

Thos Moss, of Waldemar, has a dog that he will match against any other canine in the section for speed. The other day at Grand Valley station Colley thought the engine was a little slow in stopping, so he undertook to bring it to a standstill by barking at the cars and catching them with his teeth. After the train stopped he got under one of the cars to take a rest but forgot to come out again before the engine started off. The dog then attempted to get out but he could not do so so he made up his mind to test his speed and ran to Waldemar under the car and came out safe and sound and thought the speed of the C. P. R. was not so great after all. The C. P. R. may get the best of its opponent yet.

MARCH 26th 1891

C. P. R. MAIN LINE.—Next year it is expected the C. P. R. will make the C. V. branch the main line to Orangeville from Toronto, instead of the T. G. & B. now doing the heavy portion of the traffic. In order to run the heavy passenger locomotives over the C. V. branch it will be relaid with heavier steel. When this is accomplished, the new bridge at the Forks completed and the road ballasted, it will be practically a new railroad.—*Brampton Banner.*

April 16, 1891

there than in the towns.

GRAND VALLEY.

(Star)

The saw-mill has started again.

The C. P. R. intend making several improvements at Grand Valley station this summer. The company have just completed a deal with Mr. Jas. Davey for one and one-half acres of land on south side of track on which they intend laying a siding at once. They will also enlarge the cattle pen which at present, owing to the large quantity of stock which is shipped, is much too small.

On Friday evening the village was startled by the report that a child had been found on the side of the railway track, about 3 miles west of the station here. About two o'clock on Friday afternoon Mr. Robt. Dickson, post master at Peepabun, was walking along the track, and when about 30 rods east of the sideroad at Mr. Andrew Richardson's, he observed a parcel lying at one side of the track, about six feet from the rails, which at once aroused his curiosity. The parcel was done up with a sheet of grey paper on the outside and tied on by a cord. Mr. Dickson thinking that the package to be goods of some kind and probably dropped off the train at once began to investigate. He unfastened the cord, took off the paper wrapping and found a woman's undergarment surrounding a tin tobacco box, the box being about 1 foot in length. He then opened the tin, which was fastened with small nails, and a black woollen scarf or shawl appeared, and on lifting the scarf he was horror stricken to behold the remains of a female infant, which was crushed into the box of such small dimensions. Mr. Dickson replaced the wrappings, laid the box down where found and proceeded to Mr. Richardson's and secured a basket, taking Mr. Richardson along with him, they went for the box and brought it to Grand Valley. The coroner being away from home the box was placed under the care of Constable McDonald. The coroner being apprised of what had been found, on Saturday afternoon, on the affidavit of Robert Dickson that he believed the infant came to its death by violent means, an inquest was held with a jury empaneled, the evidence corroborating the facts as above stated. The jury considered that it was necessary to have a *post mortem* examination and the inquest was adjourned until 7 o'clock this Wednesday

April 23
1891

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To Help Build a Spur Line to Their
Quarries—The Board of Trade
in Favor of It.

A meeting of the Orangeville board of trade was held in the council chamber on Monday evening last. President Stevenson occupied the chair and Secretary Bailey carefully copied the minutes. The attendance was fair and a great deal of interest was manifested.

After the minutes of the last meeting were read and adopted the secretary read a communication from the Owen Sound Quarry & Construction Co., explaining that last year the company opened up a quarry in Mono, but having to team the stone all the way to the station they could not make it pay. The stone, the communication said, was far superior to that of their Owen Sound quarries. The company wanted a spur line built from the quarries to the C. P. R. station, a distance of three miles, which would cost about \$12000. They proposed that the town should bonus or loan them \$5,000. The corporation should have control of the line and other quarries could use it also. They would employ 100 to 150 men in the quarries.

Mr. George Endacott was against the bonus business, but if the C. P. R. was consulted he thought they would do something towards the project. He moved that the board of trade recommend the council to loan the quarry company \$5000.

Mr. Moody, manager of the old stone grist mill and a new resident of the town, was asked to express an opinion. He said he had some experience in railroad building. It took about \$2000 per mile to build a road without the iron. He thought bonusing and loaning companies money was foolish and unprofitable business for municipalities. In Ridgeway, he said, they had some experience in that line and it was most unprofitable. Some other gentlemen spoke and all of them were against the bonus system.

Mr. Endacott's motion was put and carried, 6 voting for it and 3 against it.

After some unimportant business had been transacted the board adjourned.

Spur Line
over old
CVR.

April 30
1891

THEY WANT A LOAN!

OWEN SOUND QUARRY CO. ASK FOR \$5000

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SparLine

April 30
1891

THAT SPUR LINE.

The Owen Sound Stone Quarrying & Construction Co's letter, regarding the building of a spur line from the C. P. R. to the Mono quarries, was forwarded by Secretary Bailey of the Orangeville board of trade. A full report of the board of trade's meeting appeared in THE SUN's last issue. The mayor thought there were many legal obstacles in the way of complying with the company's request. Ald. Ketchum moved that a committee consisting of the mayor, reeve, Young, Gillespie and the mover be appointed to confer with the board of trade's committee. No person opposed the motion and it carried.

Reeve Lindsey handed in Town Treasurer Irwin's report for the month of April.

Spurline

MAY 7, 1891

A TERRIBLE SMASH-UP.**A C. P. R. Freight Train Thrown Down an Embankment—Three Men Killed.**

The way freight running between Toronto and Orangeville on the Orangeville branch of the C.P.R. met with a terrible mishap on the return trip about 7 o'clock last night at short distance out of Churchville, a little flag station some 3 1/2 miles north of Streetsville Junction. From the incomplete reports which reached the city immediately after the catastrophe it appears that the train, which consisted of an engine and 23 cars, was running at a fair rate of speed when it struck a cow which had wandered on to the track. The force of the collision was sufficient to derail the locomotive, which rolled down the steep embankment, turning completely over and dragging at least two-thirds of the cars after it. There were three men on the engine—Robert Johnson, the driver, an old and thoroughly trustworthy servant of the company, who had been in their employ since they first took control of the road and was employed for some years prior to that on the Toronto, Grey & Bruce; with him was the fireman, a young man whose name could not be ascertained, and a stranger, also unknown who had got onto the engine a short time before the disaster. These three poor fellows were pinned beneath the engine and so frightfully injured that Johnson and the stranger are believed to have been killed instantly, the fireman also succumbing to his injuries before any possible help could be rendered.

Wm. G. White, a brakeman, was on the box car next to a tender and was thrown onto the boiler. He was badly burned and scalded about both legs below the knees and also in a less degree about the face and head. White is a married man, 25 years of age and lives at 114 Maria street, Toronto Junction. He has been working on the cars for some time and was a competent man, though last fall he met with a mishap in which his leg was broken and he had not long been back on duty. Wm. Little, another brakeman, was, at the moment the cars started down the embankment, on the tenth car from the engine. This was a flat car loaded with five huge blocks of stone. One of these partially fell on Little who reached the bottom of the incline and striking his right foot crushed it to a pulp. He will lose the foot from the ankle, if not a part of the leg as well. Little is a fine, powerful young fellow, 21 years of age and unmarried. He boards at the Junction and had only been two weeks braking. These two poor fellows were conveyed to a passenger train at Streetsville Junction and got into the city at 9.15 last night, where the ambulance was waiting at the Union Depot to take them to the hospital. Inquiries at an early hour this morning elicited the fact that they were both resting comfortably, though Little was not able to stand more than a partial examination of his injuries before morning. Both men had endured their sufferings most bravely, and some idea can be obtained of what they endured from the fact that no doctor could be got nor any attempt made to attend to their wounds till the hospital was reached. Directly the news of the disaster reached the railway officials here a wrecking train was made up and left the Junction for the scene of the wreck about 10.10 in charge of Mr. Jamieson, the assistant superintendent. The line was completely blocked at latest advices last night, the passenger train which was following the ill-fated freight having to return to Meadowdale.

MAY 20, 1891

ORANGETVILLE, MAY 21, 1891.

THE GOOD OLD FREE TRADE TIMES.

Europe. *Free Trade Record*. Said, as old times like to remember the other day, when talking of free trade or the "good old times" when we had free trade or the next thing to it. Why, I remember them. I remember the time when I drove from Tuckersmith to Fredericton, and could get only 9 cents a pound for butter, 4 cents a dozen for eggs, 10 cents a bushel for oats, 50 cents for wheat, and "more pay" at that, and 32 a hundred for pork. No, I don't hanker after free trade or the good old times when I had to sell my produce in that way and pay 63 a barrel for salt, \$1 a pound for tea, 12 1/2 cents for molasses sugar, 20 cents a yard for calico and other things in proportion. We may not be as well off as we should be, but it is no wonder. We get double the price for what we sell, and that in cash, and what we buy we get at about half the price we paid in good old free trade times. The modern times are good enough for me.

EDITORIAL NOTES.

It is reported that Sir John Macdonald will visit England after the coronation. At all events, he will not examine at *Miser de L'Etat*, as he has received his sentence there to Judge Gwynne of the Supreme Court.

Delegates from all parts of Ontario are at Ottawa to-day to urge the government to refund the whole or part of the amount of bonuses granted to railways years ago. Mr. W. L. Walsh, mayor of Orangetville, is chairman of the delegation, and we sincerely hope success will crown the delegation's efforts.

It must not be very pleasant to Sir Richard Cartwright and other Reform leaders to hear *Unit Journals* claim that Canada is doing business at the old stand without the help of the great American republic. Last week's *Unitarian Tribune* (Grip) says: "The McKinley bill does not seem to strike terror to the hearts of our business men so far as stopping for every man for fear of being boycotted. The McKinley bill is a good one. There is something wrong about this."

A TRAIN WRECKED.

Terrible Railway Accident at Churchville.

THREE MEN KILLED - TWO MAIMED FOR LIFE.

A Way Freight Disrupted on the Credit Valley - Driver Johnson and Fireman Ferguson Killed to Their Death.

AN UNKNOWN MAN KILLED - TWO SERIOUSLY INJURED - AN AMBULANCE.

Railway accidents are of daily, almost hourly, occurrence, but it is only when they happen near home that we fully realize their awfulness. A thrill of horror and regret ran through this town yesterday morning when the news reached here that the way freight on the Orangetville branch of the C. P. R. between here and West Toronto Junction had been wrecked and that the driver and fireman, a stranger and probably others had lost their lives in the wreck.

The train was in charge of Conductor Wm. Hooks, and Driver Robert Johnson and Fireman James Ferguson were on the engine. It was between 1 and 2 p.m. and on the dark run that the terrible crash took place. When a short distance below Churchville and while running at a fast rate of speed on a down grade the engine struck a bow which was lying on the track, and in an instant the huge machine left the rails, tumbled over and buried beneath it the engineer and his mate. Johnson met instant death, while Ferguson lingered about half an hour before his spirit winged its flight. Riding on the engine at the time of the accident was a stranger, who, it seems, had missed the regular train and was taking this means of reaching home. He, too, was instantly killed.

After striking the obstruction the locomotive ran several hundred yards to the ties before turning over, but when it did leave the road it drew several cars over the embankment. Wm. P. Little, one of the brakemen, was riding next to a flat car loaded with stones, and when the engine left the track he was thrown off, a number of the great stones falling on him and crushing his right foot. W. G. White, another brakeman, was on top of a box car. He was thrown forward and received a number of ugly cuts on the left leg and several bruises on other parts of the body. These two men were taken to Toronto on the 2:30 train and immediately taken to the hospital, where it was found necessary to amputate Little's leg. It is a very precarious condition, but it is probable that he will recover. The bodies of Johnson and Ferguson were brought to Orangetville on Wednesday evening's train, and were met at the station by hundreds of sympathizing citizens. The funerals will take place this afternoon.

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"Bob" Johnson, the engineer, was one of the best known men on the road. He belonged to a family of railroaders, having two brothers on the C.P.R. and one a driver on the Trunk. He worked at the railway business from his boyhood up, and his sudden death created great excitement among his many friends along the line. His wife, who was a daughter of James Keyes, died some time ago. He leaves one child, who is living with friends in Orangetville. He was about 23 years of age.

James Ferguson, the fireman, was 27 years old and was a native of Orangetville, being the second son of Mr. James Ferguson, painter. He was an exemplary young man and was steadily working his way up in the confidence of the railway authorities. His parents have the heartfelt sympathy of every one in this section, where the family is well and favorably known.

W. G. White, the injured brakeman, lives at West Toronto Junction and is 25 years of age. He has been employed on the road for about three years. Little, the other brakeman, has only been on the road two weeks and is 21 years old. He was raised in the township of Mono, his home being near the village of Rosemont. Rumor has it that Little died in the hospital yesterday, but up to the hour of going to press the report has not been verified.

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Orangetville Sun
MAY 21 1891

A TRAIN WRECKED.

Terrible Railway Accident at Churchville.

**THREE MEN KILLED — TWO
MAIMED FOR LIFE.**

**A way Freight Ditched on the Credit
Valley—Driver Johnson and
Fireman Ferguson Kide
to Their Death.**

**AN UNKNOWN MAN KILLED — TWO
BRAKEMEN SERIOUSLY INJURED
—AN AWFUL SMASH.**

Railway accidents are of daily, almost hourly, occurrence, but it is only when they happen near home that we fully realize their awfulness. A thrill of horror and regret ran through this town yesterday morning when the news reached here that the way-freight on the Orangeville branch of the C. P. R. between here and West Toronto Junction had been ditched and that the driver and fireman, a stranger and probably others had lost their lives in the wreck.

The train was in charge of Conductor Wm. Rooks, and Driver Robert Johnson and Fireman James Ferguson were on the engine. It was between 7 and 8 p.m. and on the down run that the terrible crash took place. When a short distance below Churchville and while running at a fair rate of speed on a down grade the engine struck a bow which was lying on the track, and in an instant the huge machine left the rail, toppled over and buried beneath it the engineer and his mate. Johnson met

MAY 21, 1891

NO ONE TO BLAME

THE JURY'S VERDICT IN THE CHURCHVILLE INQUEST.

SCENE OF THE ACCIDENT.

A Neglected Township By-Law Costs Three Men's Lives.

Full Report of the Evidence Taken— Description of the Wreck—Con- dition of the Wounded Men.

BRANFORD, May 24.—A Globe reporter states to day visited the scene of the disastrous railway smash up at Churchville on Tuesday night. The starting at which the engine of the ill-fated train struck the cow, as reported to yesterday's issue, is on a sharp down grade, fully a quarter of a mile north of the Little Bay station of Churchville. A sharp curve hides a southward bound train until it is almost on the crossing. It immediately over the crossing the train crosses a creek on a trestle bridge some 30 feet high, and, continuing still on a considerable curve, crosses the little road at two other places before reaching Churchville, so that there are three level crossings in about 400 yards. The evidence taken at the inquest showed that the cow was running across the track when struck and not lying down. After being struck she was partly thrown into a cattle guard and was again caught by the small wheels of the forward truck and carried a considerable distance. This second encounter was what probably caused the wheels to leave the rails. The two front wheels only were derailed at this point, but owing to the grade and the very heavy load being not at fault of the engine or brakemen could stop the train. For nearly 400 yards she ran after the engine was partially derailed, until probably from the rails spreading the locomotive turned at a sharp angle and

PLUNGED INTO THE DITCH.

burying itself to the boiler box into the bank, the tender and cars falling over it in dire destruction. No fewer than seventeen cars were derailed sixteen of them being smashed to kindling wood, though the loss in freight was small, most of it being stone which sustained no injury. But under the tender and crushed against the boiler were three poor fellows whose lives were sacrificed, two of them awaiting the chance to escape till too late, standing at their post with the noble determination to save the train if possible. The third, Diaker, was a father of Watgrou who was on his way to a job with C. J. Owens of Streetsville, his identity being established through a telegram from that gentleman engaging him. As shown by the verdict recorded below the jury refused to attach blame for the accident to anyone but a very strong feeling was expressed on all hands that the township authorities should be called to account for neglecting to enforce a

May 28, 1891
Orangeville Sun

A TERRIBLE SMASH-UP.

A C.P.R. Freight Train Thrown Down an Embankment—Three Men Killed.

The way freight running between Toronto and Orangeville on the Orangeville branch of the C.P.R. met with a terrible mishap on the return trip about 7 o'clock last night a short distance out of Churchville, a little flag station some 3½ miles north of Streetsville Junction. From the incomplete reports which reached the city immediately after the catastrophe it appears that the train, which consisted of an engine and 23 cars, was running at a fair rate of speed when it struck a cow which had wandered on to the track. The force of the collision was sufficient to derail the locomotive, which rolled down the steep embankment, turning completely over and dragging at least two-thirds of the cars after it. There were three men on the engine—Robert Johnson, the driver, an old and thoroughly trustworthy servant of the company, who had been in their employ since they first took control of the road and was employed for some years prior to that on the Toronto, Grey & Bruce; with him was the fireman, a young man whose name could not be ascertained, and a stranger, also unknown who had got onto the engine a short time before the disaster. These three poor fellows were pinned beneath the engine and so frightfully injured that Johnson and the stranger are believed to have been killed instantly, the fireman also succumbing to his injuries before any possible help could be rendered.

Wm. G. White, a brakeman, was on the box car next to the tender and was thrown onto the boiler. He was badly burned and scalded about both legs below the knees and also in a less degree about the face and head. White is a married man, 25 years of age and lives at 115 Maria street, Toronto Junction. He has been working on the cars for some time and was a competent man, though last fall he met with a mishap in which his leg was broken and he had not long been back on duty. Wm. Little, another brakeman, was, at the moment the cars started down the embankment, on the tenth car from the engine. This was a flat car loaded with five huge blocks of stone. One of these partially fell on Little as he reached the bottom of the incline and striking his right foot crushed it to a pulp. He will lose the foot from the ankle, if not a part of the leg as well. Little is a fine, powerful young fellow, 21 years of age and unmarried. He boards at the Junction and had only been two weeks braking. These two poor fellows were conveyed to a passenger train at Streetsville Junction and got into the city at 9.55 last night, where the ambulance was waiting at the Union Depot to take them to the hospital. Inquiries at an early hour this morning elicited the fact that they were both resting comfortably, though Little was not able to stand more than a partial examination of his injuries before morning. Both men had endured their sufferings most bravely, and some idea can be obtained of what they endured from the fact that no doctor could be got nor any attempt made to attend to their wounds till the hospital was reached. Directly the news of the disaster reached the railway officials here a wrecking train was made up and left the Junction for the scene of the wreck about 10.10 in charge of Mr. Jamieson, the assistant superintendent. The line was completely blocked at latest advice last night, the passenger train which was following the ill-fated freight having to return to Meadowdale.

WRECK
Churchville

MAY 20, 1891
TORONTO GLOBE

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ORANOVILLE, MAY 21, 1891.

THE GOOD OLD FREE TRADE
TIMES.

Huron River Record: Said an old time Huron farmer the other day when talking of free trade or the "good old times" when we had free trade or the worse thing to us. "Why, I remember them. I remember the time when I drove from Tuckersmith to Toderich, and could get only 5 cents a pound for butter, 4 cents a dozen for eggs, 10 cents a bushel for oats, 50 cents for wheat, and "store pay" at that, and 32 a hundred for pork. No, I don't hanker after free trade or the good old times when I had to sell my produce in this way and pay 33 a barrel for tea, \$1 a pound for tea, 12 1/2 cents for molasses sugar, 20 cents a yard for calico and other things in proportion. We may not be so well off as we should be, but it is our own fault. We got double the price for what we sell, and that is cash, and what we buy we get at about half the price we paid in good old free trade times. The modern times are good enough for me."

EDITORIAL NOTES

It is reported that Sir John Macdonald will visit England after the session. At all events, he will not summer at River de Loup, as he has resigned his residence there to Judge Gwynne, of the Supreme court.

Delegates from all parts of Missouri are at Chicago to-day to urge the government to refund the whole or part of the amount of bonuses granted to railways year ago. Mr. W. L. Walsh, mayor of Orangeville, is chairman of the delegation, and we sincerely hope success will crown the delegation's efforts.

It must not be very pleasant to Sir Richard Cartwright and other Reform leaders to hear our journals admit that Canada is doing business at the old stand without the help of the great American republic. Last week's *Harvard Tribune* (Gt.) says: The McKinley bill does not seem to strike root in the hearts of our business men so far as regards the nearly every man for man in buying goods. We have one eloquent leader who walks the country bearing down his victims and American goods are still sold here at about 25 per cent. more than they are in New York, and their very own children recognize the McKinley bill by placing 10 cents a dozen, and Harrison is a little less than 10.

There is something wrong about this.

A TRAIN WRECKED.

Terrible Railway Accident at Churchville.

THREE MEN KILLED - TWO
MAIMED FOR LIFE.

A way freight ditched on the Credit Valley—Driver Johnson and Fireman Ferguson Ride to their Death.

AN UNKNOWN MAN KILLED - TWO
BROTHERS SERIOUSLY INJURED
- IN AVEU. SHOOT.

Railway accidents are of daily, almost hourly, occurrence, but it is only when they happen near home that we fully realise their awfulness. A thrill of horror and regret ran through this town yesterday morning when the news reached here that the way-freights on the Orangeville branch of the C. P. R. between here and West Toronto Junction had been derailed and that the driver and fireman, a stranger and probably others had lost their lives in the wreck.

The train was in charge of Conductor Wm. Hooks, and Driver Robert Johnson and Fireman James Ferguson were on the engine. It was between 1 and 2 p.m. and on the down run was the terrible crash took place. Within a short distance being Grayhills and while running at a fair rate of speed on a down grade the engine struck a box which was lying on the track, and in an instant the huge machine left the rail, toppled over and buried beneath it the engineer and his wife. Johnson met instant death, while Ferguson lingered about half an hour before his spirit winged its flight. Riding on the engine at the time of the accident was a stranger, who, it seems, had indeed to rejoin the train and was taking this means of reaching home. He, too, was instantly killed.

After stalling the obstruction the locomotive ran several hundred yards on the ties before turning over, but when it did leave the road it drew several cars over the embankment. Wm. F. Phillips, one of the brakemen, was riding next to a flat car loaded with stone, and when the engine left the track he was thrown off, a number of the great stones falling on him and crushing his right foot. W. G. White, another brakeman, was on top of a box car. He was thrown forward and received a number of blows on the left leg and several bruises on other parts of the body. Two or three men were on the Toronto car, the last track and the engine ran down the main line, where it was found necessary to stop for a little time. White is in a very precarious condition, but it is believed that he will recover. The brakemen are being paid at the rate of twenty a month, and the engine men at

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"Bob" Johnson, the engineer, was one of the best known citizens on the road. He belonged to a family of railroaders, having two brothers on the C.P.R. and one a driver on the Trunk. He worked at the railway business from his boyhood up, and his sudden death created great excitement among his many friends along the line. His wife, who was a daughter of James Keyes, died some time ago. He leaves one child, who is living with friends in Orangeville. He was about 23 years of age.

James Ferguson, the fireman, was 27 years old and was a native of Orangeville, being the second son of Mr. James Ferguson, painter. He was an exemplary young man and was steadily working his way up in the confidence of the railway authorities. His parents have the heartfelt sympathy of every one in this section, where the family is well and favorably known.

W. G. White, the injured brakeman, lives at West Toronto Junction and is 25 years of age. He has been employed on the road for about three years. Little, the other brakeman, has only been on the road two weeks and is 21 years old. He was raised in the township of Mono, his home being near the village of Rosemont. Rumor has it that Little died in the hospital yesterday, but up to the hour of going to press the report has not been verified.

The bodies of Johnson and Ferguson were brought to Orangeville on Wednesday evening's train, and were met at the station by hundreds of sympathizing citizens. The funerals will take place this afternoon.

Orangeville Sun
MAY 21 1891

NO ONE TO BLAME

THE JURY'S VERDICT IN THE CHURCHVILLE INQUEST.

SCENE OF THE ACCIDENT.

A Neglected Township By-Law Costs Three Men's Lives.

Full Report of the Evidence Taken-- Description of the Wreck--Con- dition of the Wounded Men.

ISAACSON, May 21.--A Globe rep-
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the disastrous railway smash-up at
Churchville on Tuesday night. The
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A sharp curve hides a southward bound
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Immediately over the crossing the line
crosses a creek on a trestle bridge some
30 feet high, and, continuing still on a
considerable curve, crosses the high road
at two other places before reaching
Churchville, so that there are three
level crossings in about 400 yards. The
evidence taken at the inquest showed
that the cow was running across the
track when struck and not lying down.
After being struck she was partly thrown
into a cattle guard and was again caught
by the small wheels of the forward truck
and carried a considerable distance.
This second encounter was what proba-
bly caused the wheels to leave the rails.
The two front wheels only were derailed
at this point, but owing to the grade
and the very heavy load behind no ef-
fort of the engines or brakemen could
stop the train. For nearly 400 yards
she ran after the engine was partially
derailed, until probably from the rails
spreading the locomotive turned at a
sharp angle and

PLUNGED INTO THE RIVER.

burying itself to the boiler down into
the bank, the tender and cars falling over
it in dire destruction. No fewer than
seventeen cars were derailed, sixteen of
them being smashed to kindling wood,
though the loss to freight was small,
most of it being stone which sustained
no injury. But under the tender
and crushed against the boiler were
three poor fellows whose lives were
sacrificed, two of them awaiting the
chance to escape till too late, standing
at their post with the noble determina-
tion to save the train if possible. The
third, Dicker, was a tailor of Watrous
who was on his way to a job with C.
J. Owens of Siretsville, his identity
being established through a telegram
from that gentleman engaging him. As
shown by the verdict recorded below
the jury refused to attach blame for the
accident to anyone but a very strong
feeling was expressed on all hands that
the township authorities should be called
to account for neglecting to enforce a
bylaw of eleven years' standing which

May 28, 1891
Orangeville Sun.

NO ONE TO BLAME!

THE JURY'S VERDICT IN THE CHURCHVILLE INQUEST.

SCENE OF THE ACCIDENT.

A Neglected Township By-Law Costs Three Men's Lives.

Full Report of the Evidence Taken—Description of the Wreck—Condition of the Wounded Men.

BRAUNTON, May 21.—A *Globe* representative to day visited the scene of the disastrous railway smash-up at Churchville on Tuesday night. The crossing at which the engine of the ill-fated train struck the cow, as recorded in yesterday's issue, is on a sharp down grade, fully a quarter of a mile north of the little flag station of Churchville. A sharp curve hides a southward bound train until it is almost on the crossing. Immediately over the crossing the line crosses a creek on a trestle bridge some 30 feet high, and, continuing still on a considerable curve, crosses the high road at two other places before reaching Churchville, so that there are three level crossings in about 400 yards. The evidence taken at the inquest showed that the cow was running across the track when struck and not lying down. After being struck she was partly thrown into a cattle guard and was again caught by the small wheels of the forward truck and carried a considerable distance. This second encounter was what probably caused the wheels to leave the rails. The two front wheels only were derailed at this point, but owing to the grade and the very heavy load behind no effort of the engineer or brakemen could stop the train. For nearly 400 yards she ran after the engine was partially derailed, until probably from the rails

showed that the wheels left the rails immediately. He had no possible doubt that the collision with the cow was the cause of the accident. He had four brakes set before the whistle was given, and the other two brakemen (who are in the hospital) had probably set as many more each. He set one more before jumping. He saw no one at all in charge of the cow or in the neighborhood.

THE OWNER OF THE COW.

Betsy Lowey deposed that she owned the cow which was killed, and on the day in question had started to bring home it and another which had been grazing on the roads during the day. She was not expecting the train, as it was several hours overdue and the passenger train was not due for an hour. She left the animals in charge of her young sister and went to a neighboring mill a quarter of a mile away from the crossing. When on the way back she heard a sharp, long whistle and saw the cows start to run. She did not know where her sister was in relation to the approaching train, and fearing that she might be in danger witness turned faint and did not remember what else occurred till after it was all over. In reply to questions witness claimed that the cows had been down in the village all day and were not in the neighborhood of the track till they were being driven home just at the time the freight came along. Her sister had often driven the cows home before, and she had always considered her competent but would not express an opinion on that point now. It was the custom in the village to allow cattle to graze on the highway in the early spring until the pastures opened. She only left her cows a short time to go over to the mill. Maggie Carey, aged twelve, sister of the last witness, deposed that she was in charge of the cows for the time her sister was away. She did not see or hear the train till it was on the curve and the sudden whistle caused the cattle to start at a run towards home, which unfortunately was across the track. To

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would have been spared and two others saved from life long injuries.

THE INQUEST.

The inquest on the bodies of Robert Johnson, the driver, Jas. Ferguson, the fireman, and Nicholas Dicker, who were killed in the smash up was opened in the town council chamber here this afternoon, at 3 o'clock before Dr. John Mullin, coroner for the county of Peel. The jury had been empannelled on Tuesday night, very shortly after the disaster occurred, and had at once proceeded to the scene, where the bodies were viewed, and the position of the wreck examined. No evidence was taken at that time, further proceedings being adjourned till to-day.

Mr. W. H. McFadden, county crown attorney, conducted the case for the Crown, the interests of the C. P. R. company being watched by Messrs. Angus Macdonald and James Kerr.

Jacob Brooks, Toronto Junction, conductor of the train, was the first witness examined. He deposed that on the afternoon of Tuesday in question he took his train, No. 68, out of Brampton at 7:45 p. m., six hours late. After going some 2½ miles and while running at from fifteen to twenty miles an hour, he felt a sudden jar, but being in the rear carboore at the time he saw nothing and had no personal knowledge of what was the cause. Immediately before he felt the jar he heard the whistle indicating that cattle were on the track, and finally the whistle was given for down brakes. After feeling the jar witness did not realize that the engine had left the track until the cars began to pile up. This occurred exactly at 8 o'clock. There was nothing unusual in the rate at which the train was running at the time of the accident. Twenty miles per hour was schedule time and no instructions had been given as to this particular point. He was acquainted with the deceased men, Johnson, and Ferguson, and saw them immediately after the train stopped. He could not say if Johnson was dead at that time, as they could not get to the engine for the steam. He could hear Ferguson moaning, but it was impossible to render assistance, though every effort was made. Possibly he lived an hour but witness did not think he was conscious after he was struck. Dicker was also to all appearances killed instantly. Witness did not know Dicker at all. He saw him at the Brampton station before the train left and again after he was killed. He had no business on the engine, it being against the distinct in-

struction that cattle were on the track, and finally the whistle was given for down brakes. After feeling the jar witness did not realize that the engine had left the track until the cars began to pile up. This occurred exactly at 8 o'clock. There was nothing unusual in the rate at which the train was running at the time of the accident. Twenty miles per hour was schedule time and no instructions had been given as to this particular point. He was acquainted with the deceased men, Johnson, and Ferguson, and saw them immediately after the train stopped. He could not say if Johnson was dead at that time, as they could not get to the engine for the steam. He could hear Ferguson moaning, but it was impossible to render assistance, though every effort was made. Possibly he lived an hour but witness did not think he was conscious after he was struck. Dicker was also to all appearances killed instantly. Witness did not know Dicker at all. He saw him at the Brampton station before the train left and again after he was killed. He had no business on the engine, it being against the distinct instructions of the company for strangers to board a freight train. When the engine was examined the lever was reversed and he believed the deceased men

DID THEIR DUTY FULLY

in endeavoring to avert the accident. In reply to questions from jurors witness explained that there were two whistles given before reaching the crossing. The distance of the engine from the crossing, when the first whistle was given, would be fully 80 rods. After this the whistles for cattle on the track and the down brakes were given, and there was ample time for the cow to have been driven off the crossing if she had been in charge of any person. It was impossible to see the crossing from the point where the first whistle was given owing to the curve.

Henry Pinchin, Toronto Junction, was the next witness examined. He deposed that he was brakeman on the train in question, and generally corroborated the previous witness, particularly as to the whistles given and his belief that the deceased employees did all in their power to save the train. He added that the cow was struck right on the crossing, and the mark on the track

MAY 28
1891

VICTIMS BURIED.

The Remains of Engineer Johnson and Fireman Ferguson Laid at Rest.

The funeral of Engineer Robert Ellis Johnson, one of the victims of the Churchville disaster, took place from the residence of his father-in-law, Mr. James Keys, at 2 o'clock on Tuesday afternoon to the Town cemetery. The funeral was very largely attended, as deceased was well known and popular in Orangeville. His remains were laid beside those of his wife and child, who died nearly two years ago. Rev. D. C. Hossack, pastor of St. Andrew's church, conducted religious services both at the house and grave.

Deceased was born in Toronto on the 12th of October, 1863, and had been employed on the C P R for 14 years. He was one of the best known drivers on the road and was always kind-hearted and genial. Mr. Johnson was a member of the Brotherhood of Locomotive Engineers, but, unfortunately carried no insurance. Deceased leaves one son, Harry, a bright little lad of 4, a mother, one sister and six brothers to mourn his loss.

The funeral of the fireman, James Galt Ferguson, started from his father's residence, in the East ward shortly after 3 o'clock. The cortege was similar to that which followed the engineer's remains to the grave, and the interment took place in a nice plot in the Forest Lawn cemetery. Deceased was a native of this town, having been born here 27 years ago. He had been employed on the road over five years and was rapidly advancing himself from one position to another. He was a member of the A O U. W. lodge and carried an insurance of \$2000. "Jim" was known and respected by everybody and his sad death was a terrible shock to his friends. A father, mother, one brother and three sisters survive him, and they have the sympathy of the community in their sad bereavement.

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THE QUARRY SPUR LINE:

^ The mayor gave a verbal report of the deputation that interviewed C.P.R. Superintendent Tait regarding the building of a spur line to the Mono quarries. The C.P.R. were anxious that the line should be built, and would provide the rails and give the right-of-way over the old C.V.R. road. The railway company would do all the shunting to the foot of Broadway and would charge them only 6 per cent. on the cost of the rails. The quarry company was well satisfied, and it is likely work will be commenced at once.

Spur Line

June 6, 1891

PASSED AWAY!

R JOHN'S GREAT
TRUGGLE ENDED.e Premier Slept
Quietly Away.

NADA IN MOURNING

bulletin, the last that would ever be issued, was fastened to the gate:—
 KANSAS CITY, 10.30 p. m.—Sir John Macdonald died at 10.15 this evening.
 (Signed) R. W. Powell, M. D.

After remaining at the abode of death for half an hour, Dr. Powell left for his own residence for the first time since he was summoned to the Premier's bedside on the previous Friday week. The physical strain had been tremendous, but the doctor bore it well. After all was over Dr. Powell said Sir John's death was the most quiet and peaceful he had ever witnessed. Respiration was 36 that afternoon. Death he added, was a certainty from the first, as no human skill could successfully battle with deadly paralysis.

AT THE BEDSIDE.

The scene at the Karnscliffe bedside was one full of pathetic if not historic interest. There was no need to fight the inevitable now. The silent death-watch was at an end, and all the loving family was gathered together to watch

Ballast, senators and members of parliament. The scene was an imposing one. Thousands of ladies paid their last tribute to the late Premier. He looks natural in death, and roigns of members of parliament are on duty at the bier. The Senate Chamber is artistically draped for the occasion.

The news was received in Orangeville shortly after the sad event occurred, and early Sunday morning flags were flying at half-mast from every flag-staff in town.

The postoffice is draped in mourning as is also the C. P. R. station and the engines.

In several store windows on Broadway pictures of the deceased Premier are heavily draped with crepe.

MR. ABBOTT WILL DEFEND THE CROWN.

There is no lack of men in the Conservative ranks capable of forming a strong and acceptable Government on the lines of administration pursued by Sir John and one of whom is Mr. Abbott.

SCHEDULE

Made by Her Majesty's Justice June 1891, transmitted to my of Sub-Section 4, of Section 9, Vic. of Statutes of

NAME OF PROSECUTOR.	NAME OF DEFENDANT.
Samuel Corbet.....	James Montgomery.....
J. J. Hubbard.....	D. E. Warner.....
Miles W. Miller.....	Matthew Dodds.....
Robert Shields.....	Wm. Menary, Jr.....
do.....	James Robinson.....
John Killen.....	John Kirkland.....
R. Wansbrough.....	Chambers Baloon.....
R. Shields.....	Joseph Agnew.....
do.....	A. McAllister.....
W. A. Genser.....	Wm. Elder.....
John Kirkland.....	Wm. Nelson.....

SIR JOHN A. MacDonald
passed away.

CPR station and
engines draped in mourning

June 11, 1891

THE SUN, THURSDAY ANOTHER BIG BLAZE!

BEATTY'S BIG ELEVATOR THIS TIME.

THE WATERWORKS NOT "IN IT."

TWENTY-FOUR NEW McMASTER BINDERS
A HAY PRESS AND OTHER ARTICLES
CONSUMED.

Orangeville has always been noted as a great town for fires, and the way it keeps up its reputation is something wonderful. About noon on Thursday the large building on east Broadway, near the old O. V. R. station, owned by Mr. Robt. Beatty, and formerly used by him as an elevator, was discovered to be in flames. The structure, the dimensions of which were 52 x 70 and 50 ft. high, was constructed entirely of pine, and the fire spread with astonishing rapidity. Five minutes after the fire was discovered it had spread to every part of the building. It was a terrible and grand sight to see immense sheets of flame shoot high into the air! The heat was so intense that people could not get within two hundred feet of the building. It was lucky no other building was very near this huge burning pile, for nothing could have saved it from destruction. The employees of McMaster's foundry, which is situated on the opposite side of the street from the old elevator, had just gone to dinner, but when they saw the fire they returned to the foundry and worked like whiteheads to save their employer's property. The foundry is equipped with hose and a powerful steam pump, and if it had not been for these it would have been pretty hard to save the machine works.

Our miserable, antiquated system of

July 30
1891