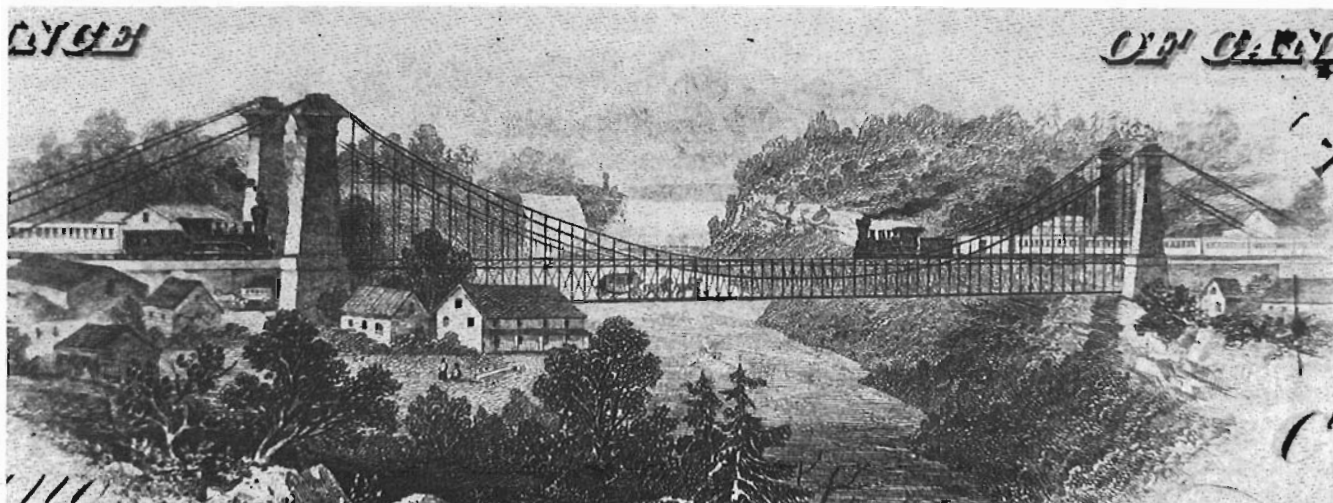
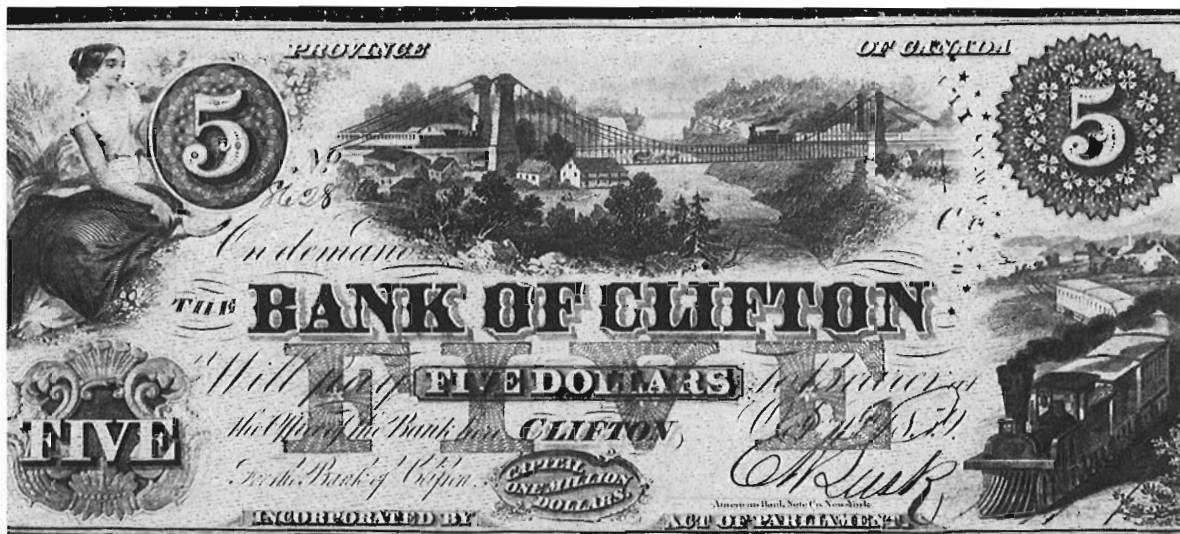
The Bank of Clifton (1859): While the Zimmerman Bank had been run prudently, its successor operated with complete disregard to proper banking principles. In fact its notes were never meant to be redeemed, and many were circulated in the U.S.A., not unlike the old "phantom banks" of 1837. As a result the charter of the Bank of Clifton was revoked in 1863. The earliest issues (dated 1859) of this bank are of the same designs as those of the Zimmerman Bank; however they are much more common and still readily available to collectors. The later issues (1860 and 1861) have completely different designs which do not show trains.

The Colonial Bank of Canada (1859): This was a very short-lived bank, established in Toronto in 1859, when times were already bad. It suspended operations the same year, and its charter was revoked in 1863. Its interest to us is the \$10 note which shows a beautiful engraving of a passenger train, hauled by locomotive No. 76, at a station. While very scarce, there are quite a few in existence and it does appear from time to time.

The Westmorland Bank of New Brunswick (1854): This bank was established in Moncton N.B. in 1854 and had two issues of notes. The first had hand-written dates, ranging from 1854 to 1859, and was datelined "Bend of Pettitcodiac" (sic. Should be Pettitcodiac), the old name for Moncton. The second issue bears the printed date 1861 and is datelined "Moncton". Both issues have the same designs, and the \$2 is the one with the train, a very fine view of a passenger train. This view is of interest for it appears on many U.S. notes and certificates, even on a rare \$50 note of the Confederate States of America printed in New Orleans in 1861! The Westmorland Bank failed in 1867 and its notes were never redeemed. The \$2 of 1861 is fairly common, but is getting scarcer (that means, get one now before they get too expensive).

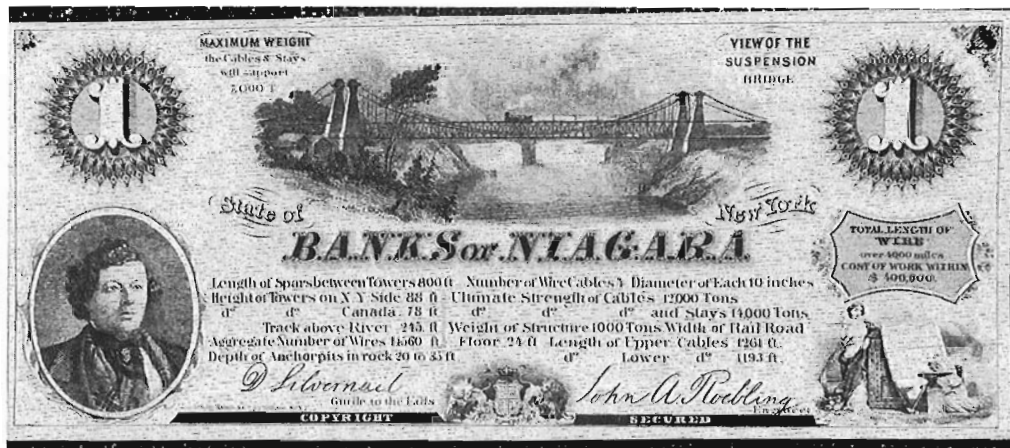
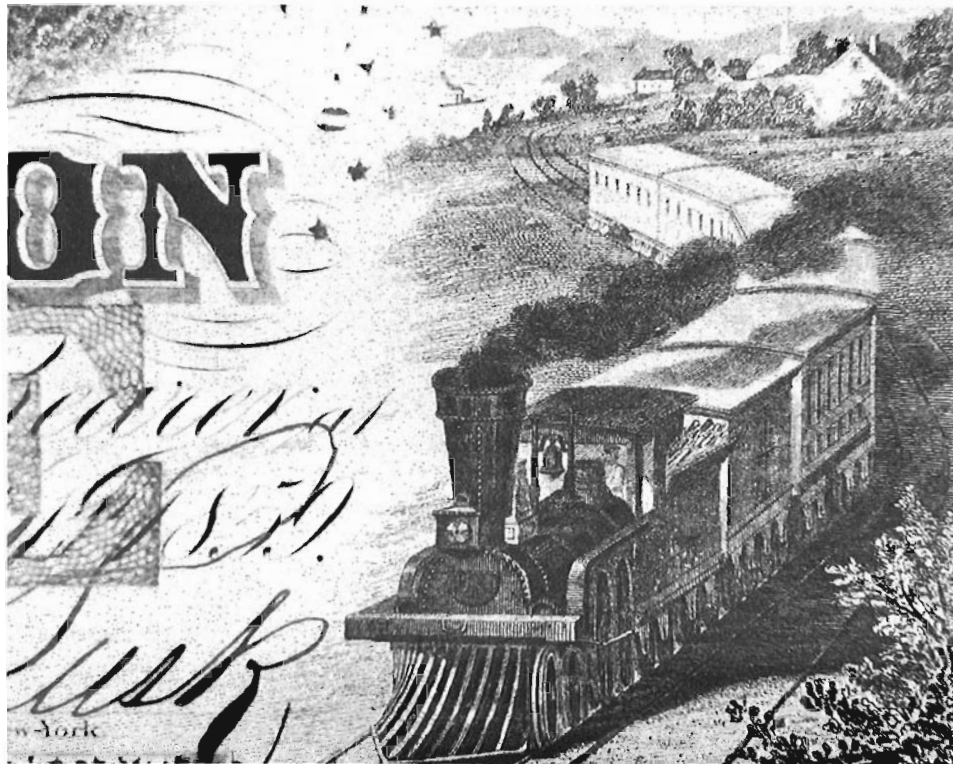
Bank of Brantford (1857): This bank was always looked upon with suspicion by reputable bankers, and it died early in the 1860's. However it did leave some very attractive notes, all dated 1859, behind of which the \$2 and the \$5 show fine engravings of trains (the \$2 even includes a canal boat). There is also a \$4, showing a mill, which has a freight train in the background. Surprisingly, there was, in addition to the Brantford notes, an issue for Sault Ste. Marie. These were pink instead of green, and do not appear to have actually gone into circulation. However there are unsigned remainders in existence which are more common than the Brantford ones.

The Bank of Toronto (1855): This is the big success story of these half-dozen banks of the 1850's. Established in 1855, it still exists as part of the present day Toronto-Dominion Bank. Its notes were unique in Canadian history in being essentially unchanged in design for ninety years, from the start in 1855 until all banknotes



THIS PAGE: Notes of the Zimmerman Bank and its 1859 reincarnation as the Bank of Clifton. Immediately above is a closeup of the engraving of the Niagara suspension bridge, one of the finest railway engravings ever to appear on a Canadian banknote.

OPPOSITE PAGE: A closeup of the train engraving which appears in the lower right corner of the Bank of Clifton note. During the 1850's this engraving appeared on some U.S. notes as well, as far distant as the Planters Bank of Fairfield in Winnsboro South Carolina! Also shown is an advertising bill of the 1850's using much the same layout as the Clifton banknote. The "Banks of Niagara" is an amusing pun on the word "bank". A similar "note" depicted the Victoria Bridge in Montreal.

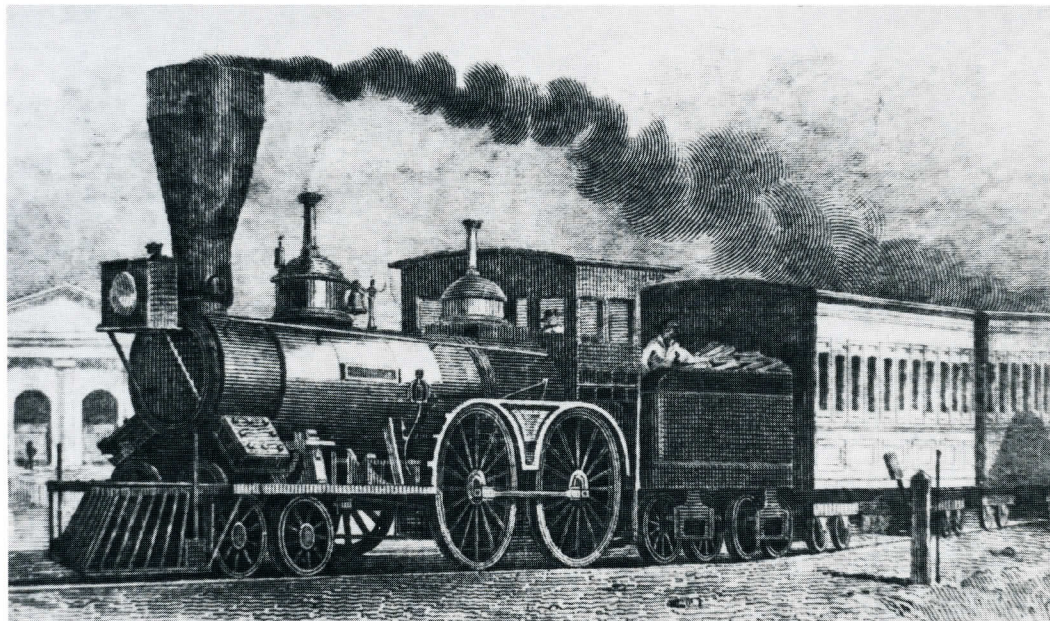
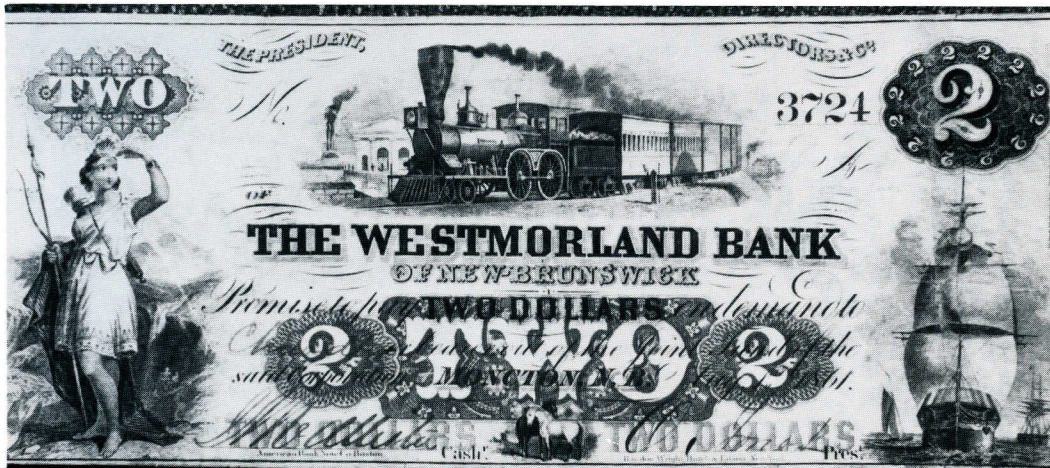


ceased in 1945. Even the new small-sized notes issued from 1935 to 1945 still bore the designs, with their old-fashioned yellow tint, first used in the 1850's. Both the \$2 and the \$10 showed trains and, although the \$2 was discontinued in 1870, the \$10 continued until 1940. It is the more attractive, having a view of an approaching passenger train somewhat like that on the Zimmerman Bank notes. A \$20 appeared in 1887, bearing a very detailed large broadside view of a 4-4-0, No. 13, but this belongs to the post-Confederation era. All early notes of the Bank of Toronto are very rare, but later ones will well represent the banknote engraving of the 1850's.

During the period 1850 to 1867, other banks issued notes showing trains, one example being the Commercial Bank of Canada. However the six described above represent those most likely to be found today, and they show some of the finest engravings of trains ever to appear on paper money at any time.

THE PERIOD FROM 1866 TO 1897

The year 1866 marked an important change in Canadian paper money. In that year the Province of Canada issued its first circulating treasury notes, and a new Company, called the British American Bank Note Company, was founded. Both events had important consequences. As a result of the first, the banks would no longer have a monopoly on issuing paper money and, as a result of the second, Canada now had a first-class printing establishment of its own, so did not have to rely on ordering paper money from printers in the United States or England. Although foreign printers were still used by some banks, the services of the new company were widely employed by banks and government alike, in fact from 1866 to 1897 all government notes were printed by British American. This company also had the Canadian patent on another important feature of this period, the Canada Bank Note Printing

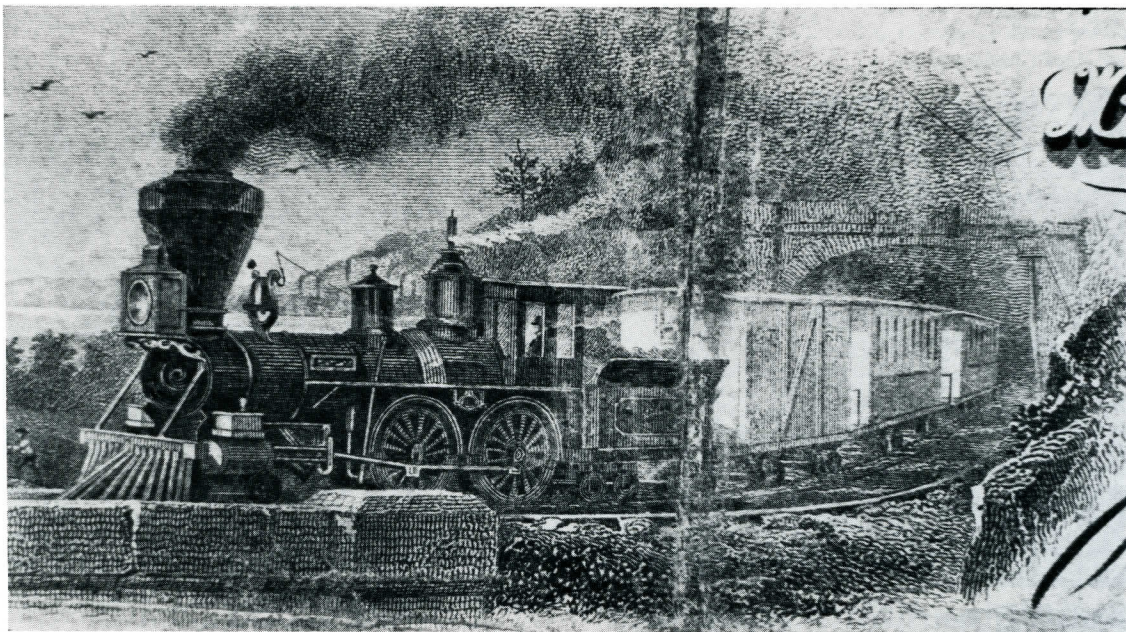


Although printed in 1861, the \$2 note of the Westmorland Bank of New Brunswick, located at Moncton, used the same locomotive engraving that appeared on the bank's first issue in 1854. The Westmorland Bank failed in 1867 and its notes were never redeemed. In this 1861 note the green tint, invented by Thomas Sterry Hunt of McGill, makes an early appearance and is used in the overprint "2 TWO 2". Immediately above is a closeup of the engraving of the train. This view had wide use throughout North America, even appearing on a rare \$50 note of the Confederate States of America, printed in New Orleans in 1861!

Tint. This tint, a form of green ink, had been developed in the 1850's by Dr. Thomas Sterry Hunt of McGill University. The ink was supposed to be "anti-photographic" by the photo emulsions of the period, and was used as a deterrent against counterfeiting. The formula was also sold to the U.S. government which used it extensively on their notes, this being the origin of the term "greenbacks", a term still in use. While Canadian currency has been, in general, multi-coloured, in contrast to the overwhelming use of green in the U.S., it is true that the majority of the notes produced by British American between 1866 and 1897 did, in fact, have green backs as well as green overprints on the front. Many,

especially in the early days, also carried the words, in very fine print "Canada Bank Note Printing Tint". This period also marks the divergence of the basic designs of Canadian and American currency for, after 1863, the American National Bank notes adopted a common design for all notes, while the Canadian banks continued to use individual designs as they had before. By this time the use of handwritten dates had been almost entirely discontinued, so most dates are printed and are the dates of the first issue of the series. Since some series lasted for years, the date appearing on a note is not usually the date the note was actually printed. This convention is still followed today, for example the current Canadian \$5's are dated 1986.

The era from 1866 to 1900 is quite different from the 1850's and early 1860's in other ways as well. At this time many banks, and even the government, issued notes with railway pictures on them; however all are quite rare, many extremely rare, and one is seldom able to secure an example. It is easy to explain this. After the disastrous bank failures of the 1857 - 1863 period, banking laws had been tightened up, making it less easy to establish a bank.



This Bank of Hamilton \$4 dated September 2, 1872, is an ideal representative of a Canadian banknote of the 1870's. Its train engraving is one of the most pleasing of any of the period and the note exemplifies the last decade in which the banks were permitted to issue the time-honoured \$4 denomination. The large numeral "4", and the background behind the written denomination are in green, and the note bears (vertically, in very small print, on the right side), the inscription "Canada Bank Note Printing Tint". This note is very rare; only a few have survived.

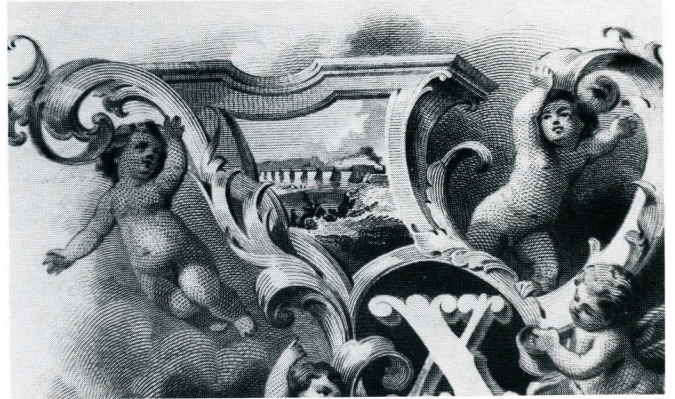
Although failures still occurred, sometimes the notes were still paid off, since noteholders had first claim on the assets, and the shareholders were personally liable for double the amount of their investment in the event of failure. In 1890 a banknote redemption fund was set up; this was a kind of insurance, subscribed to by the banks, which could be used to redeem notes of a failed bank if there were not enough assets available. As a result of this, no noteholder has lost a cent through the failure of a Canadian bank since 1890, and all notes issued since that date are still fully redeemable. As a result of all this, there were not many notes issued in the post-1866 period that were not redeemable, at least in part, and this is the basic reason for the rarity of most of this paper money. Since practically no one collected banknotes in those days, there was no

incentive to keep notes aside, and most were turned in and destroyed when they had done their duty. The few survivors are probably from hoards found years later in various hiding places, but they are few and far between. The most likely to be found are the low denomination government notes, 25 cents and one dollar, but they do not show railway subjects. It is true that the Dominion of Canada \$1 of 1878 (issued until 1897) does show the Countess of Dufferin, but it is the person and not the locomotive! It is indeed the person for whom the locomotive was named, but that is not enough to consider it as a railway note.

The designs showing trains are many during this period, some as full-scale train engravings, others in which one has to do a bit of looking to spot the train in the design. Two of the more



An Indian contemplated the new age, represented by the railway train, as depicted on the Dominion of Canada \$2 of the issue of 1870, the first since Confederation.



The ornate "X" on the Bank of Montreal's \$10's (issues of 1871, 1882 and 1888) show Victoria Bridge with a train emerging from the tube. The other end of the crossbar of the "X" showed Niagara Falls.

intriguing designs show pictures of the Victoria Bridge in the numerals. The Dominion of Canada \$4 note of 1882 has the bridge in the design of the ornate green "4" overprinted on the front, while the Bank of Montreal \$10's of 1871, 1882, 1888 have an ornate "X" which contains views of Victoria Bridge and Niagara Falls in one of the crossbars of the numeral. Near the end of this era two issues of notes provided Newfoundland's only examples of railway-oriented notes. The first was in 1889, when the Union Bank of Newfoundland issued a new series of banknotes produced by the American Bank Note Company in New York. The \$20 of this series, printed largely in blue, had no less than five locomotives, four on the front and one on the back, the most railway pictures on any Canadian note. Then, in 1894, Robert G. Reid issued a series of private notes used, during a time of financial shortage, to pay the workers constructing the Newfoundland Railway. The \$2 of this issue bears a fine engraving of a freight train. All these 19th century Newfoundland notes are very rare, and one is seldom likely even to see one.

There is still one way to acquire an example of a Canadian note, with a train picture, first produced in this period. That way is to get a Bank of Toronto \$20. Later dates of this note are quite common and, as previously noted, this bank did not change their note designs to any extent, hence their \$20, first issued in 1887, was continued until 1940, and later dates of this note will suffice to cover the period under discussion.



Another impressive note is the Bank of Hamilton \$100 of 1892, printed by the Western Bank Note Company in Chicago. This is a printer's proof; issued notes of this high denomination are probably nonexistent now.

NOTES FROM 1897 TO 1935

Another watershed year for Canadian banknotes was 1897. In that year the Dominion government cancelled its contract with British American and awarded it to the American Bank Note Company of New York. Part of the agreement was that the notes had to be printed in Canada and, accordingly, American set up a factory in Ottawa called "American Bank Note Company Ottawa". In 1922 the name was changed to the Canadian Bank Note Company, and both it and British American have continued until the present time. Today, the printing of Canada's paper money is shared by these two companies. There is no government printing bureau, as there is in the U.S., and notes are certainly not printed by the mint! Starting in 1897, therefore, Canada had two first class companies printing its notes, and this began the era of very attractive, multi-coloured designs, as each company tried to produce a better product both to secure business and to foil counterfeiters. Certainly the Canadian notes from this period were

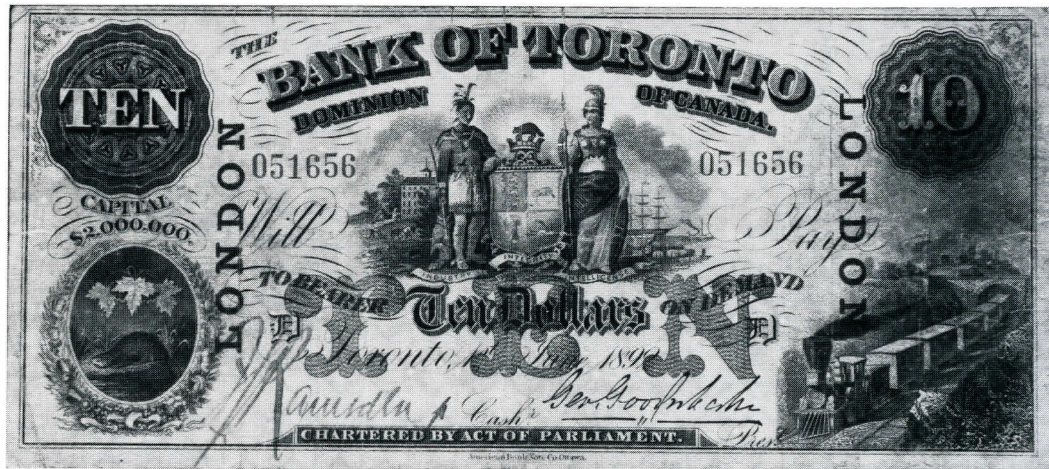
among the most colourful and well engraved of any in the world.

Many notes from this era show trains, and the number of known varieties has increased in the last few years with the sale of specimens formerly in the archives of the American Bank Note Company.

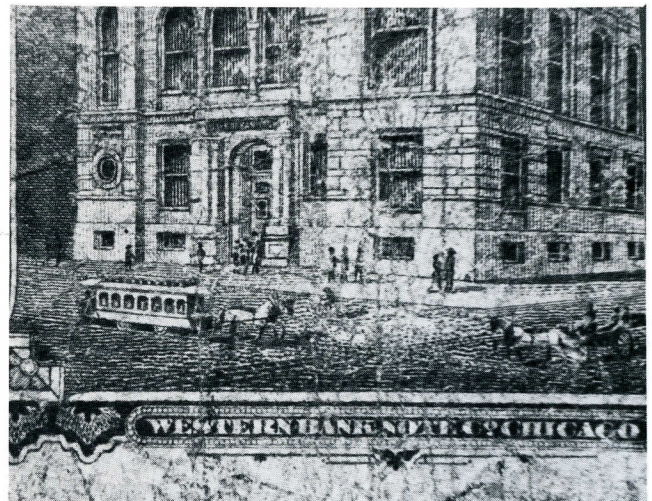
Here we see not only proofs of the issued notes, but also of the proposed designs that were not adopted. Even some banks that were planned but never opened had gone so far as to prepare note designs. Those of the Bank of Saskatchewan (Moose Jaw, 1912) and the Eastern Bank of Canada (Saint John N.B., 1929) were stillborn, but their proposed note designs still exist and most of them have train engravings.

While most of the railway engravings show freight or passenger trains, a very few designs show street cars. As early as 1892, a \$5 bill of the Bank of Hamilton bore on the back a view of the bank's head office with a horse car passing by. Then, in 1902 and again in 1909, appeared the only Canadian banknote to show a street car on the front as its main design. This was the \$20 of the Metropolitan Bank in Toronto, an extremely rare note which bears a beautiful engraving of a double-truck street car from New York City. This same view also appears on stock certificates of a number of U.S. traction companies, notably the United Railroads of San Francisco. While only three street car pictures appear on Canadian banknotes, it is easy to find one since one of the views is on the most common banknote in the entire Canadian series. In 1904 the Bank of Montreal, having recently remodelled its head office building, had a new engraving made of the structure. Passing in front is a street car which (allowing for a bit of artistic licence) appears to be a 690-class "Scotch car" of the Montreal Street Railway, a type built in 1900 and 1901. This design appeared on the back of the B of M's \$5's, \$20's and \$100's from 1904 until the last issue of all, the \$5 dated December 7, 1942. Since Bank of Montreal notes are the most often seen, it is easy to find a \$5 with the old "Scotch car" heading west past the bank on Place d'Armes. The same design actually continued in use on the bank's travellers cheques until about 1960.

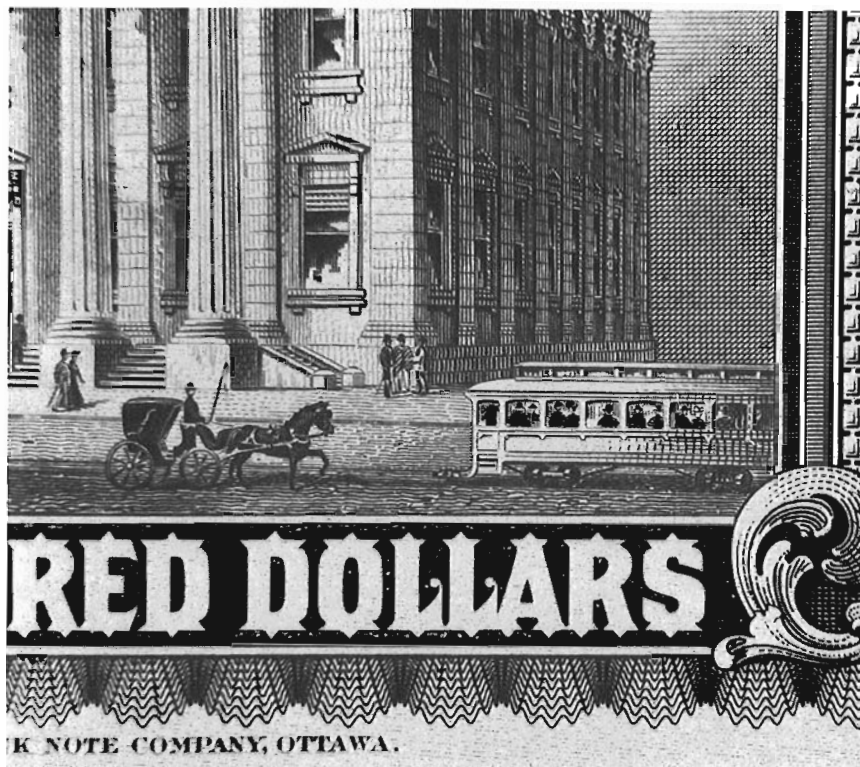
In the period 1897 to 1935 was produced a real classic, one of only about two or three train scenes that are distinctly Canadian. This was the famous blue \$5 of the Dominion of Canada, dated May 1, 1912. To understand the reason for the existence of this note it is necessary to go back a few years. We have already seen that, since 1870, the Dominion government had the exclusive right to issue notes of less than \$4 and how, in 1881, this lower limit for banknotes was raised to \$5. Under this arrangement all \$5's were



A Bank of Toronto \$10 of 1892. This design was virtually unchanged from the 1850's to the 1940's. The train vignette is somewhat similar to the Bank of Clifton engraving shown on pages 144 and 145.



Details from two notes of the 1890's. The reverse of the Bank of Hamilton \$5 of 1892 shows a horse car passing the bank building, while the seal on the Canadian Bank of Commerce \$5 of the same year bears a locomotive on the shield.



One of the most famous engravings on a Canadian banknote was the view of the Head Office with a Montreal Street Railway "Scotch car" passing. The engraver got his proportions wrong and made the street car much too small. This may have been done on purpose to emphasize the size of the building! This view is from a proof of a \$100 of 1912, but the same engraving appeared on all B. of M. \$5's, \$20's and \$100's from 1904 to 1945. It was also used on travellers cheques until the 1960's.

issued by banks, but there was nothing to prevent the Dominion government from issuing \$5's as well if it wanted. By 1900 the old \$4 denomination was getting obsolete; nevertheless the government did make two further issues of \$4's, one in 1900 and the other in 1902. After a printing of \$4's in 1903, there was a hiatus of eight years during which time the government seriously considered a \$5, and designs were prepared in 1906. Meanwhile, in 1904, the Intercolonial Railway had inaugurated its new train the "Ocean Limited", and a publicity photo had been taken of this train, hauled by locomotive 69, in the Wentworth Valley of Nova

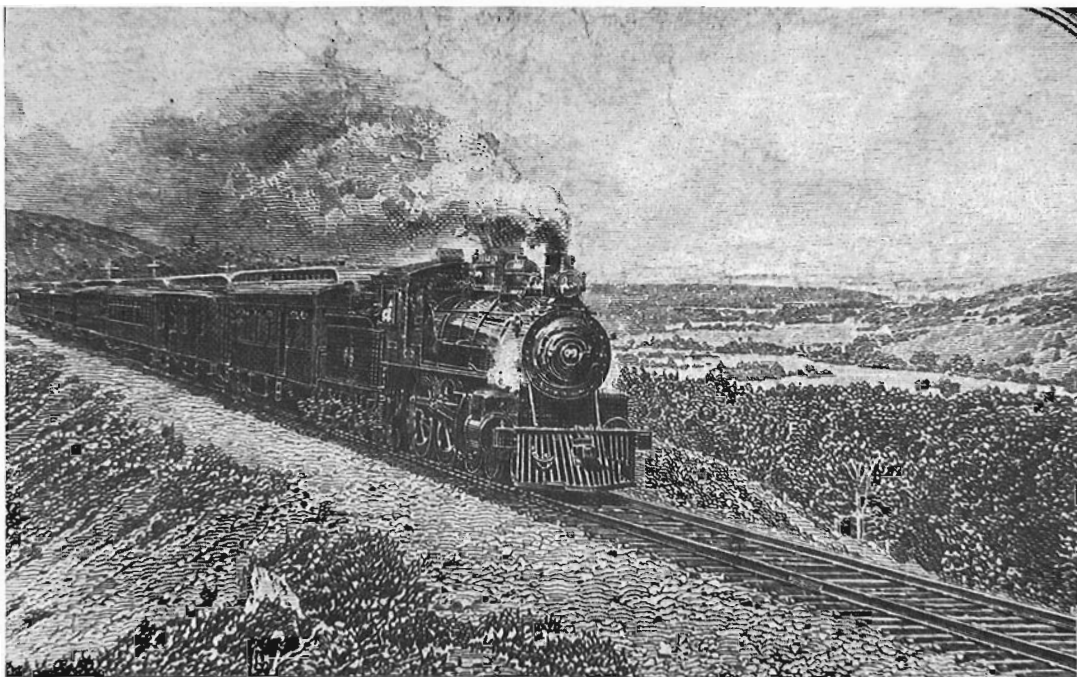


ABOVE: A \$5 of the Eastern Townships Bank, dated January 2nd, 1906, shows a train passing a farm.

OPPOSITE PAGE: The Dominion of Canada \$5 of May 1, 1912. This note, depicting the "Ocean Limited" in the Wentworth Valley of Nova Scotia, was first issued in 1912 and saw considerable circulation during and just after World War I. During the 1920's the \$5's issued by the banks were more able to supply the needs of commerce and the Dominion \$5's were not as often seen. However some were printed as late as 1931 when they were finally superseded, and only four years later the use of large-sized notes ceased. Compare this picture with the photograph on the cover.

Scotia. The proposed new five was to show this photo in the centre, flanked by portraits of Governor General Earl Grey and Lady Grey. Since 1878 it had been customary to have pictures of Governors General on the notes; the only one missed between 1878 and 1916 was Lord Stanley of Preston. Since in 1906 there was little demand for small-denomination Dominion notes above \$2, the plan for the new \$5 was shelved. In 1911 there was a financial crisis, which we will not detail here, which created a sudden temporary demand for Dominion notes. There was not time to complete the new five, so the plates for the four were hastily put back in service and large numbers of \$4's printed. Within a fairly short time most of these had been cashed in and destroyed; this marked the end of the famous old four dollar denomination which had been so long in use in Canada. The government now decided to go ahead with the five, and the design was completed early in 1912. Since Earl Grey had left office in 1911, and the Greys portraits had been used on the \$1 of that date, they did not appear on the new note. Engravings had not yet been made of the new Governor General, the Duke of Connaught, and there was no time to wait for them to be done (the Connaughts would eventually appear on the \$2 of 1914). Therefore the 1912 \$5 was produced with two large ornaments bearing the word "FIVE", and had no portraits at all. This was the only Dominion note ever issued that did not have some sort of portrait. However hurriedly

the five was produced, the result was a masterpiece. The 1904 photo of the Ocean Limited occupied the place of honour in the centre of the note, and the whole effect was extremely good. It bore the date May 1, 1912, and was in circulation in the summer of that year. Between 1912 and 1924 there were 11,000,000 of these notes printed, with several different varieties of seals, signatures etc. The issue then ceased, but, for some reason, a further



19,000 were printed seven years later, in 1931. These last 1912 \$5's are extremely rare, so far only one is known to exist, however the regular issue of 1912 - 1924 are sufficiently common to make it fairly easy to acquire one.

Another classic note issue in this period was the Royal Bank \$20 dated January 2, 1913. This note is also blue, and bears in the centre a large engraving of an articulated locomotive on the prairies, with steam traction engines in the background. It is said that the locomotive is one of the type which was planned for the Canadian Northern Railway but never built; thus it represents a "what might have been" in Canadian railroading. This Royal Bank \$20 was issued from 1913 to 1927 and is now worth about \$100 in reasonable condition, about the same as the 1912 five.

The last new railroad design in the 1897 to 1935 period appeared on the proposed notes of the Eastern Bank of Canada in 1929. This bank, headquartered in Saint John New Brunswick, was

organized and \$5 and \$10 notes, dated May 15, 1929, were printed. They had very fine views of ships and trains but, alas, they never saw circulation. Before the bank could open the great Depression began, and the whole plan was cancelled. The notes were destroyed, although a few proofs exist to provide another glimpse of a "What might have been"; this time a note rather than a locomotive.

By 1929 the United States had reduced the size of its paper money and Canada was planning to follow suit. Early in the 1930's the idea of a central bank was much discussed and, in 1934, the Bank of Canada was founded. It was planned that the notes of this bank would be of the smaller size, and the notes of the chartered banks would also be reduced in size to conform. Also, the plan was for the Bank of Canada to take over, during a period of ten to fifteen years, all the issue of Canadian paper money. Thus the year 1935 marks the end of the large-size notes and the beginning of the end of all Canadian paper money other than that of the Bank of Canada.

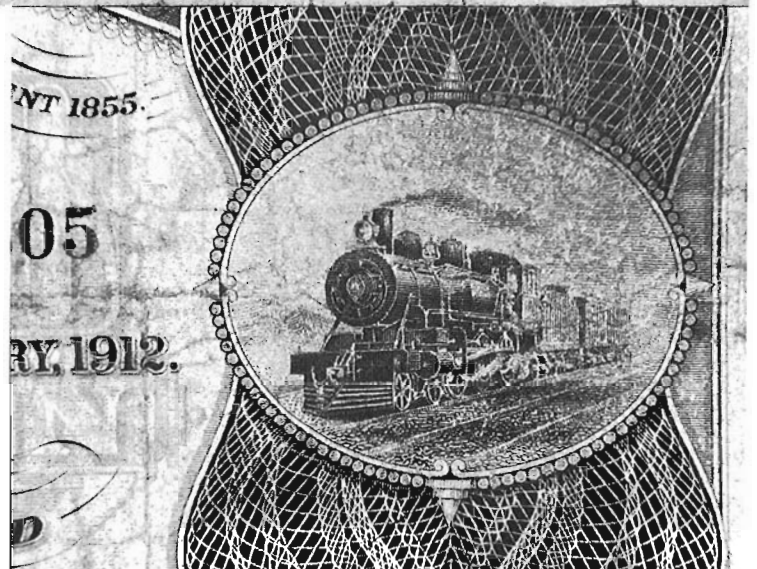
THE LAST NOTES SHOWING RAILWAYS. 1935 TO 1954

With the organization of the Bank of Canada came a full range of notes ranging from \$1 to \$1000. There was even a \$25 bill to commemorate the 25th jubilee of the reign of George V and Queen Mary. They would bear on the front pictures of the Royal family as well as former Canadian politicians. On the backs would be allegorical scenes representing various industries.

Unlike previous issues, which were mostly in English only, there would be two varieties of each, one all in English, the other all in French. Both major Banknote companies, Canadian and British American, submitted designs for the new notes. The only note of the series destined to bear a transportation design was the \$2, and both companies prepared appropriate designs. That of the Canadian Bank Note Company used elements of a design they had previously used for the stock certificates of the Canadian Pacific Railway. The design consisted of a seated goddess flanked by the ocean liner "Empress of Britain" and a CPR unstreamlined Hudson locomotive of the 2800-class.

It was soon pointed out that it was impolitic that both ship and locomotive be those of the CPR, accordingly the 2800 disappeared and was replaced by CNR 5700 hauling a passenger train. As it turned out, the whole effort was for naught since the Bank of Canada ended in awarding the contract for the \$2's, \$5's and \$10's to British American, and all others to Canadian. British American's design was, if anything, even more attractive than Canadian's. The god of transportation stood in the centre, flanked on the left by a busy harbour scene, and on the right by a scene in which a CNR diesel-electric car passed under a bridge over which passed a 6100-class Northern type locomotive. Above this was a flying boat representing aviation. This design, with small modifications, was approved and went into production as the \$2 note of Bank of Canada's series of 1935. On the front it bore a portrait of Queen Mary, and on the back was the transportation allegory described above. Unlike previous twos, it was printed in blue, a fact that was to cause confusion later.

The 1935 issue had a short life for two reasons. Firstly, the death of George V and subsequent abdication of Edward VIII in



1936 made new portraits necessary. Secondly, the method of all-English and all-French notes was very awkward. It was decided to produce a new series, dated January 2, 1937, which would be bilingual. In the new issue, the \$25's and \$500's were dropped and all values up to the \$50 bore a portrait of the new king, George VI. The back designs used the same allegorical scenes, but some switched denominations, the transportation scene being transferred from the \$2 to the \$10. The new two became brownish red, closer to that used on the old Dominion notes, and the five reverted to the pre-1935 blue. The new issue went into circulation on July 21, 1937, by coincidence almost 100 years to the day since the Champlain & St. Lawrence notes. The new five caused immediate

THIS PAGE, TOP: The \$5 of La Banque Provinciale du Canada of 1907 displayed a beautiful engraving of a train stopped at a station. Notice that this note is almost entirely in French.

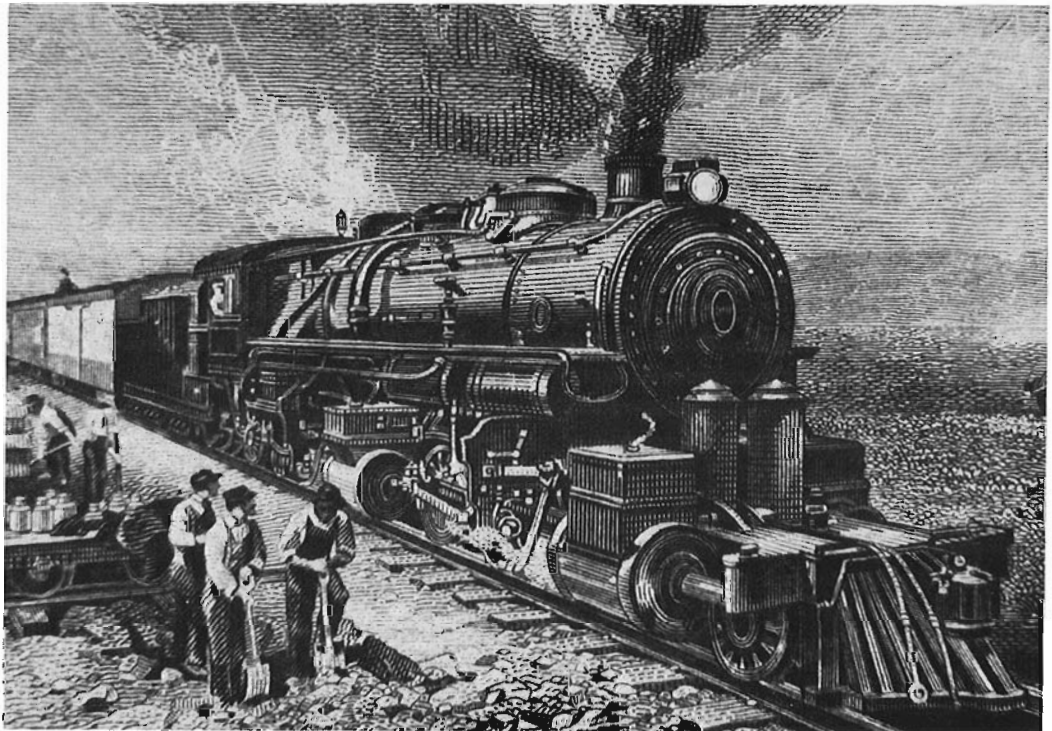
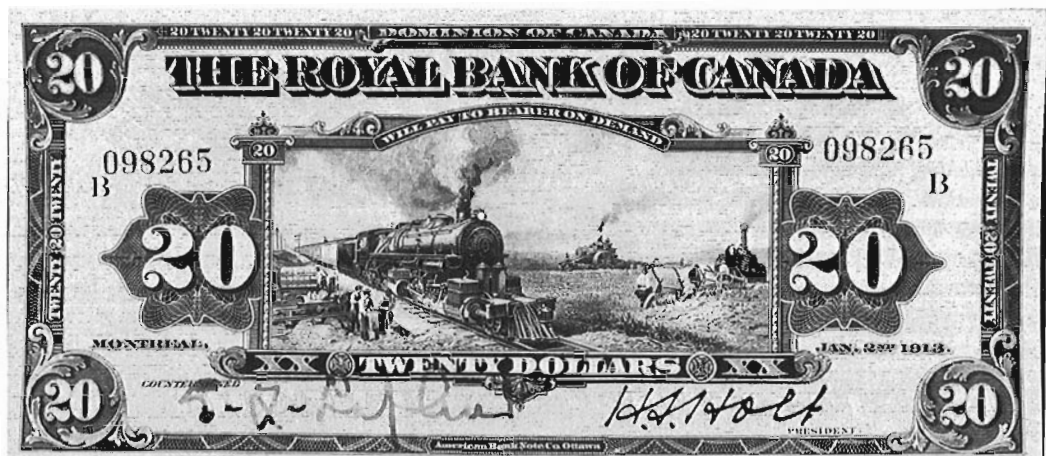
THIS PAGE, BELOW: A detail from a Molson's Bank \$10 of 1912 depicts a more modern locomotive of a type much used in the early 20th century.

OPPOSITE PAGE: A truly classic banknote is the Royal Bank \$20 of January 2, 1913. This note, which was issued from 1913 to 1927, depicts an articulated locomotive hauling a train across the prairies. Such locomotives had been planned for the Canadian Northern, but the outbreak of war in 1914, and the subsequent bankruptcy of the Canadian Northern, ended all plans for such large locomotives.

confusion with the 1935 two, so it was decided to withdraw the latter from circulation. Although there had been 27,640,000 "blue twos" printed (22,340,000 English and 5,300,000 French), it is scarce today since about 3,900,000 were destroyed without ever having been issued, and most of the others were soon called in and likewise destroyed. The transportation scene was continued, however, for the 1937 \$10. This note, printed in purple, was destined to be in use for 17 years.

The other banks were still permitted to issue their own notes but in ever decreasing amounts. All adopted the new small size, but most retained the old designs. They also discontinued issuing \$50's and \$100's, and concentrated on \$5's, \$10's and \$20's. By 1937 the only notes in use showing railway subjects were the Bank of Canada \$10, the Bank of Toronto \$10's and \$20's and the Bank of Montreal \$5's and \$20's, both of which still showed the street car passing the head office. In 1940 the permitted note issue of the banks was further reduced, and they discontinued \$10's and \$20's, continuing only with \$5's. Gone now were the venerable designs of the Bank of Toronto \$10's and \$20's which had been in use since 1855 and 1887 respectively. Besides the 1937 Bank of Canada \$10, the only railway scene left was the old "Scotch car" on the Bank of Montreal \$5, still passing the head office as it had been doing since 1904.

Then, in 1945, the issue of notes by the banks came to an end, and the Bank of Canada had a monopoly of all Canadian paper money. Railways now only appeared on the 1937 \$10, but this very useful denomination was being printed in ever increasing quantities as the wartime, and immediate postwar, economy boomed after so many years of depression. In many ways it was like a "grand finale" to the era of trains on Canadian paper money. Year after year these attractive purple notes went into circulation, and they were used in every imaginable type of transaction. The beginning



of the end for the 1937 notes came on February 6, 1952 with the death of King George VI. It was, of course, necessary to design a new series of notes bearing Queen Elizabeth II, and work soon began on this project. Designing the new notes, making plates and printing a sufficient stock of them took more than two years, and in the meantime the 1937 series continued to be issued. The new series, dated 1954, bore various Canadian scenes on the back, but none showed any trains. Finally, in September 1954, the new notes were released to the public and issue of those of 1937 ceased. There had been about 289,316,500 of the 1937 \$10's printed, a number far greater than that of any other Canadian note showing trains. The last one printed was number M/T 2960000, and it probably went into circulation in the summer of 1954. It was the last of a very long and historic line.

RAILWAYS DISAPPEAR FROM CANADA'S PAPER MONEY - 1954 TO 1994

The 1954 notes rapidly replaced those of 1937. The \$1's were the first to go, as their average life was less than the higher denominations which are usually treated with more tender loving care. Gradually more and more of the new \$10's were seen, and soon they outnumbered the 1937's. By late 1956 the old type was getting scarce, and by the end of the 1950's one hardly ever saw a 1937 \$10. If one did show up in change it was usually very badly worn from years of circulation. For all practical purposes the old \$10's were gone, yet occasionally some would appear, probably as the result of the finding of an old hoard. The author remembers getting one in change at the bank, without comment, as late as 1982, and undoubtedly many still exist in mattresses, books and other hiding places, as well as those prized by collectors.

Since 1954 there have been several issues of paper money but, unlike stamps and coins, none has had a railway theme. Today the common motif is birds, but who can say what the future will bring. It is hoped that someday trains will again appear on at least one of Canada's notes but, in the meantime, we can look back on a long period when engravings of railways were found in the pockets of most of the people of Canada.

FORMING A COLLECTION

It is still possible to form a fairly representative collection of Canadian paper money depicting railway scenes. Paper money is surprisingly durable. Unlike some kinds of paper, good banknote paper does not turn yellow and deteriorate with age; if well looked after it will last 500 years or more. If one is willing to forego the 1866 - 1900 period, a collection can be made of notes that are common or, at worst, slightly scarce. A basic, but significant, collection could consist of as few as five notes; this could be added to as time, opportunity and money permitted. The five notes which should be sought first are as follow:

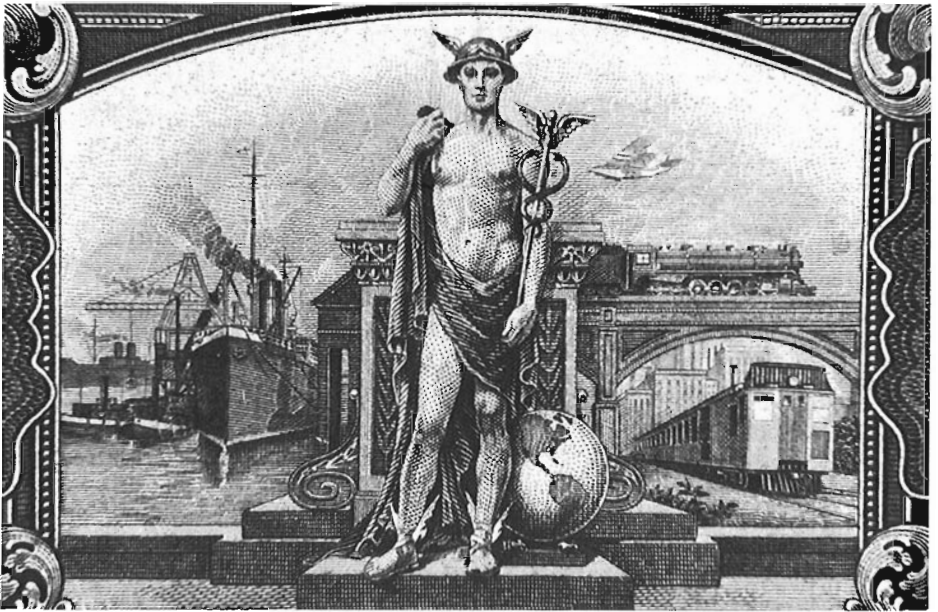
One of the original notes of the Champlain & St. Lawrence Rail Road, printed in 1837. These are common in unsigned form.

A \$5 note of the Bank of Clifton, dated 1859, showing the Niagara engraving as well as the approaching passenger train. These notes are fairly common. A note of the Zimmerman Bank, bearing the same engravings, would be better but is much scarcer.

The Dominion of Canada \$5 note of 1912. Possibly the most significant of all, it can still be obtained fairly easily.

Any Bank of Montreal \$5 dated between 1904 and 1942; the design showing the street car. These notes are still common; in the large size, the issues of 1914 and 1923 are the easiest to find.

The Bank of Canada \$10 of 1937. The commonest of the lot, but still very significant, being the last. Perhaps one might look for a number near the last printed (M/T 2960000).



The end of an era! This is the engraving, representing Transportation, that first appeared on the "Blue 2" of 1935, and later on the \$10 of 1937. When the latter note was superseded in September, 1954 railway subjects disappeared from Canada's paper money after 117 years.

If financial resources permit, try for a Westmorland \$2. The issue of 1861 can still be found fairly easily, although getting scarce, and this interesting note is also a fine representative of the Maritime provinces. The 1913 Royal Bank \$20, with its articulated locomotive, should also be secured if possible. One can still be obtained, in tolerable condition, for a bit over \$100 which is much less in buying power than its face value of \$20 was in 1913. A Bank of Toronto \$10, of any age, would be a good addition to a collection, as it has such a nice 1850's train engraving, and was in use for the amazingly long period of 85 years (1855 - 1940). For the period of 1866 - 1900, one can cheat a bit and get a Bank of Toronto \$20, of any issue up to 1935; this design is almost identical to the rare 1887. One could look for a Dominion of Canada \$4 of 1882, but it is quite expensive, and the view of Victoria Bridge in the numeral "4" is a bit hard to see at first. Of course one could be lucky and find another note of this period at a good price, but I would not hold my breath waiting for it. Other scarce, and even rare, notes are seen from time to time in flea markets and elsewhere, but less and less often. One might find a 1935 "blue two", and some others of the failed banks of the 1850's. Notes of the 1897 - 1935 period showing trains are scarcer, but they do show up. What to collect is very much up to the enthusiast.

The collecting of paper money is a fairly new hobby, compared to stamps and coins. This accounts for the rarity of older issues which were once seen in everyday circulation; no one thought to save any. The finest collection of Canadian notes is that of the Bank of Canada which is striving to secure one of every known variety. The bank has a very fine museum in Ottawa where some of these rarities are on display.

Now, collectors and enthusiasts will ensure the preservation of these historic pieces of money, which illustrate the importance of railways in Canada's history, for centuries to come.

Public Transportation in Toronto

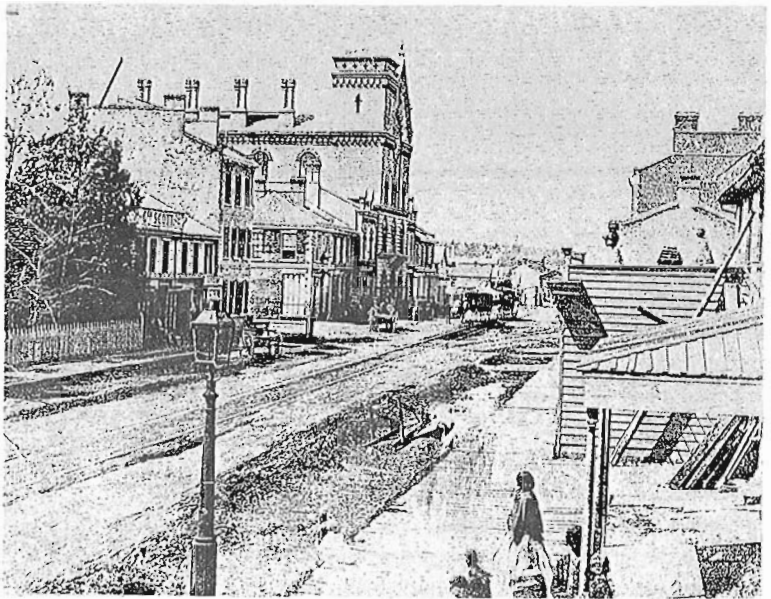
By Ivor G. Samuel

The following history of public transportation in Toronto is a summary of a talk given by the author at a meeting of the Toronto and York Division of the CRHA in December 1992. Members will also remember Mr. Samuel's excellent article "Toronto Railway Tales" which appeared in Canadian Rail No. 427, March-April 1992.

The first record I've been able to find of any public transportation in Toronto was in 1834, the year of its incorporation. A young black, by the name of Thornton Blackburn ran its first taxi-cab, a bright red & yellow vehicle drawn by one horse. It was called "The City", and held four passengers, who entered from the rear while the driver sat in a box at the front. He didn't have the monopoly very long before other but smaller vehicles got into the act, bearing such grand names as "Chief Justice Robinson," "The Queen," "Princess Royal." Soon the cabs were so numerous that regulations were drawn up; such as, "No driver may wantonly snap or flourish his whip, nor use any abusive, or obscene or impertinent language while in charge of his vehicle." At night, unless it was moonlight, he had to have two well-lighted lamps with glass fronts and sides.

Nothing further happened in public transportation until 1849 when H.B. Williams started to run four, six-passenger omnibuses from the Red Lion Inn, in Yorkville, to the St. Lawrence Market, via Yonge & King Sts. He ran a ten minute service and charged sixpence fare. He was a cabinet-maker and built his first omnibus in his shop at 140 Yonge St. In spite of rough weather and poor road conditions the service was so popular that the following year he added four, ten-passenger omnibuses. The Yorkville Omnibus Room was at 195 Yonge St. where Loews Theatre is now. In between 1850 and 1861 there were advertisements for services to various parts of the city. When horse-cars started to run, he had the gear of his buses narrowed to fit and run on the street-car track and continued in opposition to the railway, but in 1862 he finally sold out to the street railway.

On March 26, 1861 a thirty year franchise was granted to Mr. Alexander Easton of the village of Yorkville to operate a horse-drawn street-railway and in May 1861 the Toronto Street Railway was formed, Alexander Easton, President. The agreement was for service Yonge St. King to Bloor, Queen St., Yonge to the Asylum, King St., from the Don River to Bathurst St. no more than 30 minutes between cars and cars not to exceed 6 mile per hour. They were to operate 16 hours per day in summer and 14 hours per day in winter, fare to be 5 cents each route. This was the first street railway in Canada. Even though the Montreal system was incorporated first, the Toronto company employed Mr. Easton first.



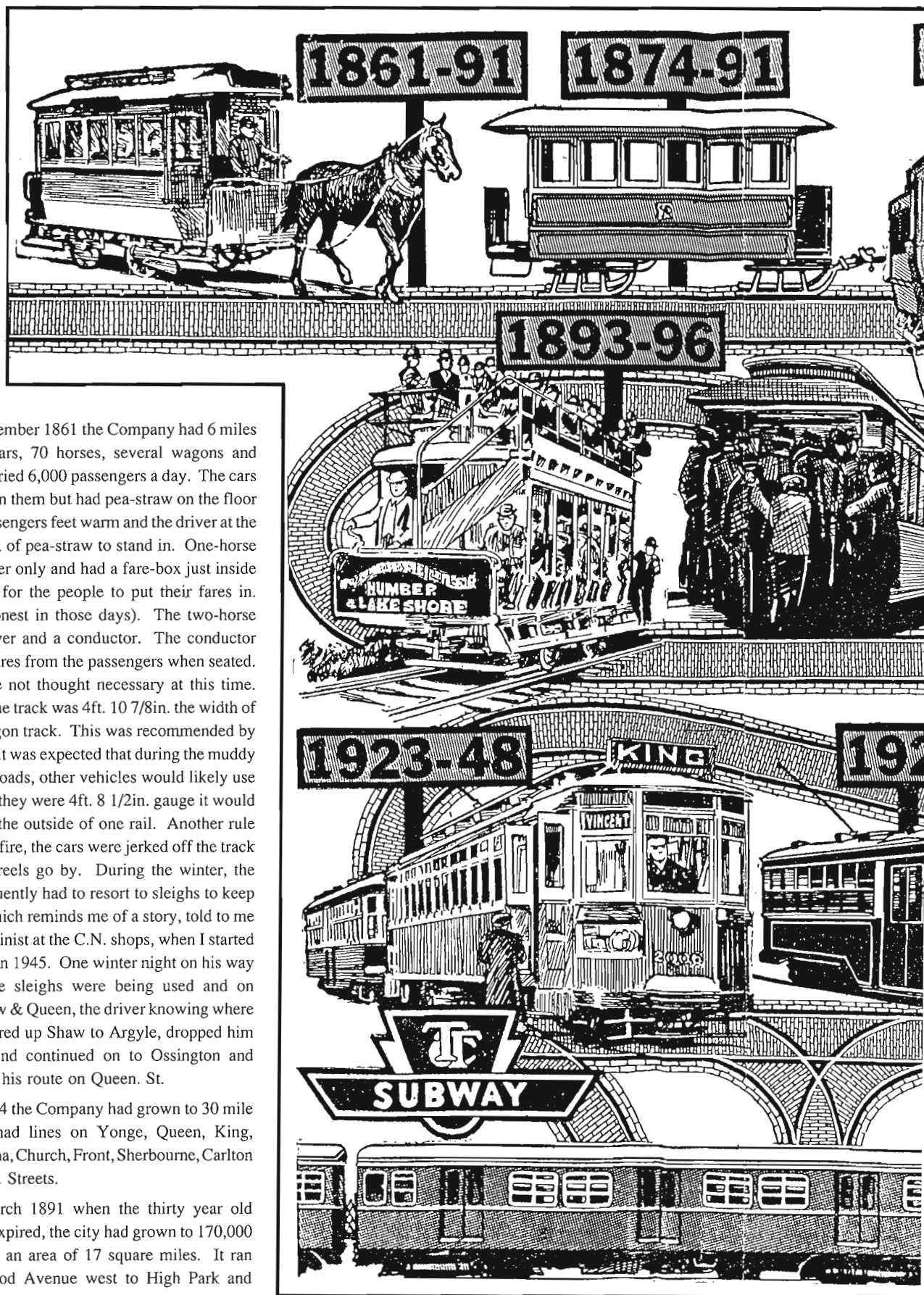
Probably the earliest street car photo in Canada, this view was taken on Yonge Street, looking north to Yorkville town hall, on September 11, 1861, just before the inaugural parade. Note the two street cars, the second of which is serving as a bandstand. The bandsmen are already seated on the roof!

The Yonge St. line was opened on September 11th, 1861 with a big celebration. The ceremonies began with a dinner in Yorkville village. The horses were hitched to the first car at Yorkville and at 4:00p.m. it started down Yonge St. packed with civic dignitaries and with the Artillery Band sitting on the roof playing lively airs.

Twice during the trip, it ran off the track but there were lots of willing youngsters running beside to push it back on the rails. When it arrived at St. Lawrence Hall on King St., a grand ball was held which lasted all night. The first five cars built for this run had 16 foot bodies, with open platforms at each end and were built by a company in Philadelphia, in which Easton had an interest.

Seven days after the opening of the Toronto system Mr. Easton left for Montreal to start construction of their system and it was ready for operation on November 26, 1861.

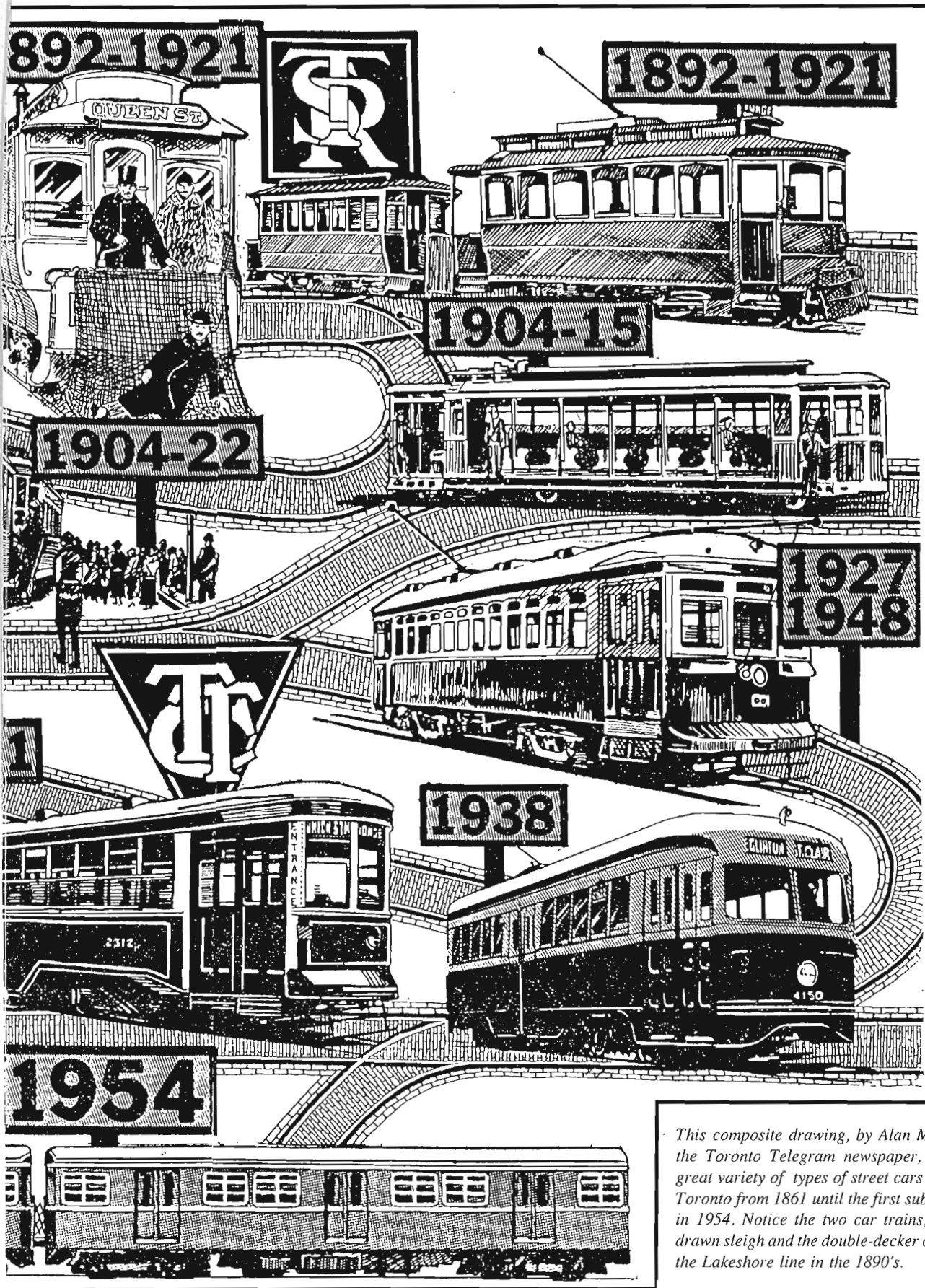
Two months after the opening of the Yonge line, the Queen St. line was opened and shortly after that the King St. route.



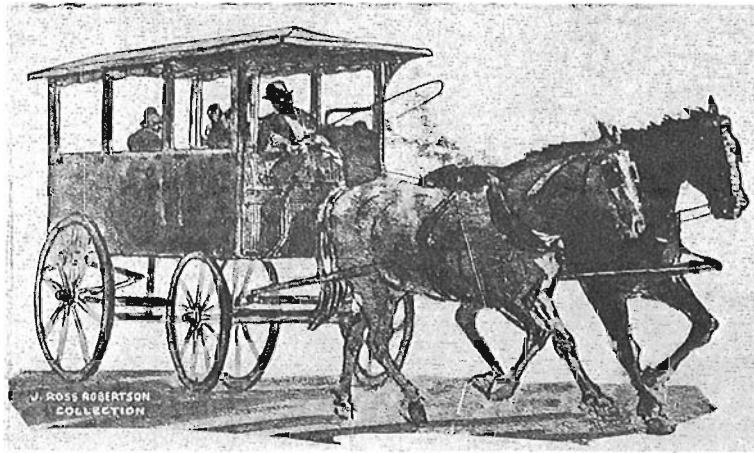
In December 1861 the Company had 6 miles of track, 11 cars, 70 horses, several wagons and sleighs and carried 6,000 passengers a day. The cars had no stoves in them but had pea-straw on the floor to keep the passengers feet warm and the driver at the front had a box of pea-straw to stand in. One-horse cars had a driver only and had a fare-box just inside the front door for the people to put their fares in. (They were honest in those days). The two-horse cars had a driver and a conductor. The conductor collected the fares from the passengers when seated. Uniforms were not thought necessary at this time. The gauge of the track was 4ft. 10 7/8in. the width of an English wagon track. This was recommended by Mr. Easton, as it was expected that during the muddy season on the roads, other vehicles would likely use the rails and if they were 4ft. 8 1/2in. gauge it would make a rut on the outside of one rail. Another rule was, in case of fire, the cars were jerked off the track to let the fire-reels go by. During the winter, the Company frequently had to resort to sleighs to keep operational, which reminds me of a story, told to me by an old machinist at the C.N. shops, when I started working there in 1945. One winter night on his way back home the sleighs were being used and on arriving at Shaw & Queen, the driver knowing where he lived, detoured up Shaw to Argyle, dropped him at his house and continued on to Ossington and thence back to his route on Queen. St.

By 1884 the Company had grown to 30 mile of track and had lines on Yonge, Queen, King, College, Spadina, Church, Front, Sherbourne, Carlton and Parliament Streets.

By March 1891 when the thirty year old franchise had expired, the city had grown to 170,000 population and an area of 17 square miles. It ran from Greenwood Avenue west to High Park and



This composite drawing, by Alan MacLean of the Toronto Telegram newspaper, shows the great variety of types of street cars that ran in Toronto from 1861 until the first subway trains in 1954. Notice the two car trains, the horse drawn sleigh and the double-decker car used on the Lakeshore line in the 1890's.



One of the first four omnibuses established by H.B. Williams in 1849.

from the lake to the C.P.R. tracks to the north. The Company had 68 miles of single track, 264 cars, 99 buses, 100 sleighs, 1,372 horses and carried 60,000 passengers a day. I might digress a moment. In my research on Toronto's Street Cars I found a description of the first open horse-car. It was No. 39, built as a work car, converted to passenger use by placing two longitudinal benches back to back. Lady passengers complained that people on the street could see their ankles so low curtains were placed on each side of the car. Later a canvas roof was added, and still later it was rebuilt to the conventional type. It was nicknamed the "Chicora" after a popular lake steamer of that time.

In 1891 the city notified the company of its intention to take it over when the franchise expired, and for four months the city ran the system under its old name. However the public was not ready for public ownership and in September 1891, the system was sold to Messrs. McKenzie & Mann, owners of the Canadian Northern Rly. On April 14, 1892, the Toronto Railway Co. was incorporated. The franchise was for 30 years after which the city could take it over again. Electric power had to be introduced within one year and completed within three years. They were to make any extensions and additions required by the city and if they failed to do so, others would be allowed to do so.

Fares were 5 cents, tickets, 6 for 25 cents, 16 for \$1.00 and special fares for children. Free transfers were introduced at this time, although at first they were verbal with a man stationed at each point to convey the people across. No cars were to run on Sunday, until citizens approved by a vote and this was not decided for another six years by a small majority.

As mentioned, the agreement called for electrification and most were in favour of it, but opposition was raised by horse fanciers and buyers and one local paper, the Telegram said in 1891, "The Trolley is coming. It is a mistake to accept it, and it will be a curse when it does come". Also "what will be the result of the Trolleys application to King, Queen and Yonge Sts? It will drive

carriages off these streets, decrease property values and increase danger to life". Also some felt it would affect telephone lines.

A line said to be the first commercial electric railway in America was constructed by the Toronto Industrial Exhibition (now C.N.E.) from Strachan Ave to the Exhibition about a half mile. This was in 1883, and it was composed of a motor car pulling two or more flat cars with cross benches. Electricity was supplied by placing a bare copper wire on a plank between the rails and having a pick-up tongue hanging under the motor.

It was an instant success until there was a thunderstorm which wet the plank. That ended the experiment. Incidentally the men involved were J.J. Wright and Mr. Charles Van de Poel.



The second type of Williams omnibus was considerably more elaborate.

In 1884 they came up with a new idea, hang a wire over the car and have some sort of device pressing up from underneath. So they got a piece of 2x4, put a steel pulley on top, mounted it on a pivot with a spring to hold it up to the wire, ran a wire down the side to the motor and presto the first trolley pole in the world!

On August 15, 1892 the first electric street car was placed in service on Church St. I've found three versions of the route taken. (1) the Telegram, August 15, 1942 from the old Union Station, east to Church. (2 & 3) the Telegram, March 31, 1954 and the Star on August 15, 1982, starting at the old City Hall, Front and Jarvis, west to Church and (3) the Sun, August 15, 1982, starting at St. Lawrence Hall, west to Church. I'm inclined to bet on the old City Hall to Church version. The cars went up Church St. with great fanfare, whizzing along at 8 miles per hour, "The telephone poles passing by like a picket fence" When it got to Carlton St. it picked up its first paying passenger, a lady whose horse-car had

been jerked off the track to let the "Lightning Steed" go by. When the car reached Bloor St. it turned east to Sherbourne St. then up to Rosedale. After reversing the trolley-pole the return journey began. The inaugural trips were not without incident, however. Chas Z.Zwick of Rochester, a visitor was riding a horse-car on Front St. and in his eagerness to see the trolley as it passed, leaned out too far and fell in front of it. It struck him on the shoulder and inflicted an ugly gash on his head. He was taken to St. Michael's Hospital.

Electric power had come to stay. The cars were all built in the Company shops at Front and Frederick Sts. They had 18' bodies with open platforms at each end and for the first two years had controls each end for reverse direction. The bodies were of omnibus design in that the lower panel of the sides was convexed in.

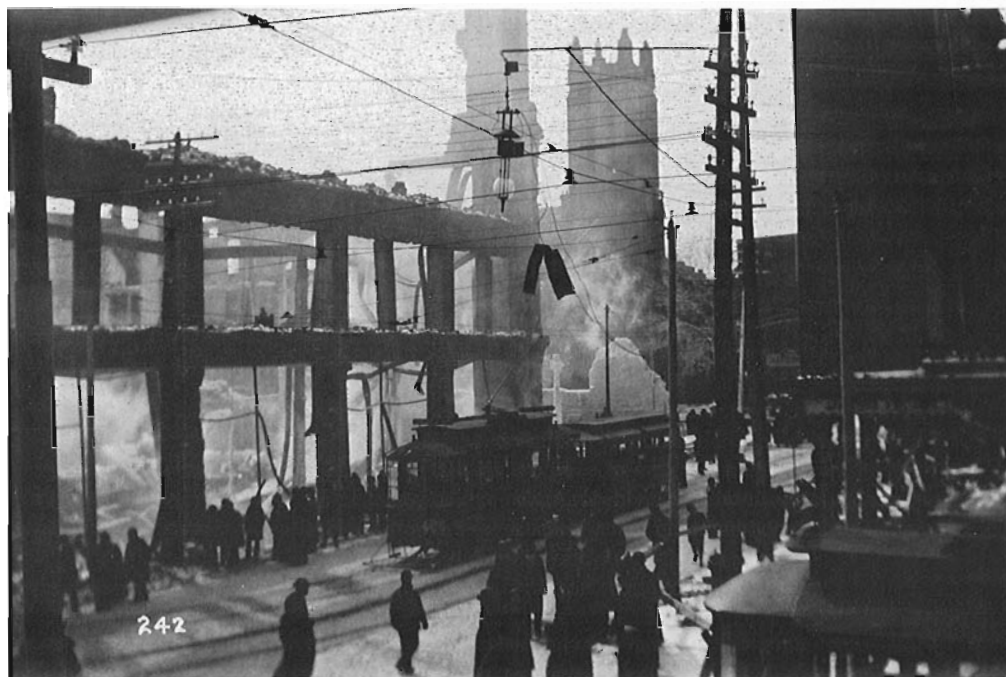
There were two men on each car, the "Motorman" a new title to drive and a Conductor who collected fares in a hand-held fare-box nicknamed a "Coffee Pot".

In 1894 for safety, fenders were installed on the front of the cars now fixed for single end operation. They were composed of 1" pipe formed in a square shape projecting 5' in front of the car. There was also an upper frame on the front of the car from which hung a heavy fish-net connected to the front bar.

Other routes were quickly electrified, King and Yonge being the early ones, by 1894 the whole system was electrified. The last horse-cars were withdrawn from McCaul St. on August 31, 1894.

In order to have enough cars until new ones could be built, 47 old horse-cars were equipped with motors and controllers, but they were too light in construction and by the end of the century, most had been withdrawn, although a few lasted until 1921.

In 1894 the first double-truck car in Canada was built at the T.R.C. shops. The Front St. shops turned out quite a variety of cars; both open and closed types, single and double-truck type. They even built cars for sale to Montreal and Winnipeg, some for Mexico City and Rio de Janerio where McKenzie & Mann built street railways. A lot of the single trucks types, open and closed were just bodies, which were interchanged on a set of trucks for summer or winter use. The winter of 1891-92 saw the introduction



A rare view of Toronto car 408 hauling trailer 82 (a former horse car) on Yonge Street past the ruins of the Simpson's store building just after the fire which destroyed the building in 1895. The following year the new Simpson's store (now a heritage structure) was built. Notice the roof of another street car in the foreground.

National Archives of Canada, Merrilees Collection, photo No. Pa-166082.

of small pot-bodied stoves in the centre of the cars which led to the removal of the pea-straw from the floor.

In 1904 a convertible type of car was developed to save the interchange of bodies for summer or winter. These cars had panels in the right-hand wall which could be removed in summer. The longitudinal seats were changed to cross-bench back to back and a long running board step was mounted on the side from front to back and the windows on the left side were all left open. In the winter the process was reversed and the stove added.

To go back a bit, by 1897 considerable agitation had arisen for Sunday service on the street cars and after a bitter fight among the populace, it was adopted by a small majority. The churches led the fight claiming it was the work of the devil.

In 1904 it was decided to install air brakes on the double truck cars, as it was more difficult to bring them to a stop with the hand brake. A long tank was hung between the trucks on the right-hand side of the car. These were filled from tanks set in the road alongside the tracks at certain places along the route. The motorman would lift a steel trap-door in the road, couple a hose to the tank and step on a pedal, you would hear the air hissing into the tank. If he had to use the brakes too much before reaching the next filling tank, he might have to use his hand brake.

By 1910 the City's population had grown to 350,000 and its area doubled from 1891, so the City asked the Company to extend its services. The Company refused, the City took it to the

Privy Council, which decided that the Company could not be compelled to go beyond the boundaries of 1891.

One of the clauses of the 1892 franchise gave the Company permission to make **arrangements** with adjoining municipalities to operate systems in **outlying** districts with separate fares, but these did not operate in the newer sections of the city. In 1911 the City commenced construction of its own lines known as the Toronto Civic Railways. These were on: Danforth from Boardview to Luttrell, Gerrard from Greenwood to Main St., St. Clair from Yonge to Caledonia Rd. Lansdowne south from St. Clair to the C.P.R. Tracks, and Bloor from Runnymede to Dundas St. The fares were 2 cents for adults, 1 cent for children, adult tickets 6 for 10 cents. The only transfers given were between the St. Clair and Lansdowne routes.

In 1910 the Toronto Rly decided to introduce the "Pay As You Enter system". A pole was set in the middle of the step on the back platform to separate entering and exiting passengers, and farebox was on a stand in the middle of the platform. On the trailers, the front platform was closed off, so only the rear platform was used. This meant that people had to enter single file and this caused many delays. The public was furious, and many just rushed the cars and refused to pay any fare. A mass indignation meeting was held at Massey Hall and the Company dropped the idea, until 1917; by this time, doors had been applied to most of the larger cars. The single truck cars were never changed.

In 1915 the Ontario Railway Board ordered all open cars with running boards off the streets, in all cities and towns, as in rush hours people would be clustered along the step like flies, and with the number of motor cars on the road, it was feared they might be brushed off by passing automobiles.

The two other street car systems in various parts of the city were the Toronto Suburban and the Toronto & York Radials. The three divisions of the T & Y R. were the Metropolitan, on Yonge St. running from Woodlawn Ave. to the city limits, and beyond; the Kingston Rd. line running from Queen St. to the city limits, and beyond, and the Lakeshore Rd. line running from Roncesvalles Ave. to the Humber, and beyond.

The cash fare was 5 cents and no transfers to city lines. The Toronto Suburban Rly. served West Toronto. Its focal point was Keele and Dundas Sts. where a line ran to Runnymede Ave. and beyond. A branch line from Dundas to Evelyn Cres. another line ran north on Keele to the city limits, and on to Weston. A fourth line ran east on St. Clair to Ford St. and down to Davenport Rd. and east to Bathurst St. and down to the C.P.R. tracks. The fares were 5 cents, 6 tickets for 25 cents.

In 1920 the city served notice on the Toronto Rly. Co. that its franchise would not be renewed in Sept. 1921. The Company was expecting this, and had let the maintenance of the system deteriorate very badly. So in 1921 when the newly formed Toronto Transportation Commission took over, there was much repair work to be done. Many of the cars were scrapped as unserviceable, and many modern steel cars had been on order previously.

With the various companies in the city, it was possible to pay as much as 9 separate fares to get from one part of the city to another, so the T.T.C. took all portions that were in the city. A fare was set for adults at 7 cents. 4 tickets for 25 cents, and 10 cents cash from midnight to 6 AM. Children under 6, 3 cents, tickets 10 for 25 cents.

I read somewhere that there was a race track in North Toronto, and on Race Days sometimes they would be short of cars on the Metropolitan, that they would borrow cars and crews from the Toronto Rly. The cars would go up Yonge St. to the end of track at Price St. and were pushed off the track and hauled over the C.P.R. level crossing and put on the Metropolitan tracks. On the return, at the end of the day, they would be left at the end of the track till morning.

The last item of change to Toronto street cars before 1921 was in August 1920 when 25 of the newly designed Birney One-man Cars arrived from Philadelphia for the Civic Rlys. to augment the cars on the Bloor West and Danforth lines. These were the first one-man cars in Toronto. They arrived on flat-cars, covered with tarpaulins and I remember a picture of them on the front of the Tely under the headline "One Man's Coffin".

When the T.T.C. took over on Sept. 1, 1921 the men went out on their runs as usual. All personnel were retained by the new management. The only difference was riders had to pay a higher fare. A certain Scotsman was delighted. He was heard to say "Now I only have to walk four times to save a quarter".

The new Commission had a big upgrading job on its hands. Of the 709 trolley cars received from the T.R.C. 294 were considered unsafe and retired leaving 415 usable, of which, many were eventually extensively rebuilt. Of the 70 cars received from T.C.R. only one was scrapped. Of the 121 trailers received from the T.R.C. all were scrapped.

During the year previous to the takeover the T.T.C. had ordered new steel cars of the Peter Witt Safety Car design. These had a novel arrangement. Enter by the front door into the front half of the car where you could search for your ticket at leisure or sit down. The conductor was seated just ahead of the centre exit doors. You could pay your fare and exit or pass into the rear section. The motorman was in a closed compartment just inside the front door. This had a sliding door for entrance or exit. The motormen did not like this arrangement as it was thought to be a trap in case of a collision. So it was not long before it was removed and a railing installed. Also a number of 2 door trailers were ordered. These were of steel, similar in design to the cars and had a small door each side of the conductor in the centre. These were longer than the T.R.C. wooden cars and it was a strange sight to sometimes see a small wooden car pulling a much longer steel trailer. Later models were modified with 2 entrance doors, one of which could be changed to exit by swinging a gate over, by the conductor.

By 1930 the transit operators of Canada and the U.S.A found out the trolleys were losing out to the higher speeds of the

private motor-car so the presidents formed a conference to design a light-weight high-speed trolley. By this time all cars were operated by one man. These cars came to be called P.C.C. or Presidents Conference Committee cars. Toronto was one of the first to order some and at one time had the largest fleet of them in the world. One night after they first arrived the police closed off Mt. Pleasant Ave. from Eglinton to St. Clair Aves., after midnight, to see how fast they could go and the car on test exceeded 60 miles per hour. Motorists soon found that after the lights turned green the street car could beat them across the intersections. The next step was when they adapted them for multiple operation in twos for rush hour traffic.

The next change was when it was time to go underground. This was not a new idea because in 1911, Horatio Hocken, Controller, lobbied hard to have "A Tube Running Under Yonge St.", to no avail, but was successful in getting provision for a second level under the roadway of the viaduct, over the Don River, connecting Bloor St. to the Danforth which was proposed at this time.

The viaduct began on January 17, 1915 and was opened for use on December 15, 1918. I rode on one of the free rides on the cars that day. The second level saved the T.T.C. millions of dollars when the Bloor-Danforth Subway was built in later years.

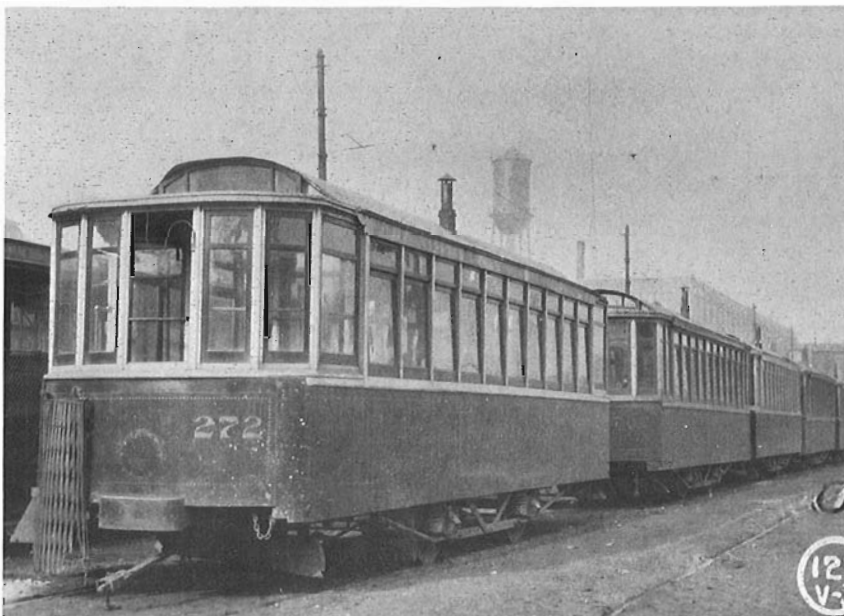
On September 8, 1949 the Hon. Ray Lawson, Lieutenant-Governor of Ontario pushed the button that started the construction of Canada's First Subway and the first subway cars started running from The Union Station to Eglinton Ave. on March 31, 1954. This started a progression of expansion that is continuing this day.

In the early 1970's there was considerable agitation to get rid of the street cars by 1980 but a counter committee was formed to "Save The Street Cars"; fortunately they persevered and won.

As the P.C.C. fleet was now nearing the end of its usable life, the T.T.C. looked around for a suitable replacement and found a likely one in a model that was being developed in Switzerland.

In late 1973 the Ontario Government established the Urban Transportation Development Corporation to develop new transit vehicles and systems for Canadian cities. The T.T.C. asked the U.D.T.C. to build 200 cars of the Swiss type, after asking the Swiss Company to build and test the first six cars for the U.D.T.C. to use as prototypes.

The first of the Canadian Light Rail Vehicle or C.L.R.V. arrived in early 1978, after a number of 'bugs' were ironed out eventually found a solid place in the system. Later the T.T.C. asked the U.D.T.C. to develop an articulated type of car for use on heavily travelled routes. The U.D.T.C. took the parts of two of the CLRV's to make the car, in 1982 the T.T.C. was asked to evaluate the result. In August of that year it was placed on the Queen route



Some of Toronto's old trailer cars as they appeared in 1921 just after the TTC took over the Toronto Railway.

National Archives of Canada, Merrilees Collection, photo No. PA-166556.

for training purposes. It was then placed on view in the C.N.E. After the C.N.E. closed, it was put in revenue service on the Queen route until the end of the year. It was then returned to the U.D.T.C.

I phoned the T.T.C. to find out where it was housed and was taking some picture of it when an inspector came up. He told me it was just going out on its run and where would I like it to stop for a good shot. I told him on a curve if possible. He waved the operator to come ahead till I told him to stop. After I had taken the picture he said "how would you like to come for a ride?" So I got on and the operator refused to take a fare, we headed for the east end of the run. As we arrived at the loop the inspector suggested I get off and he would stop the car for me to take a picture. When I got on again the operator still refused my fare. I rode out to the western terminus. On the eastbound trip back I had the nerve to ask the operator for a transfer to the Yonge subway to go back home.

At the same time as the T.T.C. was developing its trolley and subway systems it was also developing its bus fleet. The first four buses started running on Hunberside Ave. on September 20, 1921 as feeders to the trolley system. They were of the new Fifth Avenue, double deck type, with hard rubber tires. I enjoyed riding on the top looking out through the front windshield, until one day there was a thunderstorm, which somewhat dampened my enthusiasm. On June 19, 1922 Toronto's first "Trackless Trolley" service was started on Mt. Pleasant Rd. These buses were built by the White Truck Co., electrically driven and with two trolley-poles on the roof. With the rough roadway one of the problems was the trolleys frequently bouncing off the wires. These were replaced by street-cars in 1925. I will not go into the steady progression of bus development at this time.

Where Did All The Railway Go?

A Photo Essay

By Allan Graham

There is nothing as exciting as finding a railway structure you thought was torn down not destroyed after all but sitting in a

farmer's yard!

You would not believe how many people one meets and gets to know as one travels 3500 kilometres of Prince Edward Island roads looking for the elusive leftovers of a railway recently removed.

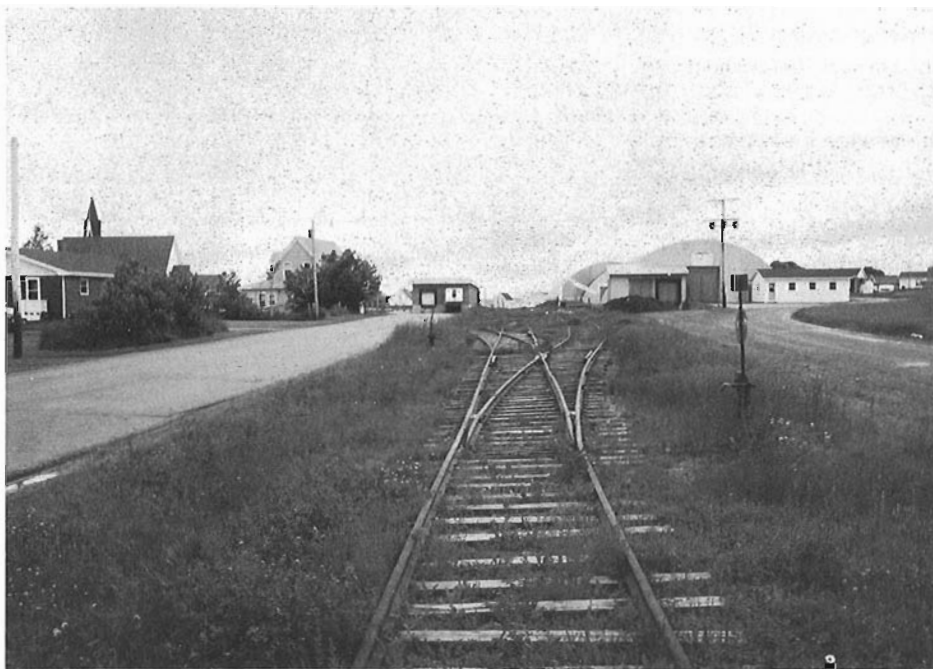
On July 8, 1992, when my wife and I began to trace what was left of a once-proud railway, the track was still intact from O'Leary to Linkletter, and from Morell to Souris. Galaxy Company, of

West Lincoln, Ontario, was busily removing rails, loading them on trucks and shipping them away. The usable ties were stacked at many communities all over the Island and most still sit in neat squares awaiting potential buyers.

Some of the most interesting stations and freight sheds have become public buildings. All except Emerald Jct. are in great shape and being used. Montague is leased from C.N. by the Town of Montague to be used as a Hospitality Centre. It is used as a tourist bureau in summer, a band practice room and a meeting room year-round. Summerside station was transformed by the Rotary Club into a magnificent regional library with a meeting room \ art gallery on the second floor. The library floor itself also has paintings by local artists on display all around the adult section. Kensington station is a tourist bureau, craft shop and railway museum in the summer. The last diesel engine on P.E.I. sits outside along with a caboose, both on rails. The Kensington freight shed is a farmers market every Saturday in summer. St. Peters

station, one of the original 1873 stations, is now a Senior Citizens Club at right angles to the roadbed and beside it. Emerald Jct. was

used for a while as a recreation centre and canteen until a new one was built. Now the beautiful building owned by the village just sits there with missing windows and a leaking roof. Elmira station and freight shed are owned by the P.E.I. Museum and Heritage Foundation who operate a railway museum there in summer. Alberton station is a tourist bureau Alberton owns it. Kensington and Alberton stations have plaques declaring them to be historic structures.



Souris yard in July, 1992. At that time the tracks were still there.

Note: All photos are by the author.

BUSINESSES

Several P.E.I. railway buildings became businesses after C.N. had no further use for them. Hunter Rivers enormous station / freight shed is now at Marco Polo Land Campground in Cavendish as a gift shop and Mark's Work Wearhouse outlet in summer. A baggage wagon sits in front and the name board is still in its place of honor, proclaiming its origins. The Cardigan station, which was the same design as Hunter River, has had its freight shed removed, and now sits close to its original site where it is used as a seasonal craft outlet and tea room. The O'Leary station is owned by the Village and currently houses Linda's Lunch Bar, a lawyer's office and a hairdresser shop. It is still on its original site. The Murray River station is now part of Baird's I.G.A. grocery store in Murray River. Hazelbrook station is owned by Susan Partridge of Milltown Cross and used as a pottery and art studio. Upstairs is a meditation centre and living area. Milton station is now owned by Charles and



Montague station as a hospility centre.

Alice Chandler who operate the Broccoli Beach Market and Bakery in it at Brackley Beach in summer. After vandals burned the Souris station, part of the freight shed was used for an agent's office. This freight shed is now a horse stable at the Souris racetrack. Ironically, the Bridge and Building structure at Borden was used by Galaxy Co. as they dismantled the railway. The Fixed Link project (from P.E.I. to N.B.) has awarded to Calgary-based Strait Crossing Inc., They have decided not to use Charlottetown's magnificent stone station as their headquarters. It would require mammoth renovations as it has been empty for years.

HOUSES

Many of the railway buildings on P.E.I. have become houses. With their hardwood floors, groove and tongue boards, and their enormous beams, they made ideal living quarters. Brudenell station has been beautifully restored as a year-round residence on the Montague River for Kevin Stonefield. He has added a dormer and planted cherry trees in front. DeBlois station has been hauled to St. Louis where Henry Bernard turned it into a house for his daughter, Brenda

Blanchard. Portage station is Alvin Rafferty's home in Woodbrook. Clarence Milligan's grandfather ran the mills in McNeills Mills; now Clarence lives in the McNeills Mills station. He has added a porch across the entire front of the building thus obscuring the distinctive railway building look. Royalty Jct. station was converted into a 2-storey house owned by Peter Holman and Isabel Kemp in Greenvale. No one is living in it at the moment. The name board still adorns the end toward Route 2. The Selkirk station is now a dwelling in Monticello inhabited by Philip and Mary Ann Gallant. Philip plans to change the roof to bungalow style. Scotchfort station is a house in that community - it is owned by Helen Trainor. The Murray Harbour bunkhouse is now a house owned by Larry White in Murray Harbour not far from its original site. Gilbert DeJong has the St. Teresa's

station on his farm in Marshfield where it is occupied by his wife's sister. Hermitage station is owned by Leo Cannon of Pownal; he has added a new roof and enlarged the building. North Wiltshire is a beautiful home restored by Wayne and Linda Oakes of Wiltshire. The second Kensington station (the one before the stone



Rarely photographed rear view of Kensington station showing the freight shed and Jim Mully's blacksmith shop.



CN caboose 78431 at McDonald's restaurant, Charlottetown.

one) was hauled up to School Street and turned into a house which was for sale when last we visited. Leroy and Bonnie Sherren of Rusticoville dismantled the 1876 Islandstone Bridge and building Carpenter Shop and Office from Water Street, Charlottetown, and rebuilt it in 1976 as a splendid home in Rusticoville. They took it apart, stone by stone, numbered the stones, then reassembled the whole building with a different-style roof. The stones are fifteen inches thick and weight hundreds of pounds. It's tremendous to see people save and restore buildings like this one.

CABOOSES

When the wooden cabooses were sold off by C.N., many Islanders and summer residents bought them for cottages and other uses. Each caboose without its wheels weighed 22 tons, so it was a big job moving cabooses from rail-head to final resting site. Ed Schiller and Stan Booth each bought one in Montreal in September, 1973, renovated them there, and had them taken by train from Montreal to St. Peter's, P.E.I. (cost - 50 cents per mile) where a crane lifted each caboose minus wheels onto a float. The rails and wheels had already been assembled on site, and the caboose was lowered by crane. Ed brought his

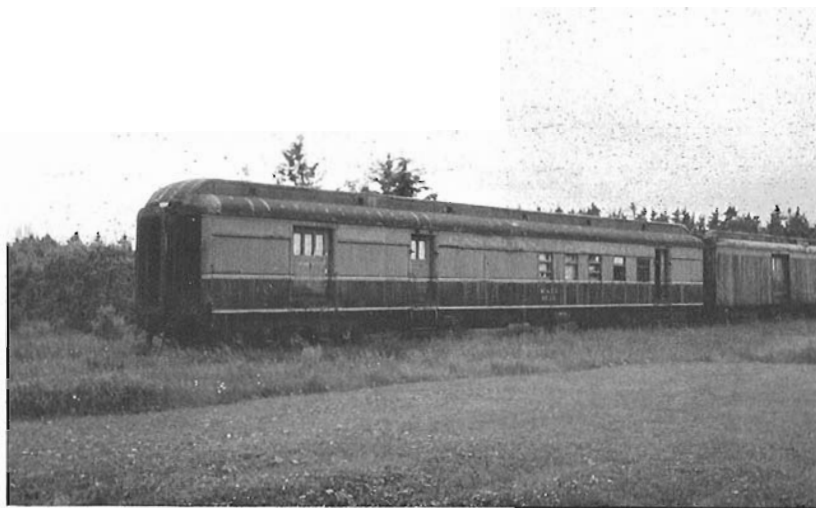
caboose to St. Margaret's where he has a beautiful site on a cliff. The salt spray is rusting the metal wheels and frame. Stan took his 1942 caboose to Goose River where it, too, sits on a cliff overlooking the Gulf of St. Lawrence. As aforementioned, there is a caboose at Kensington as part of the railway museum. There is also one behind a gravel pit in Rose Valley; it was once lived in but is now abandoned. Alyre and Corinne Arsenault of Wellington Station placed a C.N. caboose on rails near their home in 1992, situated beside the railway bridge over the Ellis River. They have turned it into a craft shop. This caboose had sat for years in Long Creek. C.N. caboose 78431 is at the Charlottetown McDonald's Restaurant where it is used for children's birthday parties. There are likely other ones, too, that I have not been fortunate enough to locate.

OTHER ROLLING STOCK

Besides the already mentioned engine at Kensington, there are four tank cars on the Island - the Borden Fire Department has two of them buried for water storage (one in Carleton Siding, one in Borden). The other two are the blue tank cars that Marine

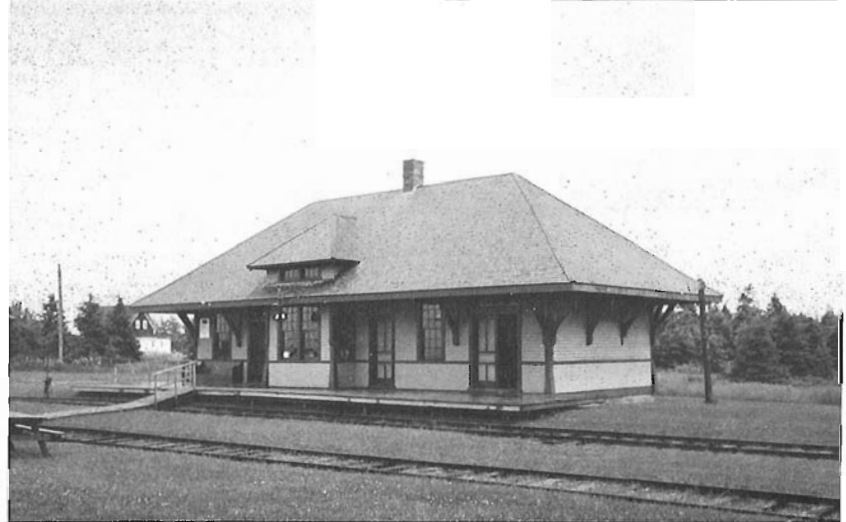


Colonist car 5050 now owned by Susan Partridge, Milltown Cross.



LEFT: A heavyweight mail car at Elmira Railway Museum.

RIGHT: Elmira Station Railway Museum, operated in the summer by the P.E.I. Museum and Heritage Foundation.



LEFT: The former O'Leary station, formerly the Railway Cafe, now Linda's Lunch Bar.



LEFT: The former Milton station, now the Broccoli Beach Market Bakery. The name is a pun on the famous Brackley Beach near which the station is situated.

BELOW: The station at Charlottetown, largest station in Prince Edward Island.



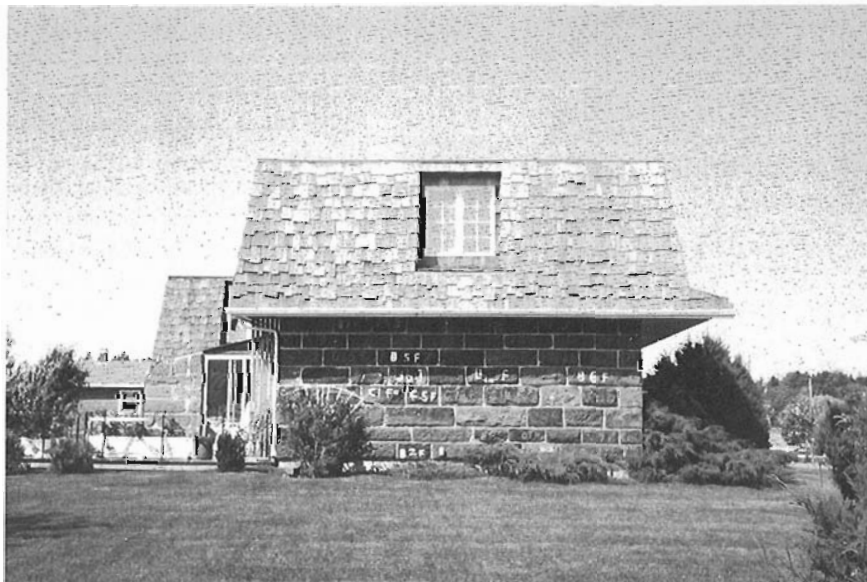
RIGHT: Brudenell station, now the home of Kevin Stonfield, Robertson Road.





LEFT: McNeills Mills station, now Clarence Milligan's home in McNeills Mills.

RIGHT: St. Teresa's station, now in Marshfield and owned by Gilbert DeJong.



LEFT: The 1876 bridge and building carpenter shop and office from Charlottetown; rebuilt in 1976 as Leroy and Bonnie Sherren's home in Rusticoville.

Atlantic used in Borden for storing fuel oil - now owned by Matheson and MacMillan Construction Co., Sherwood. Susan Partridge of Milltown Cross has a colonist car on her farm; it was originally brought to this province by the P.E.I. Craftsmen's Council for a craft store. When the Council gave up on the idea, Susan had the car shipped by rail to Melville, where a crane lifted the car on to a swivel-bunk flatbed. The original number of this car was colonist Car 5050. For years it was used as a bunkhouse in New Brunswick for rail repair crews. Horsehair was the insulation and cedar strips the roof. There are two badly-vandalized cars at Elmira Railroad Museum - wooden Baggage Car 11550 built in 1923 and a metal mail car built in 1949, one of the last to move mail to P.E.I. The number on it is illegible. These cars, along with a passenger car, were given to the P.E.I. heritage Foundation by C.N. in 1973 as a P.E.I. Centennial Project, but they were badly vandalized before they arrived in Elmira. Our Heritage Foundation has never considered them valuable enough to repair and secure. The passenger car was lent to a tourist railway in Cape Breton but it was never returned; and now it couldn't be. Stewart MacKay of



Remains of the Hillsborough Bridge piers at Charlottetown.

Charlottetown has a boxcar sitting without wheels along Riverside Drive in Parkdale - this he uses for storage. There are likely other cars hidden back in woods or on private cottage roads and thus inaccessible at the moment.

BRIDGES

Most of the bridges that allowed the railway to cross the many Island tidal rivers are still in place, including the major ones at Morell, Midgell, Brudenell, Melville, Wellington Station, Kelvin Grove, Howlan, Coleman, Huntley and Alma. Most of the pillars that once carried the Hillsborough Bridge, linking the Murray Harbour Line with Charlottetown, are still standing. Terns now inhabit these remnants of a once mighty structure. The railway bridge across the Hillsborough River at Mt. Stewart is now a paved, fenced bicycle and pedestrian path. The Pisquid trestle was set on fire by vandals so, for safety reasons, it was dismantled and totally removed by Highfield Construction in July, 1991.



The bridge across the Hillsborough River at Mount Stewart. This railway right of way at this place is now a biking and walking path.

OVERPASSES

Besides bridges, there are overpasses still remaining over highways at Tignish, Harper's, Five Houses, and one unusual one at Clyde where the overpass is now in a yard (was the road moved). The overpass at Kelvin Grove was removed after the last truck ran into it.

A DISPLAY

Amherst Cove Elementary School in Borden has an interesting display on the P.E.I. Railway and the Northumberland Strait ferry service. A large photo of a diesel engine faces you in one hallway. A railway switch sits outside the school. Since Borden's existence as a town depended totally on the railway and ferry services, it is an appropriate spot for such a display.

A MONUMENT

On July 1, 1992, the community of Wellington Station unveiled an eleven-ton monument to the mills and railway. Barlow's Mills were the reason the railway was diverted through the upper reaches of the Ellis River. Then the station was built in the valley in order to be close to the mills so the whole community was moved from Goodwin's Corner to where it exists today. The monument includes a sketch of the station and a list of the station agents as well as the date the last train went through the area.

UNUSUAL ITEMS

The second Georgetown station had gold-colored stained glass. This station was torn down so a fish plant could be built. Raymond Solomon of Georgetown has one of the stained glass windows.

This stained glass was also used in the window that was built to fill in a



The monument to the railway at Wellington Station.

large hole in the Georgetown Town Hall, the hole having been made, in 1898, by a train being shunted too hard in the railway yard across the street. Bea Mair, Georgetown, still has some of the glass, as do I. Many buildings in the east end of the Island have



48 Road station, now in Riverton in poor condition.



A stone railway building in Charlottetown yard.



Another view of former railway buildings in Charlottetown yard.

floors and walls made from the many stations and freight sheds torn down in that area.

TORN DOWN

Stations known to have been torn down are: Mt. Albion, Wilmot, Loyalist, Connaught, Grandview, Peakes, Brackley, Fountain Head, Murray Harbour, Wood Islands, Morell, Kinkora, Wellington Station, Bloomfield, Clermont, Kelvin Grove, Breadalbane, Borden, Bedford, Ashton, Bear River, New Zealand, Harmony Jct., Baltic, Auburn, Uigg and Melville.

BURNED DOWN

Several stations burned down, namely Tignish, Freetown, Tracadie, Dundee, Lot 40, Five Houses, Souris, Munn's Road, Vernon River, Glencoe, Iris and New Annan.

NOT BEING USED

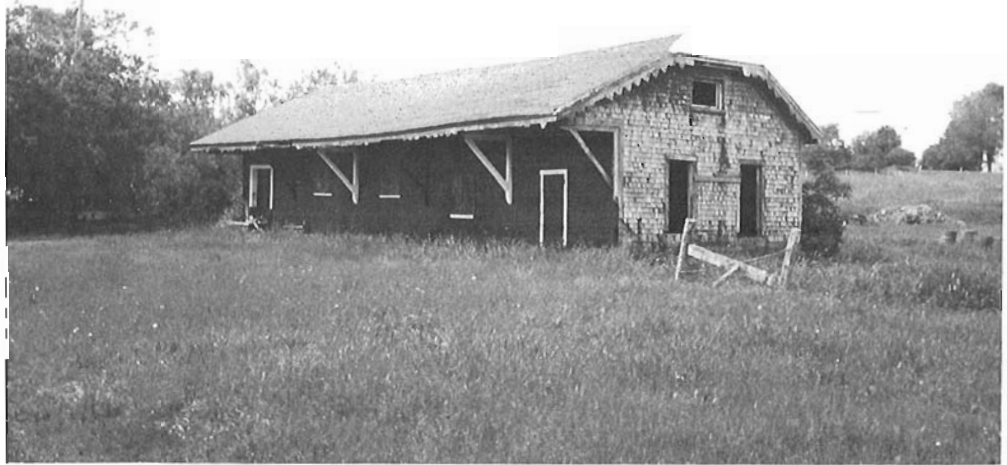
The 48 Road station gave us a great deal of work. The MacDonald family who had lived in it had all died many years ago. The Riverton area where they had hauled the station 1/2 mile or so back from the road had, over the years, all grown up; Mary and I had to make our way through this higher-than-us growth to walk back to find the station's dilapidated remains. The only way I could find the exact location was to call everyone listed as living in Riverton - the last listing proved lucky. Other unused stations are Village Green, West Devon, Fredericton, Clyde, St. Charles and Charlottetown.

MYSTERIES

We have been unable to find information about Midgell, Marie, Robertson, Roseneath, St. Eleanors and Emmerson stations.

FINALE

A person could indeed write a whole book on the remains of the P.E.I. railway. Twenty-three years ago, Margaret Mallett and I went all over this province photographing then extant structures. A comparison of the buildings 21 years ago and in 1992 is very interesting. Some haven't changed but others have - like Mt. Stewart Jct. station which is now Jack MacAndrew's elegant cliff-top summer home at Pt. Deroche.



A view of York station, still standing in a state of disrepair.

There is still an ongoing debate about what to do with the abandoned roadbeds - farmers want them returned to the landowners for they fear vandalism from trespassers, while the energetic Rails to Trails Association is trying to set up an Island-wide network of hiking, biking, snowmobiling trails. The province is still attempting to purchase the roadbed from Canadian National. It's safe to say that no one on P.E.I. is very far away from the railway, even if the track is gone.

Special Thanks to my wife Mary who drove me 3500 kilometres looking for bits and pieces of the railway when she herself is not a railway fan. Talk about devotion! Then, the final straw...she typed the article that you are now reading, thus reliving this month-long excursion into Island railway history.

Thanks also to all these people who gave freely of their time to help with this research: Noel Wilson, Bea Mair, Sonny Johnstone, Willena and Randy Angus, Antoinette Keough, Stirling Moase, Susan Partridge, Finley Martin, Lloyd Dalziel, Charles Fraser, Bob Jenson, Stephen Hardy, Stan Booth, Ed Schiller, Corrine Arsenault, Leroy and Bonnie Sherren, Jennifer Taylor, Leonard McNeill, Spurgeon Dymont, Ian MacQuarrie, Wayne and Linda Oakes, Jimmy MacEachern, Pearl MacLennan, Randolph Stevenson, Alf Paynter, Ivan Paynter, Orville Dawson, Leo Cannon, Roger Gaudet, Leonard Handrahan, Wilfred Arsenault, Donald Platts, Clarence Milligan, Anthony Perry, Eric Watts, Alice Chandler, Lloyd Vessey, Robert Larry White, Henry Maynard, Mrs. Donald MacDonald, Mrs. Jimmy Jennings, Roland Penny, John Murphy, Thelma Smallwood, and dozens of others who offered assistance with the project.

Location of Other Former Railway Buildings in Prince Edward Island

RAILWAY BUILDING	PRESENT LOCATION	PRESENT OWNER	PRESENT USE
Tignish tool shed	Tignish	Catherine McAlduff	Storage
Tignish trolley house	Tignish	Roger Gaudet	Storage
Tignish bunkhouse	Tignish	Edith Perry	Storage
Tignish temporary station between No. 2 and No. 3	Tignish	Leonard Handrahan	Storage (part of a new building)
Harper's station	Harper's Road	Howard Doucette	Lumber mill storage
Alma station	Alma	Hi Construction	Storage at paving plant
Elmsdale station	Elmsdale	Wilfred Griffin	Storage. Two sheds built on
Piusville station	Piusville	Herman Corcoran	Farm building
Bloomfield Station, agent's house	Bloomfield Station	Jordan Mackay	Home
Duvar station	Duvar	Wilfred Arsenault	Storage shed
Howlan station	Howlan	Donald Platts	Workshop and tractor garage
Coleman station	Coleman	Lorne MacKay	Winter garage
West Devon station	West Devon	Sellick family	Not used
Conway station	Unionvale	Ramsay Washed Gravel Co.	Storage for machinery
Ellerslie's last station	Wellington	Justin MacLellan	Storage
Port Hill (small metal station)	Montrose	? Martin	Cottage by Kildare River
Northam station	Northam	Spurgeon Dymont	Straw storage
Richmond station	Richmond	Leonard McNeill	Garage
St. Nicholas station	St. Nicholas	Anthony Perry	Farm machine shed
Travellers Rest station	Irishtown Road	Tom Murphy	Storage
Albany station	Albany	Unknown	Garage
Carleton Siding station	Carleton Siding	Randolph Stevenson	Workshop
Elliotts station	Pleasant Valley	Eric Weeks	Storage
Fredericton station	Fredericton	Marie Weeks	Unused
Clyde station	Hazel Grove	Unknown	Abandoned
Colville station	Springvale	Eric Watts	Granary
Charlottetown station, engine shed and other buildings	on location	Charlottetown Area Development Corporation	None. Negotiation with CN about land under them
Union Road station	York	Sharon McInnis	Storage
York station	York	Lloyd Vessey	Farm storage

St. Andrews station	Savage Harbour	Charlotte Shepherd	Summer cottage
Douglas station	Douglas	Robert Johnstone	Storage
St. Charles station	St. Charles	Unknown	Abandoned
Pisquid station	Pisquid	Roger Mitchell	Storage
Watervale station	Parkdale	Frank Dew	Dog pound
Lake Verde Junction station	Lake Verde	Marie Mackay	Farm building
Village Green station (originally Clarkin station)	Village Green	Delbert Munn	Not used
Hazelbrook freight shed	Mount Herbert	Carl Bagnell	Storage
Mount Herbert station	Mount Herbert	Harley Ings	Hay barn
Bunbury station	Southport	Jennifer Taylor	Storage
Vernon second station	Bethel	Charles Fraser	Workshop
Millview station	Scenia Road	John Murphy	Granary
Vernon River freight shed	Vernon River	Clinton Richards	Farm building
Fodhla station	Iona	Irene McKenna	Straw storage
Surrey station	Iona	Llloy Dalziel	Storage
Melville freight shed	Flat River	Stewart Ross	Farm building
Belle River station	Flat River	Stewart Ross	Garage
Wood Islands freight shed	Flat River	Bill Bell	Farm building
Hopefield station	Hopefield	Alden Blue	Farm building
Murray River freight shed	Murray River	Ferguson family	Storing lobster traps
Perth station	New Perth	Cyrus Martin	Farm building
48 Road station	Riverton	Unknown	Abandoned
(part of) Georgetown engine shed	Georgetown	Sonny Johnstone	Storage
Cardigan agent's house	Cardigan	Noel Wilson	Home
Borden sleeping quarters	Carleton Siding	Orville Dawson, Ivan Paynter, Alf Paynter	Two parts are storage, one part is a garage
Yellow trolley shed from Borden	Carleton Siding	Wilfred and Conn Wood	Being renovated
Small unidentifiable station from short line	Georgetown	For sale	None
Harmony Junction tool shed	Souris Line Road	Donald Macdonald	Storage
Small station from short line (possibly Auburn)	Dunstaffnage	Ray MacCallum	Storage
Small railway station (possibly Suffolk)	East Suffolk Road	MacLaren family	Storage

Bugs (Or Bug Repellant) in the System

Or, 6-12 and 720's Don't Mix

By Fred F. Angus

The Canadian Pacific Railway was a pioneer, in Canada, in the use of computers for data processing. As early as 1957 the company had set up a new department, known as Integrated Data Processing (IDP), and purchased an IBM 705 computer, then one of the most modern in the field. The machine was used to process records relating to freight shipments, payroll, dividends and other transactions. Although this system was physically very large, occupying two large rooms in the then new Accounting building at Montreal's Windsor station, it was, by today's standards, not very powerful, total memory being only 40,000 positions of memory. However, by the standards of 1957, this was a huge technological breakthrough which meant that the machine could make calculations far faster, and far more accurately, than a roomful of clerks with adding machines.

The 705 remained in use until 1961 when it was superseded by a 7080, which was somewhat similar, but very much faster and with double the memory. The 7080 was in use until 1973.

Of course to operate the machine, programs, specially designed for CPR requirements, were needed, and these were written and maintained by the Company's programmers. All programs, when being developed, contain errors and defects, known in computer parlance as "bugs", and one of the major duties of the programmers was (and is) to get rid of these "bugs" (i.e. to "debug" the program) before it goes into production with live data. However, even when all precautions are taken, and all programs are working perfectly, the unexpected can happen and upset a seemingly faultless system. Thus we come to a day in 1960, three years after the computer first went into service, when the term "bug", and more particularly "bug repellant" took on a new meaning in the eternal war between computer systems and unexpected problems.

News of the problem reached IDP in the form of a letter from the Office of the General Paymaster dated August 19, 1960. This letter had been written for the Paymaster by an employee of that office whose initials appear on the letter as "OSAL", and was addressed to the Manager of IDP. The complete text follows, exactly as written:

Your letter July 27th, advising that you are using a new stock of oil-fast ribbons.

Though I presume that the oil-fast ribbons are being used in processing wages cheques as well as pension

cheques, I have now had a further case of this kind involving a July A 1960 Calgary-domiciled wages cheque brought to my attention. The cheque is in the envelope attached, and you will note that the name and employee and payroll numbers are partially obliterated, while the net amount, in both script and block areas, is completely eradicated.

This condition was brought about by the employee placing his cheque in a valise which also contained a bottle of "6-12" insect lotion, which was later accidentally broken, partially impregnating the cheque, with the result which you see. As in the case of the pension cheque, the signatures and dates placed on the cheque by our signature machine were not affected, nor was the cheque watermark affected.

You will undoubtedly wish to have this investigated and advise me in due course, returning the cheque, No. A302299 when it has served your purpose.

One can easily imagine the consternation that this unexpected "bug" caused in the IDP department. Even though the computer had been in operation for three years, there was still a certain amount of distrust of the system among some senior officers. Obviously it would not do to have the word get around that the amounts on wages cheques could be erased by 6-12 insect repellant! A quick investigation found the problem which was explained in a brief note hastily written on the back of the letter:

Write paymaster wages cheques are printed on 720 high speed printer, not the 407 which has oil-fast ribbons. Will take up with IBM to get similar product on 720.

There the matter ended, and within a very short time all cheques, in fact all computer printouts produced by IDP, were done with oil-fast ribbons. There is no record that such a case ever happened again in the many millions of wages cheques that have been produced since that time. The episode quickly became a legend and was still being related many years later. However, as is the case with most legends, dates and particulars became distorted and blurred (much as the original cheque had been), and the stories that were told were second or third hand.

Now, after the passage of more than a third of a century, the real story can at last be told. Thus we can read this (to us) amusing account, from the early days of computers, of the time a bug repellant helped find a "bug" in a major system.

The Business Car

DEATH OF DR. ROBERT LEGGET

Canadian railway historians were saddened to learn of the death, on April 17, 1994, of Dr. Robert C.C. Legget at the age of 89. Born in Liverpool of Scottish parents, he came to Canada in 1929. In 1947 he was called to Ottawa to start the Division of Building Research of the National Research Council, and he was the Director of that division until he retired in 1969.

Dr. Legget wrote several historical books, the best known of which were "Rideau Waterway" (the story of the Rideau Canal) and "Railways of Canada". His knowledge of Canadian railways was very great, and he has written several articles for Canadian Rail. Members of the CRHA will remember that Dr. Legget addressed the convention of the Association when it was held in Montreal in 1986.

His contributions to the study of railway history in Canada will long be remembered.

DEATH OF ALBERT MERCANTINI

The editor and producers of Canadian Rail were saddened to hear of the death, on June 9, of Albert Mercantini of Procel Printing. For more than thirty years Albert and his staff have printed every issue of our magazine and seen it grow from a small, thin publication to a large-format 40-page magazine. For years now, your editor has gone over the details of each issue with Albert to ensure that the layout and other items were as planned. This cheerful cooperation has played a very great part in maintaining the high technical standard of the magazine.

The expertise of those at Procel has covered such things as grade and finish of paper, preparation of detailed half-tone negatives and solving all sorts of little problems that crop up. The task was made more difficult by the fact that many of our photos are very old, sometimes more than 100 years, and often faded with age. It is a real challenge to obtain a clear printed image from such old yet historic photos, however Albert and his associates usually came through with remarkable results. Only recently he was of great help in arranging for the production of the colour covers for the magazine.

We all offer our deepest sympathy to his daughter Carmen, who now runs the business, and all associated with Procel. Canadian Rail has lost a good friend.

AN ISSUED CHAMPLAIN & ST. LAWRENCE NOTE FOR THE ASSOCIATION

The Association has recently received the donation of a 15 pence (quarter dollar) note, dated 1st. August 1837, of the Champlain and St. Lawrence Rail Road. While such notes in unissued form are common, those that have been actually signed and issued are extremely rare (see page 129 of this Canadian Rail for more

information). The present note has definitely been issued, and it bears the signatures of Hiram Peirce (C&StL Agent at Laprairie from 1836 to 1839) and W.D. Lindsay (General Manager of C&StL). It is not known whether Mr. Peirce was related to the famous Jason C. Peirce but, given the unusual spelling of the name, it is likely that he was. Although the note is badly worn from much circulation, there are very few in existence, and the CRHA is fortunate to have been given one.

CHAMPLAIN & ST. LAWRENCE RAIL ROAD FREIGHT SHED DESTROYED

Canada's railway heritage has received a serious blow with the destruction of what was most likely the original terminal building of the Champlain & St. Lawrence Rail Road at St. John's Que. An article about this venerable structure appeared in Canadian Rail No. 395, November-December 1986. Although it was almost certainly the oldest railway structure in Canada, dating back to the very beginning in 1836, all efforts to preserve it failed, and it was demolished in the interests of "progress". One can only wonder what, if any, importance is given to railway heritage by developers and business in general. The loss of this building points out how important it is for historians to document all such relics while they are still around.

CORRECTIONS AND ADDITIONS

Mr. Ray Corley has pointed out the following errors and clarifications in the report of the Collection committee which appeared in the May-June 1994 issue of Canadian Rail:

Page 85 et. seq.: Sub-heading shows "Item" before Road Number etc. This should be deleted in all applicable sub-heading lines.

Page 86: CPR 5935 is also the most powerful type of steam locomotive in the British Commonwealth, as it is able to develop 3200 horse power at 40 miles per hour.

Page 87: CNR 4100 is not the most powerful type of steam locomotive in the British Commonwealth; it has the greatest tractive effort. The most powerful is CPR 5935 (see above)

Page 89: LB&SC 54 "WADDON" was modified in 1910 and 1937 and is a "hybrid" Terrier.

Page 90: OSC 25. In the piece about this locomotive the name "Sydney" is spelled wrong.

Page 93: CNR 15824's date of building was 1926, not "circa" 1926.

Page 93: CPR 7077 may have been exhibited at Windsor Station, but it was first and foremost exhibited at the Canadian International Trade Fair in Toronto.

Page 102: What is shown as "TSR 15702" should be CNR 15702. It was formerly TSR 24 and was built in 1913 (not 1909).

BACK COVER: This photo, taken at Huberdeau, Que. in 1903, shows a special train of the Montfort and Gatineau Colonization Railway. This two car train was carrying officials of the Canadian Northern Quebec Railway Company, who were examining the property before purchasing it. The line had been built in the 1890's and survived, as a part of the CNR, until 1962. In the 1950's this was the site of several CRHA excursions.

National Archives of Canada, Merrilees Collection, photo No. PA-149551.

Canadian Rail

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