

After the charter was secured, meetings were held in Whitby Town, Whitby Township, and Reach Township to secure bonuses from these various municipalities. In this manner \$100,000 were raised, divided as follows—Whitby Town \$50,000; Whitby Township \$20,000; Reach Township \$30,000. Stock was subscribed to the amount of \$100,000; and with this capital the work of construction was begun. During this time and until the completion of the railway, Joseph Bigelow was president of the company.

The contract for building the road was let to J. H. Drumble, of Cobourg, who worked at the job for a while and then sold out to C. E. English, of Toronto. This latter gentleman did not complete the work, but a dispute arose between himself and the company, and the result was that the company finished the building of the road themselves.

In deciding the route of the railway, many conflicting interests had to be studied. Reach Township had voted a bonus of \$30,000, but the voters were not all agreed as to the route of the proposed railway. Adam Gordon and his friends wanted the road to pass through Manchester. Joshua Wright and his friends worked to get the railway to pass by the tannery a little West of Prince Albert. Had either of these routes been followed there would have been endless trouble, because Prince Albert and Manchester were rival grain buying centres, and the railway would have meant business success to the place that secured it, and failure to the other place. What finally resulted was that neither place secured the advantage. Stations were built south of Manchester and east of Prince Albert; but the terminus of the railway was at Port Perry. As things turned out the terminus was much more valuable than the stations. Grain which before had been marketed in Prince Albert and Manchester from the north was hauled to Port Perry after the railway was completed, and Aaron Ross moved his grain buying business from the former to the latter place. That year he built the elevator at present operated by James Lucas. Adam Gordon, of Manchester, also put up a big elevator, which was later destroyed by fire.

It was not all plain sailing in building the road. There was the usual difficulty in raising money, and after a while funds became low. Joseph Bigelow had money which he was willing to lend to the company, but so long as he was president of that organization, he could not legally do this. Accordingly he resigned his position, and loaned the company \$40,000. James Dryden became president.