

Half a century ago Lindsay was decidedly a railway town with approximately 300 on the payroll, plus another 200 dependents. Railroad business probably hit the peak during the war years of 1914 and 1918 which railwaymen describe as the "war and grain years". The movement of troops and the great grain rush resulted in prosperity for Lindsay.

In recent years there has been a great change and the name "Railway Town" does not apply although there are many fine railway people paying ever-rising taxes in Town.

The question arises of what is to become of railway properties after they ceased to be used arises. Will the railway properties revert to the Town?

The question arose when an advertisement appeared in the Daily Post regarding the disposition of a street called "Maine Street" is to be sold, that is the portion still owned by the Town at a hearing to be held on Mar. 4.

History records that Maine Street on the map runs north and south from Durham St, to a point close to the plant of the Deyell Printers which faces on Lindsay Street. In 1857 the Town disposed of a strip of Maine Street to the Grand Trunk Railway some 60 feet wide and a portion of the street is covered with tracks.

The south end of this dead end street, some 60 by 160 feet, has been "lost" for years and it is good to realize that it may be used for industrial expansion. The Railway Company has still a sizeable piece of land adjacent to Maine Street.

By the old agreement of 1857 the Company at the time was to employ 53 people.

Looking to the future — it would be a grand and beautiful sight to plan and develop a travel street 100 feet wide stretching from north to south the full length of Victoria Avenue. The question arises, "what disposition will be made of the stretch now partly occupied by the Canadian National Railway in the vicinity of the old freight sheds?" When and if the C.N.R. "pull up stakes" will the part said to be on Town land revert back to the Town?

A glance into the crystal ball reveals that Lindsay in three or five years may become a small City and one gazer predicts that the Town Planning Board should be carefully guarding dead end streets, streets leading to the river and new avenues entering or leaving the Town. A scenic belt line surrounding Lindsay might well start at the north end of Victoria Avenue at Pottinger, follow a one hundred foot driveway to Mary Street, through the Tourist Park to Lindsay Street, cross Lindsay Street to the street which skirts near the Scugog River. Follow this road to Logie Street in the East Ward, thence easterly on Kawartha Drive to the Verulam Road, thence north to Needham Street, thence west across the Scugog River connecting with

Pottinger, West to Victoria Avenue — a pipe dream perhaps but who can foresee twenty years hence, when Lindsay will be a big City.

Twenty years ago who would have dreamed that Lindsay would be considering a second High School in addition to the 1700 student Institute, the demolition of two railway stations, a new Post-office, two new public schools, over one hundred Governmental low rental homes, etc. What development and undreamed of expansion will unfold in the next two decades?

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Few Lindsay citizens have the opportunity of visiting or viewing Northern Ontario where the mercury dips to 40 and 60 below and a few hours later escalates to 20 above in the month of February.

Lindsay's Industrial Commissioner S. R. (Stan) Pitts has had more than one trip to the far North but a few days ago he was invited to spend a couple of days at the mining cities of Kirkland Lake and Timmins. He was a guest of the Chamber of Commerce at Kirkland Lake and at a dinner meeting attended by members of several Service Clubs, merchants, industrialists and mining magnates he recited the success of the Lindsay Industrial Commission, plans completed and plans for the future.

“Kirkland Lake once had a population of 27,000 but Municipal authorities, business men and others are worried because the figure has dropped to 15,000” said Mr. Pitts. “A number of the mines have closed. To use a mining term, they have petered out. Citizens of the City are worried but by no means discouraged and the stores seem to be busy and people are spending money. There are some fine stores, an abundance of hotels and other liquor outlets and the restaurant, we had a snack in, the Bavaria Restaurant, and it was much superior than the best we have in Lindsay.”

Lindsay's Industrial Commissioner added: “Kirkland Lake Merchants and business men in general are going to seek new types of industry, perhaps some type of chemical manufacturing companies. Many different tongues are heard in the Northland and there are schools for English and for French.”

Mr. Pitts spoke highly about the progressive city of Timmins “where people appear to be quite prosperous. Mining is good and business is good. This City has a very busy airport and Timmins has every appearance of being a real go ahead City. I have through the years visited many parts of Northern Ontario and I think this part of Canada has a great future” said Mr. Pitts.