

THE Traders Bank OF CANADA

INCORPORATED 1885

Capital and Rest, \$6,350,000
75 Branches in Canada

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Many people are good workers but poor savers. Learn to save in the working days—and thus provide for the days when sickness and old age come.

The best provision is a Savings Account in the Traders Bank. \$1.00 opens an account, on which interest is compounded 4 times a year.

Embroy Branch
M. MacGOUGAN, Mgr.

Branches also at Woodstock, Ingersoll, Thamesford, St. Marys, Tavistock and Stratford.

C. H. Munro

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HATS AND CAPS,
MEN'S FURNISHING GOODS,
SUITS MADE TO ORDER,
GROCERIES, &c.

During the month of September all goods will be sold at a discount of

10 to 25 Per Cent.

Highest market price paid for good Butter and Eggs.

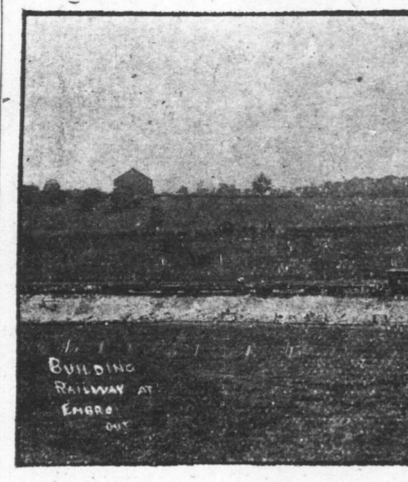
Cash or Trade

C. H. MUNRO

EMBRO

entered into an arrangement with the C. P. R. relative to the construction and operation of the road between Embro and St. Marys. The company were to build that part of the road lying between St. Marys and Embro to a point a mile west of the village of Embro, a total distance of fifteen miles and a fraction. The C. P. R. were to build from this point through Embro Village to connect with the main line between Woodstock and London, a distance of about five miles. The work of surveying and construction was to begin at once; the road was to be completed by July 1st, 1908, to allow the passage of the first train on arrangements the road was to be taken over by the C. P. R. on that date and to be operated by them henceforth.

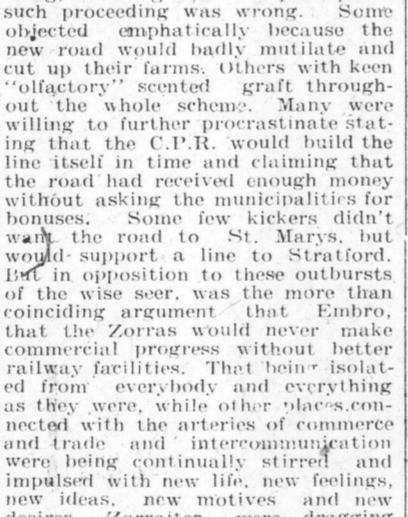
PROPOSED BY-LAWS.
The proposition having been made and all terms being agreeable to both parties, work began at once. To assist in building the road from Embro to St. Marys it was proposed to submit by-laws to the different municipalities asking for the following loans: St. Marys \$40,000, a portion of the township of East Nissouri \$20,000, a portion of the township of West Zorra \$15,000, Embro Village \$5,000. These loans were to be repaid in 20 years in equal annual instalments including interest on the bonds. The work up to this point had been done wholly by the St. Marys and Western Ontario Rail-



THE WORK OF CONSTRUCTION ON THE ST. MARYS & W. O. R.

way Company. It now became necessary to entice the ratepayers of the various municipalities interested before the by-laws were submitted in order that the new scheme should not meet the lamentable fate of its worthy or unworthy predecessors. Meetings were held at Youngville, Lakeside and Embro, at which the directors propounded their plans, going over the argumentative ground liable to create interest and enthusiasm. As stated before in this narrative a constant diet of purpose and dashing of hopes had rendered a great many people somewhat apathetic toward what was seemingly allied to "Another new-fangled scheme." The directors worked with might and main but to very little avail for some weeks. It was the old story re-acted, "Once bitten, twice shy." These shrewd farmers—canny of this and that, somewhat they might be, though in this case they struck "stealing." Many gentlemen objected to the idea of borrowing money, claiming that the principle of such proceeding was wrong. Some objected emphatically because the new road would badly mutilate and cut up their farms. Others with keen "olfactory" scented graft throughout the whole scheme. Many were willing to further procrastinate, feeling that the C. P. R. would build the line itself in time and claiming that the road had received enough money without asking the municipalities for bonuses. Some few kickers didn't want the road to St. Marys, but would support a line to Stratford. But in opposition to these outbursts of the wise so-called, was the more than coinciding argument that Embro, that the Zorras would never make commercial progress without better railway facilities. That being isolated from everybody and everything as they were, while other communities were being continually stirred and impelled with new life, new feelings, new ideas, new motives, and new desires, Zorraites were dragging along in the same old way, doing today the same things in the same way that they did them yesterday, until the action became so automatic that a general feeling of contentment was stealing over the whole generation. This mild impeachment supplemented by a suggestion that they got up and stir themselves brought forth the desired momentum. Resolutions were carried unanimously at the later meetings to take immediate steps to organize the municipalities interested, with a view to an early submission of by-laws. Petitions were then circulated for the submitting of the by-laws in St. Marys, West Zorra, East Nissouri and Embro relative to the collection of loans as before mentioned. These by-laws were almost identical in wording, excepting in that part relating to the amount of the loan granted. A perusal of one will therefore suffice for all.

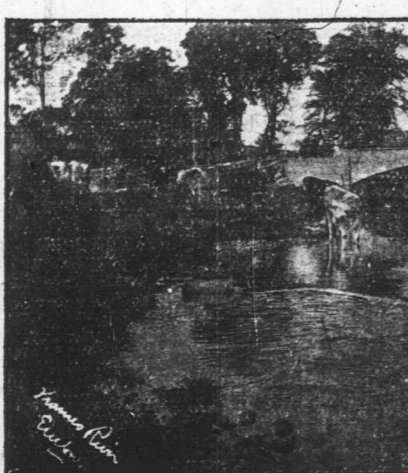
THE FIRST SECTION.
Contracts for the first section were let about the middle of the month of August to Mr. Angus Sinclair of Toledo, who had as his chief managers Messrs. Jeroux



THE SINK HOLE ON ST. MARYS & W. O. R.

and Murray. The engineers for this part were Messrs. Miles and Farley, who were resident in Embro. The survey had been completed, the right of way purchased and paid for throughout the entire length. The agreement with the C. P. R. whereby they agreed to construct their portion concurrently with the north section, had been entered, signed and sealed. The initial race was about on. All parties awaited with suppressed excitement the final admonition to "go."

A SYNOPSIS OF NO. 312.
By-law No. 312 of the Embro Village Statutes stated that \$7,000 was to be granted by the village to the St. Marys and W. O. R. which was to be constructed from the town of St. Marys to a point on the proposed extension of the T. L. E. & P. rail-



SCENE ON THAMES RIVER, EMBRO.

road in or near the said village of Embro. The loan was to be advanced to the company on condition that 25 per cent. of it was to be paid to the company upon the completion of the survey, the approval of the plans by the board of Railway Commission and the completion of the purchase or other acquisition of the necessary right of way, and that the balance of the remaining 75 per cent. was to be paid when the road was completed, which was to take place on or before the first day of July, 1908. Also, that the railway constructed should give connection to the village of Embro either by the extension of the T. L. E. & P. or by some other branch with the C. P. R. and that there should be a daily service (except Sunday) with proper facilities for passengers and freight traffic.

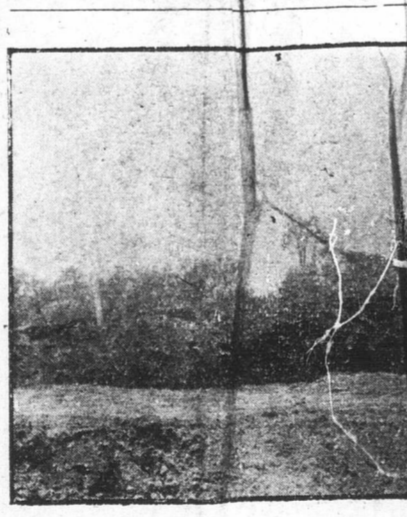
BY-LAWS CARRIED.
Four such by-laws were submitted and passed with substantial majorities. The sectional by-law allowing only those people to vote who would have direct benefit from the road was brought into force thus preventing a repetition of the outside veto, as happened on former occasions. The bonds issued were at the rate of \$13,000 per mile and would bear interest at 4 per cent. per annum. That part built by the C. P. R. was naturally financed by themselves, they being aided by a Dominion subsidy. The surveys commenced in the fall of 1903 and was com-



THE WORK OF CONSTRUCTION ON THE ST. MARYS & W. O. R.

pleted about Christmastime of that year. During the winter months the various municipalities interested before the by-laws were submitted in order that the new scheme should not meet the lamentable fate of its worthy or unworthy predecessors. Meetings were held at Youngville, Lakeside and Embro, at which the directors propounded their plans, going over the argumentative ground liable to create interest and enthusiasm. As stated before in this narrative a constant diet of purpose and dashing of hopes had rendered a great many people somewhat apathetic toward what was seemingly allied to "Another new-fangled scheme." The directors worked with might and main but to very little avail for some weeks. It was the old story re-acted, "Once bitten, twice shy." These shrewd farmers—canny of this and that, somewhat they might be, though in this case they struck "stealing." Many gentlemen objected to the idea of borrowing money, claiming that the principle of such proceeding was wrong. Some objected emphatically because the new road would badly mutilate and cut up their farms. Others with keen "olfactory" scented graft throughout the whole scheme. Many were willing to further procrastinate, feeling that the C. P. R. would build the line itself in time and claiming that the road had received enough money without asking the municipalities for bonuses. Some few kickers didn't want the road to St. Marys, but would support a line to Stratford. But in opposition to these outbursts of the wise so-called, was the more than coinciding argument that Embro, that the Zorras would never make commercial progress without better railway facilities. That being isolated from everybody and everything as they were, while other communities were being continually stirred and impelled with new life, new feelings, new ideas, new motives, and new desires, Zorraites were dragging along in the same old way, doing today the same things in the same way that they did them yesterday, until the action became so automatic that a general feeling of contentment was stealing over the whole generation. This mild impeachment supplemented by a suggestion that they got up and stir themselves brought forth the desired momentum. Resolutions were carried unanimously at the later meetings to take immediate steps to organize the municipalities interested, with a view to an early submission of by-laws. Petitions were then circulated for the submitting of the by-laws in St. Marys, West Zorra, East Nissouri and Embro relative to the collection of loans as before mentioned. These by-laws were almost identical in wording, excepting in that part relating to the amount of the loan granted. A perusal of one will therefore suffice for all.

THE NEW ROAD.
The completed work is worthy of note at this juncture. The line open for traffic on the morning of July 1st, 1908, from Code Junction to the south to its northern terminus, St. Marys, and known then and henceforth as the St. Marys and Western Ontario Branch, was a mere "corduroy" slung together contrived to fulfill the demands of a carefully fenced on either side by a double wire fence, the work of the Woodstock Standard Wire Fence Com-



THE SINK HOLE ON ST. MARYS & W. O. R.

pany. All grades and approaches from the various concession roads were symmetrically built and fenced. Special attention had been given to drainage in order to preserve the efficiency of the road-bed. Deep ditches were dug on both sides throughout the entire length, affording excellent drainage outlets to all the farmers along the line. All bridges and culverts are cement structures, built with a view to beauty as well as to usefulness. Excellent gravel being available throughout the whole construction, the ties have been carefully laid to the road level, leaving a running surface as level as a board. All debris, trees, stumps and construction material have been removed. The telegraph line has been partially completed, there being efficient service to Embro Village at the time of writing. Article after article has been published in the local papers, and every hunting enthusiast loves to see a good job well done. This one was ideal in its general perfection, and many a good man took forth into raptures of commendation for the first time in thirty years. On the evening preceding Dominion Day, orders were issued by C. P. R. authorities to run a train from London over the line to St. Marys ready to make the trip south at 10 o'clock the next morning. The work of clearing the track and opening up the complete line began early in the afternoon under the instructions of Dominion Day. The delay caused in placing the steel transit over Huron St. subway, north Embro, as has been formerly recorded, afforded a slight chance of a slip. The bridge gang was supplemented by a couple of hundred construction men who hastily removed the old steel structure, replaced the wooden trestles, relaid the track over the temporary bridge, and by almost superhuman effort had all arranged by 10 o'clock the evening. The day being fully opened, the first train was ordered to proceed from London. Shortly before 12 o'clock on Tuesday evening the "trial" train crept slowly along the first rail in charge of a pilot and an expert engineer of the C. P. R. staff.

was again resumed and the line was completed and open to traffic on July 1st, 1908, contrary to all prediction but wholly in accord with the "letter" of the contract. The transitory stages of railroad building are particularly interesting to the observer who has lived nearly a whole lifetime amid pastoral scenes of peaceful intent and natural beauty. To be able to fully appreciate perhaps deprecate the revolution effected, to prize or lament the transition from nature's stillness to artificial activity, one must possess certain appreciative conception of the broken solitude and the scenic outness of a cross-country stretch. "Many men have many minds," say the sages. Yet we wager that in few instances is there greater diversity of opinion than that caused in attempting to allot to natural quietude its relative position in the list of the "world's pleasures." One person, from a state of lethargic waxiness, flourishes into obesity and is happy; another, from the same condition catches the ennu, loses flesh, fades and is morose.

A MASTER MIND.
The farmer in Zorra as he watched the surveyor stake a diagonal across his "square" patrimony knew that his beloved acres were to be cut in two and was exceedingly wroth. When he conceived the idea of a separated house from barn, placed his onion-patch far from communication or divided his fine grove or his artistic hedge in two, his temper was not sweetened. But when that man Graham from St. Marys, that great mischief-maker, that oil-on-the-troubled-waters fellow came along and outlined the benefits of that railroad, the educative qualities of that railroad, the money-earning qualities that railroad, and then by way of concrete proof went down into the pockets of those beans of his and produced the "spontaneous" he bought the right of way, and peace reigned in that man's heart and in the vitals of his generation. The village merchant who used to drone his wares and tabulate his outstandings in the accumulated dust of inactivity, awoke on hearing "I want three cwt. of sugar, seventy-five loaves of bread and twelve pounds of butter. Send them at once to Boarding Car No. 8." This was the merchant's first introduction to railroading. His contemporaries would fatten if he didn't hustle; so he hustled and found great pleasure in it.

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