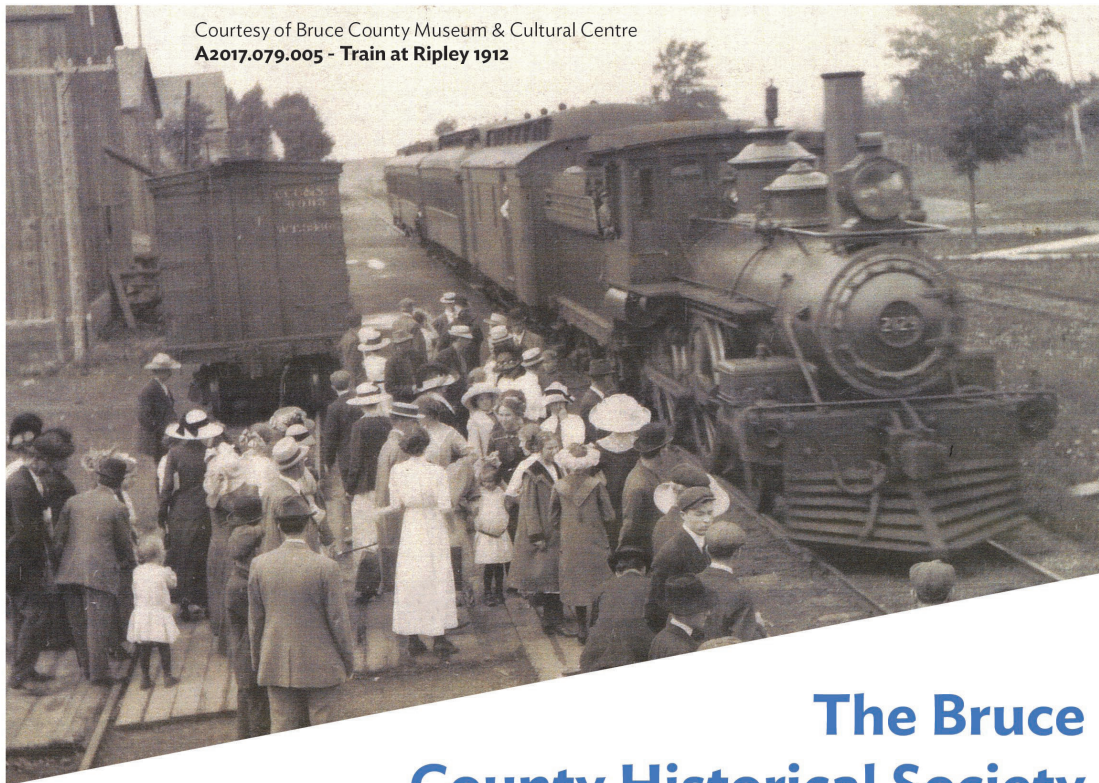


# Bruce County Historical Notes



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Courtesy of Bruce County Museum & Cultural Centre  
A2017.079.005 - Train at Ripley 1912

## The Bruce County Historical Society Virtual Annual General Meeting

**Featuring Randy Schnarr presenting  
“History of Railways and Trains of Bruce County”**

**October 24, 2020, 1:30 p.m.**

To register for this Zoom meeting and presentation, email  
[bchsregister@gmail.com](mailto:bchsregister@gmail.com).



The Bruce County  
Historical Society

[brucecountyhistory.on.ca](http://brucecountyhistory.on.ca)  
[facebook.com/BruceCountyHS](https://facebook.com/BruceCountyHS)

## Ontario Railway Fever of the mid-1800s

*Randy Schnarr, BCHS AGM Speaker*

This article highlights the growth of the railway phenomenon in Ontario and sets the stage for the expansion into Bruce County. Register to attend the BCHS Online AGM by Zoom to hear more about railways in Bruce County.

Travel and shipping of goods in the 21st century is so good that we rarely think about it. Life was not as easy in the early years. Travel and movement of goods required considerable planning, time, money, expended energy and discomfort. Major links for many communities were by waterways, where towns tended to locate for relatively easy access to trade routes. Waterway travel was accessible for 7-8 months of the year. Overland routes were developed to serve smaller communities and provide access to major centers in winter. Alternate travel was by horseback, walking and stagecoach. It tended to be uncomfortable, expensive, and/or very slow. Transported goods were frequently damaged due to the rough terrain.

The development of new technology, steam powered locomotives running on steel rails (low friction), changed travel dramatically. A railway coach was not only comfortable, but trains ran on time, year round, and generally at a relatively low cost. Commercially the railway provided access to farm produce, industrial products and natural resources throughout the country. Railways connected many of the previously isolated regions of Canada.

A railway was not exactly a new phenomenon in Canada. Horse-drawn railways had existed as early as 1720 (Fortress of Louisbourg). Some even used a stationary steam engine to pull rail cars up a slope using a pulley system. The breakthrough came when a steam engine was mounted on a rail car with power connections to the wheels. The low friction made it possible to pull additional rail cars.

In Canada, the first true railway as we think of it today was the Champlain and St. Law-

rence Railroad. It was built in 1836 to link Montreal to Lake Champlain.

By 1850, there were over 9,000 miles of track in the United States, while in Canada, there were less than 60 miles. The American railroads were looking for ways to access the resources north of the border, posing a perceived threat to national unity and financial opportunities in Canada.

In spite of the apparent benefits that a railway could provide, the high cost of development and political wrangling delayed production of railways in Canada West (Ontario) until the 1850s, when there was a frantic push to link major centers, especially along Canada's rich southern corridor from Quebec through to Detroit. Over 2,000 miles of track were laid, funded by British banks, American investors and cities/ towns that lobbied to have the railway touch their community. The railway was the key to prosperity.

In **1853** the **Ontario, Simcoe and Huron** started operating. This line was to run between Toronto and Owen Sound. The line reached Collingwood, but fell into financial difficulty, and was never completed to Owen Sound. The line was acquired by the Canadian government and renamed Northern Railway of Canada. In 1887, the GTR took over the line.

In **1854**, the **Great Western Railway** began operations between Niagara Falls and Windsor, passing through Hamilton and London. The GWR was the first railway to obtain a charter to build, but being a longer line, it took more time to complete construction. The line was taken over by the GTR in 1882.

In **1856**, the **Grand Trunk Railway** began operations from Montreal to Toronto, and was quickly extended to Sarnia, passing through Guelph, Berlin (Kitchener), and Stratford. It was also extended to the east to Portland Maine, a seaport on the Atlantic. By 1882, the Grand Trunk Railway was the largest railway in the world. The GTR ran into financial dif-



faculty and was taken over by the Canadian government under the Canadian National Railway banner in 1923.

In **1858**, the **Buffalo and Lake Huron Railway** completed the connection from Erie to Goderich, passing through Brantford and Stratford. By 1870, the line had fallen into the hands of the GTR.

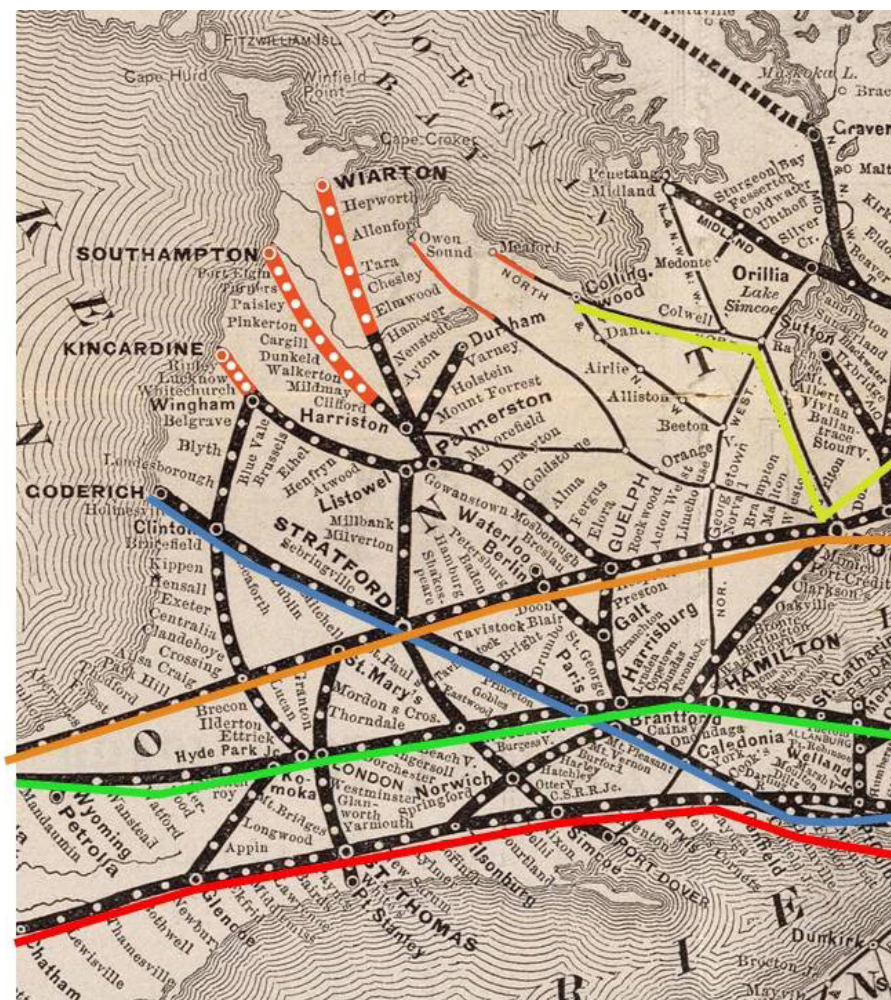
In **1869**, the **Canada Southern Railway** began operations from Niagara to Windsor, passing through Simcoe and St. Thomas. This line was built to connect the New York Central Railway to the Michigan Central Railway, which provided a more direct route to Chicago via Detroit. The line was leased to the US railways until 1985 when it was sold to CN/CP.

With all the east /west activity along the U.S. border fully developed, plans were finally drawn up during the 1850s to tap the resources of the “bush lands” to the north.

In **1864** charters were granted to the **Wellington Grey and Bruce Railway** to build rail lines from Guelph to Southampton, with additional subdivisions to follow.

In **1868**, the **Toronto Grey & Bruce Railway** received a Provincial Charter to build a railway from Toronto to Owen Sound, in competition with the WG&BR. Additional subdivisions would reach into Bruce County.

It would take **8 more years** before the railway would reach the shore of Lake Huron in **Bruce County**.



### New Railways - 1850's

Main routes were east/west linking the heart of the eastern provinces to the resources and markets of the USA

OS&HR – Ontario, Simcoe & Huron Railway - 1853

GTR – Grand Trunk Railway - 1856

GWR – Great Western Railway 1854

B&LHR – Buffalo & Lake Huron Railway - 1859

CSR – Canada Southern Railway - (1869)

## BCHS President's Message

2020 certainly has been a challenging year, but here in Bruce County, COVID-19's impact has been well managed by our public health officials. To our members and friends through out the rest of Canada, U.S. and the U.K., we hope this newsletter finds you and your family in good health.

Unfortunately, the pandemic has impacted our Society just like any other. Although the executive committee has been able to meet through ZOOM calls, we have had to cancel our bus trip and author's night.

Your 2021 Yearbook will be mailed to all members in good standing. We are making arrangements to hold our AGM virtually using ZOOM this year on Saturday October 24th.

Our partners at the Bruce County Museum have also been impacted. The Museum was closed to the public earlier this year. However, there is good news. As I write this article in mid-August, the Museum has started reopening to the public following public health protocols.

As we have all heard, we are probably not out of the woods yet with this pandemic. Your executive committee will continue to monitor the situation and will reschedule our events when safe to do so next year.

As always, we invite you to send any input you have on the operation of the Society and articles for our newsletters and yearbook. We also would like to hear of any ideas for the bus trip or speakers. We also are interested in any historical information you may have on Bruce County.

Please stay safe and we look forward to seeing you at the virtual AGM on October 24.

Sincerely,

*Dorne C. Fitzsimmons*

## BCM&CC



### Welcome Back, Now Open To The Public!

Visit [brucemuseum.ca](http://brucemuseum.ca) to review our updated visitor policies and understand the steps we are taking to ensure that we are all safe to explore Bruce County history once again!



**BRUCE COUNTY**  
museum & cultural centre

[brucemuseum.ca](http://brucemuseum.ca)

## BCGS Webinar

Join the Bruce County Genealogical Society for its October 2020 Meeting.

**A Webinar with Amy Johnson Crow**

**Desperately Seeking Susan:  
Finding Females**

**October 12, 7 p.m.**

To register, email [lolly.fullerton@gmail.com](mailto:lolly.fullerton@gmail.com) or visit <https://brucecountygenealogicalsociety.ca/> for an online registration form.

Researching females can be difficult, but it doesn't have to be impossible. Learn the key elements to a successful search and see a real-life example of how it all fits together.

For more information about speaker Amy Johnson Crow and other webinar meetings, visit [brucecountygenealogicalsociety.ca](http://brucecountygenealogicalsociety.ca).



## Help BCM&CC Chronicle Community COVID-19 Experiences

Just as those who came before us likely never imagined what our lives would be like today – computers, tablets, phones with cameras, social media, microwaves, and so many more social, political, environmental and other changes – we are also unable to imagine how the lives of those who come after us will have changed in 50, 100 or more years! Just as we enjoy learning about the lives of our ancestors, those who follow us will be interested in learning about our lives as well. Consider the stories you enjoy reading in the Museum's displays or in local history books, and the images you appreciate perusing in BCM&CC's Online Collections. Many residents living at the time of those experiences, may have considered them mundane or not worth taking the time to document or share; but many years later, we value the stories and images, and appreciate those who took the time to create and preserve them!

In the spirit of documenting this moment in time, the Bruce County Museum & Cultural Centre (BCM&CC) is inviting individuals, families, businesses and organizations to help capture and preserve experiences in Bruce County as we all respond to this evolving situation and cope with the pandemic's impact. Everyone's experiences are an important part of our shared history. The Museum is collecting this material as a record of the pandemic in our communities and as a resource for future exhibition or display and use by researchers and those interested in learning about the past for many years to come.

If you have been journaling your experiences, writing to friends, taking photos, creating videos, or documenting what you have been doing since quarantine in any form, your contribution is needed and valued. If you haven't started yet, it's not too late record your experiences. If you are not comfortable writing your story, contact Archivist Deb Sturdevant to discuss the possibility of a recorded interview, or assistance in documenting your story.

Visit the "Chronicling Community Experiences: COVID-19" web page [brucemuseum.ca/shareyourstory](http://brucemuseum.ca/shareyourstory) for more information, suggestions for submissions, and to submit materials online or by mail. You may also donate in person by making an appointment with Archivist Deb Sturdevant: [archives@brucecounty.on.ca](mailto:archives@brucecounty.on.ca) / 226-909-2426. To read excerpts from some of the stories shared to date, visit [www.brucemuseum.ca/shareyourstory/shared-stories/](http://www.brucemuseum.ca/shareyourstory/shared-stories/). Feel free to write about the same topics you see reflected there – future generations will be interested in all perspectives; repetition of some individual experiences will reinforce and develop the story of our experiences as a community.

We welcome and need additional submissions from all age ranges and experiences, as well as businesses and organizations! You are part of history - what about this time would you like to share with future generations?



### Share your story. Preserve our history.

In the spirit of documenting this moment in time, the BCM&CC is inviting you to help us capture local experiences as we all respond to this pandemic and the impact in our communities. What about this time do you want to share with future generations?

Share your stories, visit [brucemuseum.ca/shareyourstory](http://brucemuseum.ca/shareyourstory)



[brucemuseum.ca](http://brucemuseum.ca)

## Railway Stories from "The Bruce"

Excerpts from "The Bruce" by Robin Hilborn, pages 119-120.

### The Winter the Train Stopped

Actually, one thing could beat the iron horse, and that was a Bruce County blizzard. From December 1946 through April 1947, the county was hammered by snowstorms without letup. Not only were highways blocked, the Canadian National line to Southampton became impassable and isolation became complete.

The *Walkerton Herald Times* called the snowstorm of March 3 and 4 "the worst blizzard of the present century". Railway ploughs needed up to four engines working together to push through 20-foot snowdrifts. Finally the rotary plow ran into a solid wall of snow and ice at the Turners cut south of Port Elgin and ended up with a broken cylinder head on the engine.

It was the start of nine days cut off from the rest of the world. The railway company called Quebec for a special piece of equipment to re-open the line. On March 12 a large crowd at the Port Elgin station cheered the arrival of the monster CN plow. Another blizzard stopped the plow again at the end of March. When it broke through it was followed by the passenger train which had been stalled at Pinkerton for three days. The passengers were accommodated in private homes there and all spoke highly of the efforts of the Pinkerton folk in making them comfortable.

March 1947 was possibly the worst month for weather in local history. In that month Highway 21 was open 11 days, the Elora Road just six days. Trains ran on 15 days and mail was received on 16 days. (And when it all melted in April, flooding was rampant

throughout the county.)

The long grade outside of Elsinore was filled to a depth of 20 feet with heavy snow. A rotary plow from the Department of Highways cutting it away made slow time because it could only handle snow up to seven feet in depth. A crew of 50 men went ahead of the plow levelling the drift down to the required seven feet. At Elsinore they found an abandoned car five feet under the snow. Farmers' fields became everyday roads, for those with horsedrawn sleighs and cutters, and in one instance a field served as an airplane runway.

In beleaguered Port Elgin and Southampton the baked goods situation was becoming critical. Bakeries in neighbouring towns sent in sleigh loads of bread to help out, but by Friday local bakeries were almost out of yeast to make bread. With all roads and railways blocked, the citizens faced a breadless weekend. Standard Brands of Toronto chartered a ski-equipped Norseman plane, piloted by George Phillips, Superintendent of Algonquin Park. Phillips flew from Algonquin to Toronto, picked up a yeast shipment and took off for the Bruce. Friday morning at 10 a.m., March 14, Phillips landed at the farm of W.A. Mitchell with his precious cargo of yeast. As the plane swooped down from the sky school children and grown-ups rushed out to extend a welcome to the visitor from the outside world.

Finally, desperation drove ten men with five toboggans to walk from Southampton to Port Elgin on Saturday morning, collect a load of beer from the local warehouse and return to Southampton with their weekend refreshments.

Among the rarer things which might stop a train are tent caterpillars, which invaded Bruce County for three summers, 1897 to 1899, destroying many trees. They gathered in such profusion that a train near Cargill



Storm of 1947, Cecil Christmann, BCM&CC, A2015.019.001

was brought to a standstill. The driving wheels of the locomotive had passed over countless crushed bodies, forming a greasy paste which prevented the wheels from gripping the rails, so the train slowed down until at last it stopped.

### **The Electric Railway Swindle**

The story of the nonexistent electric railway demonstrates the eagerness of trusting citizens to buy into the latest technological development. Hopes were high in 1907 when it was proposed to build an electric railway between Goderich and Kincardine. This marvellous scheme would provide passenger service and transport grain, livestock and produce up and down the shoreline. The promoter was John W. Moyes of Toronto, engineer and swindler. That he was a swindler took some years to establish.

Moyes formed the Ontario West Shore Electric Railway Company, lobbied local municipalities for capital and succeeded in extracting \$150,000 from Goderich, \$50,000 from Kincardine and further amounts from the townships in between. Moreover, farmers along the right of way made payments; in one township they promised to pay \$30 a year for every 100 acres, for 30 years. In all, the towns guaranteed \$385,000 of the company's bonds.

Work started in 1908. Rails were laid by the Huron Construction Company (owned by Moyes) starting in Goderich and reaching north 16 miles to Kintail by 1911. At that point the line was actually carrying freight ... a few loads of grain as well as some coal and cement were drawn by a steam locomotive, the idea of an electric train having been abandoned. At Kintail the money ran out and in January 1912 the company defaulted on its bonds. An investigation showed that only \$228,000 had been spent; \$175,000 had disappeared with Moyes, who fled when a warrant was issued for his arrest. No other railway was interested in completing the line, so it was scrapped. Some funds were recouped: the rails were salvaged and sold but nevertheless the final loss to the town governments was \$285,000. It took decades to pay off.

## **Men of the Railroad**

*Excerpts from Isobelle Underwood's article in the 1990 BCHS Yearbook, p. 29*

Cecil "Poag" Christmann of Port Elgin was employed by the C.N.R. for thirty-four years, most of that time working as a conductor. Trains were an integral part of every community until just a few years ago. Until 1957 all mail was carried by rail with sorting being done in special mail cars en route to facilitate early delivery. Poag remembers, "A letter could be mailed at the station in Port Elgin and be in your mail box in Southampton in thirty minutes. Now when you send a letter to Southampton, I think it goes to Kitchener and they lose it for a week, then send it back up!"

Almost every business used the train. Factories brought in their supplies and sent out manufactured products ready for the store, by rail. Grain went out by train as did fish and lumber. Many of the stations had stockyards. Farmers brought their market weight cattle and hogs to the stations at Port Elgin and Turners where they would be penned until loaded on waiting stock cars to be picked up when the next train came along. A couple of local drovers in Poag's time were Dunc MacKenzie and Bert Nuttal. Animals were stamped with the farmer's number and this number showed up on the carcass later so that the farmer could be paid by weight.

... He remembers the heavy snow storms of yesteryear. Ploughs, sometimes pushed by three engines cleared the tracks. When they became stuck crews of men with shovels, sometimes as many as one hundred, used their muscles to help get the trains moving again. During the legendary winter of 1947, everything failed to get through the mountainous snow banks and a huge rotary snow blower was brought in from Quebec. Sometimes it was water that created havoc. Poag remembers one time when flooding created a huge lake between Neustadt and Hanover covering the track. "You hoped the rails were there but you sure couldn't see for muddy water". ...



## Book Review

### ***The Perils and Pitfalls of the Steamer Ploughboy: A Story of its Construction to Destruction***, by John C. Carter

Essex, Ontario: Essex Region Conservation, 2018. 86 pages. \$15 softcover  
ISBN 9781999456504. (jrph@erca.org)

*Book review by Thomas Malcomson, Independent Scholar, Toronto.*

*First published in Ontario History (Spring, 2020), v. CXII, No. 1. Republished with permission.*

This short book details the career of the steamer *Ploughboy*, owned by Thomas, John, and Theodore Park, whose company operated thirty-five vessels on the Upper Lakes, in the mid nineteenth century. Using contemporary newspapers, shipping magazines, and personal letters and diaries John Carter fleshes out the story of one steamer, giving the reader a sense of life and work aboard such a vessel. Steamers played a critical role in the economic development and settling of Canada West. Carter has added to our understanding of these vessels and their place in Great Lakes maritime history.

The Parks purchased the *Ploughboy* from William and Walter Ebert in 1854. Since its launch in 1851 the *Ploughboy* had been employed in carrying people and goods between Chatham and Amherstburg, Ontario, and Detroit, Michigan. Over the course of the next sixteen years *Ploughboy* plied two major routes in the upper Great Lakes. The first was from Buffalo, New York, to communities along the north shore of Lake Erie and on to Cleveland, Ohio. In 1858, as the first route became economically unfeasible, the steamer moved to weekly trips from Collingwood, Ontario to the isolated settlements along the east and north shore of Georgian Bay and on to Sault Ste. Marie and St. Joseph, with monthly journeys into Lake Superior to Fort William.

*Ploughboy* carried every type of cargo imaginable, from cattle, pigs, and chickens, to various types of cloth, wood, commercial goods from the southern cities to northern lake shore communities, and at times the Royal Mail. It also dealt in passengers along each of its routes and played a role in carrying settlers to the far reaches of Western Canada. It also

seems to have had an occasional involvement in the illegal running of rum between the United States and Canada.

Each chapter in the book covers a year, or short sequence of years, in the vessel's life. Most are only two or three pages. Chapter length appears to be governed largely by the availability of source material. The events of 1859 lead to a rather robust chapter, as the disaster the ship narrowly avoided could have cost Canada West most of its provincial government cabinet, including then Premier John A. Macdonald. *Ploughboy* was headed to Little Current when mechanical failure left the vessel drifting off Lonely Island, in Georgian Bay, headed for the rocky shore. With the anchor out to its full length and not grabbing bottom, the passengers and crew felt their inevitable fate close at hand. But the anchor finally took hold and kept the steamer off the rocks, and death at bay. The ship was towed back to Collingwood for repairs. Carter uses numerous newspapers, letters and diaries to tell the story of this incident from the perspectives of various crew members and passengers.

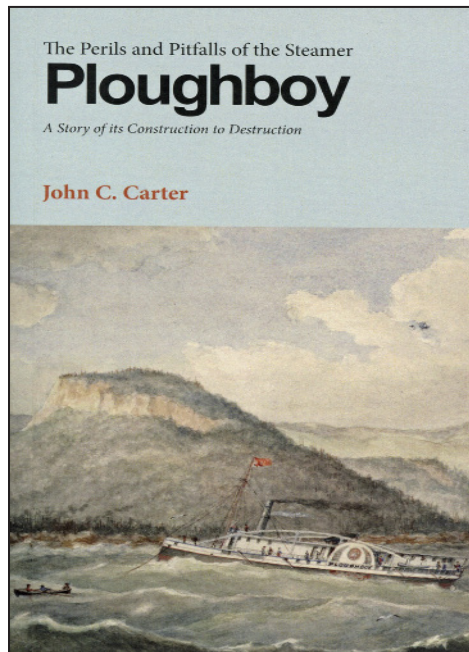
In 1863 the *Ploughboy* was at the centre of a murder and the drowning of four crew members. The murder was of fishery superintendent William Gibbard. Gibbard had been part of a group of police sent aboard the *Ploughboy* to Manitoulin Island to settle a fishing dispute with local Indigenous groups. Arresting an Indigenous leader, they returned to the *Ploughboy*. After sending the prisoner ashore, at Killarney, Gibbard could not be found aboard ship. His body was retrieved from Georgian Bay two days later. His murder was never solved, though blame first fell on the Indigenous prisoner. Carter notes that



gambling debts may have had more of a hand in Gibbard's demise. Later in the year, a mechanical failure again stranded the *Ploughboy*, this time off Barrie Island. Crew members headed off in boats to get assistance. One of these was bound for Detour (on the American side of Lake Huron). The men in this boat were struck by large waves, washing out four of them. Among these four drowned men was Herbert Park, son of the *Ploughboy*'s owner John Park. Herbert's body was never recovered.

The following year *Ploughboy*, getting older and out of date, was turned into a steam tug and renamed *T.F. Park*. The craft made daily trips from Detroit up the St. Clair River to Lake Huron to tow vessels down bound past Detroit. T.F. Park also participated in the occasional rescue of stranded boats between Lakes Huron and Erie. In 1870, the steam tug was sold to James Valentine, of Detroit, who intended to refit it as a passenger steamer. Unfortunately, it caught fire and was a complete wreck. The steamer had its share of running aground, and mechanical breakdowns. Significant damage was usually repaired in Detroit, or parts were sent from there, or Buffalo, to Collingwood. This speaks to the Americans having the necessary ship repair facilities on the Great Lakes, ahead of Canada. Carter notes that steamers competed with the steam train for providing service to communities around the lakes. In some places, trains replaced ship travel and in others ships helped to advance the rail lines (by carrying cargo for railway construction).

Carter's sources include a wide swath of contemporary newspaper articles and shipping news items, as well as account books, private letters, and diaries, along with secondary sources. The resulting bibliography for this volume is worth the price itself. Images are spread throughout the book, most dealing with the Park family, or the *Ploughboy*. The cover is a particular gripping image of the events off Lonely Island. Three appendixes give the list



of vessels owned by the Parks, a timeline for the *Ploughboy*, and two images related to the Park family. The first two appendices are useful, the third seems unnecessary. There is a spacing problem on pages 16 and 17, where the text ends a third of the way down the first, resuming on the next, leaving an empty gap. The second is the verbatim repetition of the information about registration of the *Ploughboy* with the *British Registry of Shipping Inland Waters* and its valuation, see pages 12 and 17. These are small problems that ultimately do not detract from the solid research and the fine story of this steamer's career on the

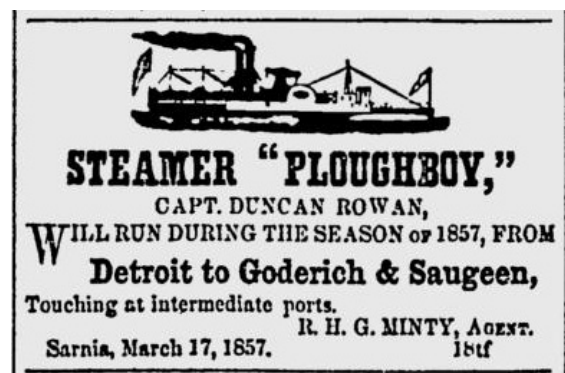
Great Lakes.

This book would be of interest to those studying the merchant trade on the lakes, steamship development and career, and the mid-nineteenth-century history of Canada West.

**To order this book, contact:**

**John R. Park Homestead**  
**Curator Kris Ives**  
**kives@erca.org, 519-738-2029**  
**www.essexregionconservation.ca**

**Copies will also be available at Bruce County Museum & Cultural Centre when the Gift Shop re-opens.**



*Sarnia Observer May 7, 1857, p. 3*

## South Bruce Peninsula Re-published Books

Several books republished by the former Heritage Committee of South Bruce Peninsula may be of interest to members of the Bruce County Historical Society.

The most recent of these, **"Albemarle: A History of the Township"**, was originally published in 1991. This book contains a wealth of information about people who have lived in the township, and is partially organized according to the communities within the former township.

Also available is a republication of **"Green Meadows and Golden Sands: A History of Amabel Township"** which is similarly a good resource about the people and places of that township.

The first book the committee republished was **"Wiarton 1880-1980"**.

These digitally-reproduced books are soft-covered perfect bound editions.

These books may be purchased in Wiarton at Berford Street Books, McKenzie's I.D.A. Pharmacy, and the Town of South Bruce Peninsula's Municipal office, as well as at the Bruce County Museum & Cultural Centre, Southampton (when the Gift Shop re-opens), and from the Bruce County Historical Society.



**GREEN MEADOWS  
AND  
GOLDEN SANDS**

THE HISTORY OF  
AMABEL TOWNSHIP

**For more publications and gift ideas, visit [brucecountyhistory.on.ca](http://brucecountyhistory.on.ca).**

Publications for sale also include "The Bruce" and previous BCHS Yearbooks. A link to a subject index for the Yearbooks is in the "Historical Notes-Yearbook" section of the Publications Page.

*Canadian Echo*  
(Wiarton), Oct. 23, 1918, p. 8

### **Schools, Churches Etc. Closed**

Last Thursday the Board of Health issued a proclamation closing Public and High School, Pool Room, Movies, etc. etc. until the epidemic known as the Spanish Influenza subsides. The citizens are asked to co-operate in order to prevent the spread of this disease, and it is certainly something in which everyone should assist. If there is a suspected case of influenza it should be reported to the authorities at once. If anyone is not sure whether he has a cold or influenza he should remain at home until he finds out. All parties and meetings of any kind should be discontinued. Let us try to stamp out this disease. There is very little of it so far in town, and we do not want it at all.

*Walkerton Telescope, October 24, 1918, p. 6*

### **The Telephone Service and Spanish "Flu"**

In common with the general community the operating staff has been affected by the present epidemic of colds and influenza and has been seriously depleted in consequence. At the same time the volume of telephone calls is greatly increased. So many people are ill at home that the telephone has been used continuously and the load of extra calls on our depleted operating force has been very heavy. Please keep this extraordinary situation in mind and USE YOUR TELEPHONE ONLY WHEN ABSOLUTELY NECESSARY. You will thus be helping to keep the service intact to meet the urgent needs of the community in the present emergency:

**Bell Telephone Company  
of Canada**



## BCHS Accepts Donations!

Donated funds help support the activities of the Society, and the preservation of history through a variety of means. Tax receipts will be issued.

(a) Send a cheque to the Bruce County Historical Society:

Ann-Marie Collins, Treasurer  
Bruce County Historical Society  
33A Victoria St. N.  
Southampton, ON N0H 2L0

- or -

(b) Donate to the Bruce County Historical Society online through Canada Helps, at [canadahelps.org](http://canadahelps.org).



*Train at Kincardine, by J.H. Scougall  
Courtesy of BCM&CC, A992.022.0263*



*Chesley Railway Station  
Courtesy of BCM&CC, A2014.003.0131*

## Become a BCHS Member

*As a member, you contribute to the preservation of Bruce County Heritage. See [brucecountyhistory.on.ca](http://brucecountyhistory.on.ca) for more information on the Society's goals and mandate, and the benefits of membership.*

### Application for Membership

Name: \_\_\_\_\_ Type: Annual - \$20 Life - \$500

Address: \_\_\_\_\_

City/Town: \_\_\_\_\_ Province: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Date: \_\_\_\_\_ I would also like to make a donation of: \$ \_\_\_\_\_

Complete form, select type of membership and make cheque payable to "Bruce County Historical Society"  
Mail to: Joyce Osborne, Membership Secretary, Box 298, Ripley, ON N0G 2R0

## 2021 Membership Renewal

**A friendly reminder to check your membership status on the address label on this newsletter. If you see (2020) on the label, it's time to renew.**

- Annual Memberships: \$20.00 each
- Life Memberships: \$500.00 each

Please join or renew by submitting your membership fees or questions to:

- Joyce Osborne, Membership Secretary Box 298, Ripley, ON N0G 2R0
- Email: [janlea@hurontel.on.ca](mailto:janlea@hurontel.on.ca)

Payment can also be made by e-transfer to [bchs1957@gmail.com](mailto:bchs1957@gmail.com)

For memberships mailed to the U.S., please pay in U.S. Funds

**If possible, please submit your renewal by the AGM (October 24, 2020) so that your yearbook can be mailed early in November.**

## Newsletters available by e-mail

To receive a PDF copy of BCHS newsletters, and enjoy colour images, contact President Dorne Fitzsimmons at [dcf@bmts.com](mailto:dcf@bmts.com)



Bruce County Historical Society  
33A Victoria St. N.  
Southampton, ON N0H 2L0  
[www.brucecountyhistory.on.ca](http://www.brucecountyhistory.on.ca)



*Annual membership in the Bruce County Historical Society is \$20*