Thos Muss, of Waldemar, bas a dog that he will match against any oth r canine in the section for speed. Tie other day at Grand Vulley station Colley thought the engine was a little slow in stopping, so he undertook 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 oars to take a rost but forgot to come out again before the eagive started off. The dog then attempt ed 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 26 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 Orange. ville from Toronto, instead of the G. & B. now doing the heavy portion of the traffic. In order to run the heavy passenger locomotives over the U. V. branch it will be relaid with heavier steel. When this is accomplished, the now bridge at the Forks completed and the road ballasted, it will be practically a new railroad. - Brampton Banner,

April 16, 1891

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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 cuttle 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 About two o'clock on Friday alternoon Mr. Robt. Dickson, post master at Peepabun, was walking along the track, and when about 30 rods east of the sideroad at Mr. Andrew Richard. son'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 unfustened the cord, took off the paper wrapping and found a woman's undergarment surrounding a tin tobacco box, the box being about I foot in length. He then opened the tin, which was fastened with small nails, and a black woollen searf 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 proceed ed 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 cor oner being away from home the box was placed under the care of Constable McDouald. The coroner being apprised of what had been found, on Saturday afternoon, on the affiadavit 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 lacts as abore stated. The jury considered that it was occessary to have a post morten examination and the inquest was ad journed 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 to Favor of it.

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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., ex plaining 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 thece mues, 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 Endaontt was against the bonus beeiness, 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 rail-It took about \$2000 road building. per mile to build a road without the iron. He thought bonusing and loaning com panies money was foolish and unprofitable business for municipalities. Ridgetown, he said, they had some experience in that line and it was most Some other gentlemen unprofitable. spoke and all of them were agreest the bonus system.

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

After some unimportant business had neen transacted the board adjourned.

Spar Line over old CVR.

April 30 1891

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THEY WANT A LOAN!

OWEN SOUND QUARRY CO. ASK FOR \$5000

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

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Sparline

April 30 189)

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 mayor THE SUN's last issue. 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 may or, reeve, Young, Giliespie 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 Erwin'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 treight running between Turmito and Orangaville on the Changeville branch of the C.P.R. met with a terrible mishap on the return trip about ? o'clock last aight alshort distanco out of Churchvilla, a little flag station some 34 rolles north of Street wille Junction. From the incomplete reports which reached the city immediately after the catastrophe it appears that the train, which consisted of an engine and 22 cars, was running at a fair rute of speed when it struck a cow which had wandered up to the track. The force of the collision was sufficient to derail the locomotive, which completely over and drawging at least two-thirds of the ears after it. There were three men on the engine—Rubert Johnson, the driver, an old and thoroughly trust worthy servant of the company, who had been in their employ since they first took control of the read and was employed for some years prior to that on the Toroutz. Orey 5: Bruce; with him was the freuen, 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 baneath the engine and so frightfully injured that Johnson and the stranger are believed to have been killed instantly, the fireman also succumbing to his lapuries before any possible help could be rendered.

Vim. G. White, a brakeman, was on the box car next t. a fender and was thrown onto the boiler. He was badly burned and scalded about both legs below the knees and also in a less de-gree about the face and head. White is a man ried man, 25 years of age and live at 114 Maria street, Toronto Junction. He has been working on the cars for some time and was a competent man, though but fall he met with a mislion in which his lek was broken and he had not long been back on duty. Wm. Little, another brakeman, was, at the moment the cars started down the curbank ing, on the tenth car from the cagine, this was a flat car loaded with five huge books of -tone. Une of those partially fell on large vno reached the bottom of the incline and striking his right foot crushed it to a pulplife will lose the foot from the anich,
if not a part of the lose as well.
Little is a fine, powerful young fellow, Zi
years of ago and unniarried. He boards at
the Junction and had only been two weeks
braking. These two poor fellows were conroyed to a passenger train at Strocts ille Juncy
tion and got luto the cuty at 3 % bast night he reached the bottom of the incline and strik. tion and gut into the city at 3.5 had night where the ambulance was waiting at the Union Depot to take them to the hose pital. Inquiries at an early hour this morning elicited the fact that they were both reating comfortably, though little was not able to stand more than a jurial 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 mached. Directly the news of the disaster reached the rallway officials here a wrecking true was made up and left the Junction for the scene of the wreck about 10,10 in charge of Mr. Jamie-The line son, the assistant superintendent. was completely blocked at latest advices last night the passenger train which was following the ill-fated freight having to return to Mandow Tale

MAY 20, 1891

ORANGEVILLE, MAY CL. 1891.

THE GOOD OLD FREE TRADE TIMES,

Gurov Kome Record: Said as old sies Harou larmer the olice day when saiking of feet trade, or the "good eld Simoss whose we had from trade or the ment thing to it: Why, I resulted them. I (smember the time when it store from Turkerswith to tioderich. and could get only \$ scate a pound for fatter, a south a dozen for eggs, 10 coats a hashu for ont, 50 mote for whose, and wave pey at that, and \$2 a hundred its park. No, I don't hunder after fron trade or the good old simus whom I had to sell my produce in abas was and pay 83 s barrel for soit \$1 a pour for ica, 12h contrafor me lasses magar, 20 cents a yard for culico and other things in proportion. many men bo as well off un we about the but it is car own hadt. We get double and what we buy we got at about half the price me paid in good old free treds times. The mother times are good cooking for me."

ENTERIAL HOTES.

It is repaired that Sie. Juhn Maclan. ald will visit lingtonil after the nemina, At all events, he will not expense at Bires de Loup, se ho has reced his justilence there to Indge Curyune, of the Suprems tourt.

Datagaras from all parts of Detario are at Ottoba to-day to wree the government to refund the whole or part of the amone of bortues grapted to pulmays generacion. Mr. W. Is. Wulsh, emper of Ornegerble, beckeichen of the deputation, and we emercial hope. Boosess will wown the deputation's

In must not be very pleasunt to Blr. Richard Cartarright and other Reform headers to best Une hoursals while that Conste is doing business at the old mand without the belt of the great so, and mentioning decisions interprine ampliface but it

A TRAIN WRECKED

Terrible Rallway Acci dent at Churchville.

THREE MEN KILLED - TWO MAIMED FOR LIFE.

I way Freight Di ched on the fardic Yalley—Briver Johnson and Pireman Frequence Ride to Their Death.

an unknown had kiland - two BRYKRHEN BRI PODSCA TSTORED -aa awitot balen.

Railway socidents are of daily, at must bourly, occurrence, but it is only when they happen near from that we fully realize their awfuleres. A thrill of borror and regree ran through this tang resterday morning alon the bess resolved hate that the way freight on the Urangeritte brauch of the C. P. R. between here and Viest Toronic June tion had been distinct and that the art var and fireman, a stranger and prebat-ly others had less their fires in the Breck.

The train was in charge of Conductor Wm. Rooks, and Driver Robert John son and Fireman James Evequeon serv and a recomb barnes erguent seed & cum the cocine. It was before I and & c. and courts dera you give the terrible orant cock player. When a chort distance below Charalville and while running at a take rate of apped on a dest principle engine struck a bow which was lying on the tract, and is an instant the huge another left the rail, tuppled over and horried beceam is the sogtweer and his water delibera met invisus death, while forguson lingered about half an hour before his aperic wing of its fixed. Riding on the engine at the time of the accident was a stranger. who, it worms, had missed too regular crain and was taking this presus of resolving heres. He, too, was lastantly killed.

After sicking the obstruction the locumutive can served hundred yards so the ties bebire turning over, but whea is did heave the road it does appored para over the embackment Wm. P. Little, one of the prakempt, was riding next to American republic. Loss week's itur a fat our loaued with atone, and when seron Friday (Crit) sage: The Mo the engine left the spack he was thrown E vier to done not business men so top of a namber of the great stopes falling out the bound of our business men so of top of a box our the mas thrown for you have, in opping ages. We have some ward and recovered a number of only character display with the majer of the bold. These two the factors of the bold. These two two cases and the bold on the 230 transparent to the bold on the 230 transparent to the bold on San with the same of a surgest to flavor tental, where it was found to devary to The McKinder of the beautiful to the same to the same

apprettoe mine Characterie and apple futuring as a bat sate of speed on a down grade the cuplem arrick a now which was lying on the brack and in an instant the large machine left the call is piled over and bearied beneath it the cuples of and his mate. Johann list insteat doubt, while Verguson linguised abons balf za liour helore his spiris singed its flight. Histogrouphe sughe at the time of the socident was a stranger who, it accuse, had missed the tegralar train and was taking this means of reaching home. He, too, was instantly killeL

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one one of the best known services and the road. He belinged to a fathill of railtonders, having two brothers on the C.P.R. and one a driver on the Trunk. the nucked at the railway business from his buyhood up, and his sudden death created great excitement among his many friends slong the line. His wife, who was a daughter of James Keyes, died some sine ago. He leaves one child, who is living with friends in Orangeville. He was about 28 years

James Verguson, the fremen, was 27 years old and was a native of Orangetille, being the second son of Mr. James Forgueon, printer. He was un ex emplacy roung man and was steadily working his way up in the confidence of the rullway authorities. His parents have the heartfult sympathy of every one in this section, where the family is well and favorably known.

W. G. White, the injured brekeman, 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 brakemag, has only have 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 year terday, but up to the hour of going to press the report has not been verified.

Therbudies of Johnson and Ferguson were brugglit to Orangeville on Wednesday exening's train, and were met at the station by bundreds of sympaticating effices. The funerals will take place this afternoon.

Orangeville Jun
MAY 21 1891



IT SHINNS POR ALL

ORANGEVILLE, 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 Ride
to Their Death.

AN UNKNOWN MAN KILLED — TWO
BRAKEMEN SEBIOUSLY INJURED

—AN AWFUL SMASH.

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The train was in charge of Conductor Wm. Rooks, and Driver Robert John son and Fireman James Ferguson were on the engine. It was between 7 and 8 p.m. and on the down run that the ter rible crash took place: When a short distance below Churchville and while running at a tair 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 burried beneath it the engineer and his mate. Johnson met

MAY 21, 1891

NUUNE IOS ASEI

THE JURY'S VERDICT IN THE CHURCHVILLE INCOEST.

SHENE OF THE ACCIDENT.

L Height divisits by law Cald Then Kuly Lives.

Fail Report of the Kristere Taken— Bestription of the Aret.—Condition of the Acute Area.

Brauding, Muy Mi.-A Glibe 10p. rescribited to day righted the some of the dispetions realway small up at Olarchville on largeday night. The crising at which the engine of the life faled train struck the new, as resorted in justurdity a poste, is on a charp down griple, fully a quarter of a mile worth of the little lies station of Charchelle. A sharp ourse hides a muchward torund train until it is almost an the crossing. In mediatuly ever the grossing the little princes a crock on a trestle bridge some 30 less high, and, continuing alli bu . entuideratile ourse, escama too light mad at two cellur places tudors revolung Untrobeilte, en that there are thisms tassi escalings in niscut 40th pards. The bearons taken at the inquest showed that the communication necessary the track when struck and not lying dawn. After being erruck sha was portly thrown into a cattle adard and aceastain centra by the amail who was if the forward track ami varried a considerable distance. Tile seeind encounter was what proba bly caused the about to transitio rails. The 180 front shorts only sure depailed is this polat, but aring to the grade and the very heavy head belief not yet furt of the unringer or treatmen could atop the train. Bur muchy 400 pards she can after the coopie was justially Reinited, until probably from the curls spreading the lowerstructurated at a surp anula aud

PLUNGED 18TO THE BUILDY,

to viou itself to the bother line into the bank, the tender and care affing over it in dien destruction. An lewer thus serenteen outs were derrited sixteen of them being amazied to kindhing would the ugle the loss to frequit was small, meat of it being stone which sustained en rejury. But and r the the tender and exusion against the heller acre thine poor felding whose lives were antilized, iwo of them aculirities the chance to except till ten late, standing at their post with the unble determina this to save the train if possible. The third, Dinker, was a tailor of Wathriou with was on lite way to a jub with the J. Owens of Streetsells, his identity being established through a telegrans from that gentlemen engaging bim. Ar alicina by the receipt recorded bedin the jury relused to ottack blame for the surident to anyone but a very strong iceling was expressed on all listeds that the township authorities should be builted to recount for neglecting to suffere & May 28, 1891 Orangeville Sun

A TERRIBLE SMASH-UP.

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

The way treight 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 alshort distance out of Churchville, a little flag station some 54 miles north of Street wille Junction. From the incomplete reports which reached the city immediately after the catastrophe it appears that the train, which consisted of an engine and 25 cars, was running at a fair rate of speed when it struck a cow which had wan-dered 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 ears after it. There were three men on the engine—Robert Johnson, the driver, an old and thoroughly trust-worthy 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, Orey & Bruce: with him was the firemun, 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 firman also succumbing to his lajuries before

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Wreck Churchville

> MAY 20, 189) ToRONTO GLOBE

ORANGEVILLE, NAY 21, 1891.

THE GOOD OLD FREE TRADE TIMES.

Huron News Record : Bald an old sime Hurou farmer the other day when saising of fees trade, or the "good old whom we had free trade or the neut thing to it: Why. I ceculiost them. I comember the cime when I strove from Tuckersmith to tindersoh gast could yet only 5 seats a pound for factor, 6 south a doctor for eggs, 10 exaks a basilal fer outs, 50 feats for which, and store pay at that, and \$2 a bundred for park. No, I don't hanker after free trade or the good old hanker after seen trade or this good on alone whose I had to seel my produce in alas was and pay 63 a barrel for each. St a pound for ice, 121 conts for molasses sagar, 20 cents a year lor experient and atter things in proposition. We have not be as well off as we absult be, but it is surrown tagit. We get double she prive for what we sell, and that in east, and what we buy we get at about half the price we paid in good old frue trade times. The modern times are good enough for mo."

SDITCHTAL HOTES

It is reported that Sir. John Mandon. aid will visit England after the ression, At all seconds, he will not summer at Mirro da Loup, as he has reced his juddence there to Indge Augune, of the Suprema court.

Bulkouvie from all parts of theirsio are at Ottoba to day to urge the government to refund the whole or part of the amount of bounes granted to paliways practago. Mr. W. I., Waish, magor of Orangeville, is observant of the deputation, and we sincerely hope. success will become the deputation's e Korin

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unicited billow United title and while running at a fair sate of speed on a dawn grade the englan struck a new which was lying to the track, and it an instant life huge machine left the rail, toppled over and burried beneath it the engineer and on mate. Johnson met instant douth, while Ferguson lingered about half an hour hefore his spirit winged its light. Hiding on the cugine at the time of the accident was a stranger, who is scorns, had missed the regular train and was taking this means of resoling home. He, too, was instantly killed.

After striking the obstruction the locomotive ran several hundred yards on the ties believe turning over, but when it did wave the road it draw several eats over the embankment. Wm. P. Little, one of the trakemon, was riding next to a fat car loaded with stone, and when the oughe left the truck he was thrown off, a number of the prest atones falling on him and crushing his right foot. W. G. White, another brakeman, was on top of a box car. He was thrown for ward and rescized a number of unity cuts on the left log and several brukers on other parts of the hody. These two well with some of Turbata air this 9.30 train and importantly taken to the live pitch, where is was found a someth to amplitate liptiles of William is in a sery precarious condition, but in a trobush. Chat ha still reason. The tratamenta jumina character tratam word a filled court the commended has eat, but the many grade much is investe Impossible to stop the state

"Bob" Johnson, the engineer was one one of the best known different on the road. He belonged to a fall of railtoadera liaring 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 clong the line. His wife, who was a daughter of James Keyes, died some sine ago. He leaves one child, who is living with friends in Orangeville. He was about 28 years of age.

James Vergueon, the fireman, was 27 years old and was a native of Orangeills, being the second son of Mr. James Forguson, painter, the was no ex-umplacy wound man and was steadily working his way up to the confidence of the railway authorities. His parents have the heartfulk sympathy of avery one in this section, where the family is well and favorably known,

W. G. White, the injured brekeman. lives at West Toronto Junction and is 25 years of age. He has been em ployed on the road for about three years. Little, the other brakeman, has only have 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 year terday, but up to the hour of going to press the report has not been verified.

Thesbodies of Johnson and Ferguson were brought to Orangeville on Wednesday evening's train, and were met at the station by bundreds of sympatical strikers. The funerals will take place this afteranop.

Orangeville Sun MAY 21 1891

THE JUNY'S VERDICT IN YEE CHURCHVILLE INQUEST:

SCENE OF THE ACCIDENT.

A Neglected Township By-Law Coals Three Kinds Litter.

Fall Report of the Ariseure Taken"

Bescription of the Arret. "Condition of the Mundry Lien.

BRAUPTON, May MI. - A Globe topexecutative to day visited the seems of the disastivus emilway smanling at entimey smeating at Chardwille on Repulsy night. ormsing at which the engine of the likfated train struck the caw, as reported in judicing a pesse, is on a chern down grade, fully a granter of a mile north of the little flag station of Charabelle. A sharp gursu nites a muchward brand train until it is almost on the crossing. Immediately over the crossing the little oranges a crock on a treatle pridee some 30 test high, and, continuing will in a considerable ourse, escame the high road at two other places before receiving Churcheille, so that there are three lavel creasings in about 400 pards. This evidence taken at the inquest showed that the cor was running across the track when struck and not lying down. Atter being struck sha was portly thrown into a satio guard and was spain caught by the amail whereis of the forward track and carried a considerable distance. This second encounter was what proba bly caused the wheels to have the raits The two front which only were derailed at this point, but awing to die grade and the very heavy head betold not of fort of the unginees or trakemen could atop the train. For meanly 400 yards alse ran after the contac was partially derailed, notil probably from the sufa saarp sauls sud

PLUNGED INTO THE DEPOH,

burying itself to the boiler lies into the back, the truder and care piling over it in dire destruction. An tower than seventsen dars were deruited sixteen of them being amested to kinding word, though the loss in freight was anall. most of it being stone which sustained en tajury. But under the the toucher and grashed against the built were three poor fellows whose lives were encrificed, iwo of them regiering the chance to except till too late, slauding st their post with the unble distarming tion to save the train if possible. The third, Dicker, was a tailor of Waterlou who was no life way to a job with C. J. Owens of Streetstills, his identity being established through a telegran from that gentlemen engaging him. As allown by the receict reentited below the jury refused to attach blame for the secondant to assence but a very strong iceling was expressed on all hands that the township authorities should be esting to account for nightering to suffere a bylam of eleven years standing which May 28, 1891 Orangeville Sun

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THE JURY'S VEEDICT IN THE CHURCHYLLE 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.

BRANFTON, May 21. - A Globe representative to day visited the scene of the dispetrous railway smash up at Churchville on Tuesday night. crossing at which the engine of the illfuted 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 orosses 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 gards. The ovidence taken at the inquest showed that the cow was running across the track when struck and not lying down. Alter 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 enused 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 bolded 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 gails

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 pas senger truin was not due for an hour. She left the animals in charge of her sister and went to a ucikh young mill a quarter of a mile boring When on the away from the crossing. way back she heard a sharp; long whistle and saw tee cows start to run. She did not know where her sister was in relation to the approaching train, and fearing that alse might be to danger witness turned faint and did not remember what else occurred till after it was 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 Her sister had freight came along. often driven the cows home before, and she had always considered her competent out 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 passures 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 cuttle to start at a run towards home, which unfortunately was across the track. Po

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

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THE INQUEST.

The inquest on the bodies of Robert Johnson, the driver, Jan Ferguson, the Breman, and Nicholas Dicker, who were killed in the smash up was beened 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 prooceded to the scene, whore the bodies were viewed, and the position of the wreck examined. No evidence was tak en at that time, further proceedings being adjourned till to-day.

Mr. W. H. McFadden, county crown strorney, conducted the case for the Crown, the interests of the C. P. R. company being watched by Messis. Augus Macdonall and James Kerr.

Jacob Brooks, Toronto Jungtion, con ductor 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 Branepton at 7.45 p. m., six hours late After going some 21 miles and while running at from fifteen to twenty miles an hour. he felt a sudden jar, but being in the year caboore at the time he saw nothing and had no personal knowledge of what was the cause. Immediately before he fult the jur he heard the whistle indicat ing that cattle were on the track, and finally the whistle was given for down brakes. After feeling the jar witness did not realise 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 lour was soliedule time and no in structions 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 suy if Johnson was dead at that time, us they could not get to the engine for He could hear Ferguson the strum. mouning, but it was impossible to render assistance, though every effortists made. l'o-sibly he lived an hour bat 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. The saw him at the Brampton stution before the train left and again after he was killed. He had no business on the sed | engine, it being against the distinct in

non the contract surrounding and felt the jar he heard the whistle indicat ing that cattle were on the track, and finally the whitele was given for down brukes. After feeling the jar witness did not realise 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 soliedule time and no in structions 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 mouning, but it was impossible to render assistance, though every effortiwas made. l'o-sibly he lived an hour best 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. The saw him the Brampton Etution . before the train left and again after he was killed. He had no business on the engine, it being against the distinct in structions of the company for strangers to board a freight train, When the engine was examined the lever was re versed and he believed the deseased men

DID THEIR DUTY FULLY

in endeavoring to avert the accident. In reply to questions from jurning witness explained that there were two whiteles given before reaching the crossing. The distance of the engine from the drossing. when the first whistle was given, would belfully 80 rods. After this the whistless 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 to 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 Junetion, 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 employes did all in their power to save the train. He added that the row was errusk right on the erossing, and the mark on the track

VICTIMS BURIDD

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

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, an decembed was well known and popular in Orange. ville. 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 pest known drivers on the road and was always kind-heart ed and genial. Mr Johnson was a member of the Brotherhood of Locoun tive Eugineers, but, unfortunately carried no insurance. Deceased teaves one son, Harry, a bright little lad of 4, a mother, one sister and six brothers to mourn his loss.

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The funeral of the fireman, James Galt Ferguson, started from his fathe.'s residence, in the East, ward shortly after 3 o clock The cortage 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 no in surance 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 bim, and they have the sympathy of the community in their and bereavement.

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 ofway 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 ceut. on the cost of the rails. The quarry com pany was well satisfied, and it is likely work will be commenced at once.

Spar Line

June 6, 1891

TRUGGLE ENDED.

Quietly Away.

bulletin, the last that would ever issued, was fastened to the gate :--

Earnoupps, 10.20 p. m.—Sir John Mec-donald died at 10.15 this evening. (Signed) R. W. Powell, M. D.

for half an hour, Dr. Powell left for his own residence for the first time since he R JOHN'S GREAT was summoned to the Premier's bedside. The news was received in Grangeville The news was received in Grangeville. The previous Friday week. The sahortly after the sad event occurred. physical strain had been tremendous, out the doctor bore it well. After all was over Dr. Powell said Sir John's death was the most quiet and peaceful.

The postoffice is draped in mourning as is also the C. P. R. station and the first afternoon. Death he added, engines. e Premier Slept man skill could accessfully battle with deadly paralysis.

AT THE BEDSIDE.

The scene at the Barnschiffe bedside MR. ABBOTT WILE-GET THE CALL was one full of pathetic if not historie

be Selling) is necessary that a conference is a selling to the second ray and temporary is a selling to the second ray and temporary is a selling to the second ray and respect to the late Premier. He coke Made by Her Majesty's Justice temporary and raises of members Eline 1801, transmitted to fity (Signed) B. W. Powell, M. D. Finsters, in death, and relays of members, June 1891, transmitted to finy After remaining at the abode of death, of parliament are on duty at the bier, of Sub-Section 4, of Section 9, r half an hour, Dr. Powell left for his. The Senate Chamber is artistically of Sub-Section 4. draped for the occasion.

> and early Sunday morning flags were floating at half mast from every flag-staff

In several store windows on Broadway pictures of the descended Premier are heavily draped with grape.

There is no lack of men in the Con-

Vio. of Statutes of

NAME OF PROSECUTOR.	NAME OF DEFENDANT.
Samuel Corbet	James Montgomery
J. J. Hubbard	D. E. Wamer
nobert Shields	Matthew Dodds Wm. Menary Jre James Robinson
R. Wansbrough	John Kirkland
00	Joseph Agnew A. McAllister Wm. Elder

SIR JOHNA. MaeDonald passed away.

CPR station and engines draped in mourning

June 11, 1891

THE WARRINGES NOT 12 IN 1814

TWENT-FOUR BEW MANASTER BINDERS A HAY PRESS AND CLARE ARTICLES CONSUMED.

Orangeville has always been noted as a great town for fires, and this 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 It was a terrible part of the building. and grand sight to see immense sheets of flame shoot high into the air l heat was so intense that people could not get within two hundred foot of the building. It was tucky no other building was very near this huge burning pile, for nothing could have saved it from destruction. The employes of McMaster's foundry, which is situated on the opposite side of the street from the old elevator, had just gone to dinuer, 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