

DEPOT DOTS.

Madames Browning and Turner superintended a small dance at the residence of Mr. J. C. Browne one night last week.

Owen Garrity owned sixteen hogs last week. This week the number is fifteen. Where the missing pig went is a mystery.

Nicholson's green houses are looking exceptionally pretty now.

Mr. O. Garrity has purchased the Royal Hotel which he has conducted for five years. The price paid was \$2,000.

Yesterday morning an open switch in the north end of the station yard caused the run off of an engine and one car of a freight train. Little damage was done.

Mr. Gladstone has in contemplation a work embracing the lives of most of the modern divines, but his physical health is rapidly breaking. He has been

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DEPOT DOTS.

Driver Sproul and Fireman Johnston have charge of the yard engine this week.

Driver Newman and Fireman Clay of the yard engine are off on a ten days' holidays.

Frank Anthony is negotiating for the purchase of John Maguire's house and lot on Mill street.

Baggageman Crozier is on duty at Du-dalk for a few days and G Grimes is filling his place here.

Over 40 cars are taken at this station for stock and settlers effects for Manitoba and the North west.

Mrs. Wm. Brawley was at Black's Corners this week, being called there by the death of her aunt, Mrs. Bennett.

Mr. Fogerty and his wife will soon be back to their home on John street, having sold their farm in Caledon to William and Robert Reevly for \$5,500

In pre Revolutionary days there was a woman public executioner in Virginia. At that time death sentences were resented on condition that a criminal should perform this office. "Lady Betty," as she was afterward called, was sentenced to death for murder. She offered instead to become public executioner and held this office for many years. It is said that on the scaffold she executed without a mark.

1898

DEPOT DOTS.

The peoples' line are doing an immense passenger and freight traffic.

Mr. Pike of the C. P. R. restaurant has been ill, but we are pleased to hear that he is recovering.

Everything is booming around the Station, Yardman Brawley is kept busy putting trains together.

Owing to the increased freight traffic the C. P. R. has ordered forty new engines for the spring work.

The yard engine ran over an open switch Saturday and the passenger train was delayed over an hour.

A valise belonging to a lady was taken off the station platform yesterday morning. No trace of it has yet been found.

Miss Polly Holloway, daughter of our genial road master, F. J. Holloway, is very ill, but hopes are entertained of her speedy recovery. Much sympathy is felt for Mr. and Mrs. Holloway.

Mr. H. Browning, C. P. R. billing clerk, has been transferred to London. Mr. Browning who has been reader in numerous circles will be greatly missed. Mr. Clement of Mount Forest will fill Mr. Browning's place here.

The situation between C. P. R. and G. T. R. according to reports from the local offices is practically unchanged, but it is said arrangements have been made whereby the railroads will cease cutting on Klondike business.

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MARCH 3
1898

THE "GOLD TRAIN."

It Was an Old Lady Who Gave the Name.

It is an old-established custom amongst many railway companies to give distinctive names to their principal trains, which are not only peculiarly suggestive to the travelling public, but appropriately characteristic of their peculiar "runs." In the old country, for instance, is the "Irish Mail," and the "Flying Scotchman" is the only name by which the fast express between London and Edinburgh has been known for years. In the United States the practice is wide spread, and the "Empire State," "Cannon Ball," "Black Diamond," and "Fast Mail" are amongst the many train titles which are familiar to travellers. In Canada, Nova Scotia has the "Flying Bluenose," and New Brunswick its "Flying Yankee," which speeds between St. John and Boston.

The latest train christening is that of the Canadian Pacific's westbound transcontinental express, which is now known as the "Gold Train"—a peculiarly appropriate name, for since the beginning of the great rush to the Klondike this train daily crowded with gold-seekers, frequently pulls out in two, three, four and even as many as five sections. Windsor Street Station presents an unusually animated scene now—a-days in consequence, all sorts and conditions of men, women and children gathering to witness the departure of the "Gold Train," and to bid good-bye and wish good luck to the fortune-hunters who represent pretty nearly every nationality and all walks in life.

It was on one of these occasions that No. 1 received its auriferous cognomen. An old lady bustled in, evidently in search of some departing friend and eagerly enquired of an official "Has the Gold Train gone yet?"

"Gold Train"—happy thought—the name stuck. The old lady had unconsciously hit upon a name far more expressive than that which perhaps many a railway magnate would have outgelled his brains over in vain to evolve; and the "Gold Train" will ever remain a prominent feature of the Canadian Pacific service while the powerful magnetism of the illimitable goldfield of the far Canadian West remains undiminished.—Montreal Herald.

DEPOT DOGS.

The station men are pretty busy days getting the roadbed into shape.

Highest price in cash for eggs at Henry's flour and feed.

Mr. Berland has quite a reputation as a breeder of fancy fowl, and shipped an order of eggs to Forest this week.

The remains of Catherine W. widow of the late E. D. Ward, sister-in-law of Samuel Wardell, formerly of this town, passed through on Saturday for Owen Sound for burial at that place.

THE FARMER'S LAME

A western farmer who was taken by the smooth talking shoddy merchant to his feelings in the following poetic rhyme:—If there's water river let me go and soak my head full of prunes and sorry and that I were dead. I had madly fancied, that no man my leg could but an agent came and worked my eyes are full of wool. I had the green goods dealer in his faint lair; I have met the gold tapper, given him the Klondike; I have downed the bunco steerer; old time sickening shud, but I came and worked me, and my Mr. Mud. I have dodged the boomers with their Colonel dream; I have scorned the tourist with his smooth transparent nose have met the begging pastor; I missed him with a smile; but I came and worked me and tot for my pile. It is hard to live umph, over forty thousand tries to dodge the snares and pitfall modern politics; hard to spend lifetime beating those who pill and beg, and then to have work you, pull your adamant!

Mrs. Brown, a colored woman in Toronto on Sunday morning age of 111 years.

"What's an election protest?"
"Well, my son, it's general of the man that has least money in the election of the man that has most."

April 28
1898
Orangeville
Sun



DEPOT DOTS.

The steamboat express commenced this week for summer traffic.

The interior of the Royal hotel has been nicely papered and painted.

Mrs. Street was taken suddenly ill last week, but is now said to be on the mend.

Mr. Geo. Nicholson shipped a large number of choice plants up the line on Tuesday.

Mrs. Hastings, wife of freight agent Hastings, is visiting her friends at Glenallan and her sister is keeping house for Mr. Hastings.

There will be service in St. Peter's church every morning at 7:30 o'clock, and every Friday evening at 7:30 o'clock during the month of May.

Mr. P. Malloy of Smith's Falls, succeeds Mr. Hollaway as road master on this division of the C. P. R. Mr. Malloy and family are welcome to our town.

Mr. F. J. Hollaway, road master, has been transferred to another division, with head quarters at Toronto. Mr. Hollaway and family have many friends here who will be sorry to lose them. The family will remove in about a month.

David Carson, a brakeman, had his left hand badly crushed while coupling cars in the C. P. R. yards here on Saturday. The injury was very painful and it will be some days before he will be able to return to work. Dr. T. H. Henry dressed the wound.

Commencing Saturday, June 30th, a sleeping car for Kingston, via C. P. R., to Sharbot Lake, thence K. & P. Ry., will leave Toronto Union Station daily at 9.00 p. m., connecting at Kingston with steamers of the American Line, and Richelieu & Ontario Navigation Company. Last sleeper will leave Toronto August 31st.

Brakesman Stracey, of the U. P. R. had his right hand caught and badly crushed between two cars while coupling at Flesherton on Thursday. He was taken to Owen Sound on the noon train and taken to the General and Marine hospital, where Dr. Cameron, C. P. R. surgeon, attended him. It was fortunately unnecessary to amputate any portion of the hand.

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Robt. Hewitt, S. Switzer, J. Wallace,
B. Fountain and Thomas Babe.

DEPOT DOTS.

The tender of engine 536 left the track between Orangeville and Orangeville Junction on Monday. No damage resulted.

The tallest man in Ontario passed through here on Monday on his way to Dundalk. His name was McKenzie and he measured 6 feet, 10 inches in height. He attracted a good deal of attention.

The amount of freight being handled on the O. S. branch at present is something terrific. The yard is continually blocked and special freights have to be stopped at the semaphores as long as three hours at a time. Passenger trains experience much difficulty in getting through. Local grain exporters have to suspend shipping to Montreal, as the yards there are totally blocked.

A bad smash-up was narrowly averted in the yard here on Friday evening. A heavy freight was making its way up the grade, assisted by the yard engine. It came to a standstill and was returning to get another start. Another freight was coming in on the same track and before they could be stopped they came together. The pilots of the two engines were demolished, but no other damage was done.

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MAY 26
1898

Orangeville
Sun

CHILD KILLED!

A Train Crashes Into a Load of Children at Grand Valley.

SEVERAL WERE BADLY INJURED.

The Rig Smashed to Pieces—Both Horses Dead—The Engineer Tried to Stop the Train.

An awful catastrophe occurred one mile west of Grand Valley on Tuesday. A C.P.R. east bound way freight crashed into a wagon containing eight children, Gilbert and Nellie Birney, children of Mrs Birney, and Sam, Nellie, Maggie, Thomas, Annie and Bertha Duckworth, children of Samuel Duckworth, who resides a short distance from Grand Valley. Thomas Duckworth and Nellie Birney jumped and escaped, but the other occupants remained in the rig and were thrown a great distance in the collision. Gilbert Birney was instantly killed and some of the other children were badly injured, one of the Duckworths, it is thought, being fatally hurt.

THE HORSES GOT FRIGHTENED.

We understand the children's parents were celebrating the 12th of July in Orangeville and they thought they would go for a drive. The children are young and it appears Nellie Birney did the driving. When near the track they heard the train coming, but the horses became unmanageable and the girl could not control them and they arrived at the crossing just as the train approached. The locomotive crashed into the wagon and scattered its load of human freight in every direction, demolishing the vehicle and leaving death and destruction in its wake. One of the horses was killed outright and the other was so badly injured that it had to be destroyed.

WHAT THE ENGINEER SAYS.

Engineer Holloway says he sounded the whistle at the proper time and when he saw that an accident was probable he reversed his engine and did everything in his power to stop the train, but the distance was too short.

The accident has cast a gloom over the community and a great deal of sympathy is felt for the bereaved family.

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Just aft a rush for game the indulged i erins, how game and Hay, Sue home we seemed t any shap evenly d lasted the che defer couple of ary on p put up a the field t scrimman by the p lasted th to grow a the umpi game w mighty a also Duf

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July 14
1898

Sun

DEPOT DOTS.

Miss Carrie Sullivan of Flesherton is visiting Miss Ivy Moore.

Freight traffic is not as heavy as it was a short time ago.

C. P. R. Agent Ritchie has returned from his western trip and his tour appears to have agreed with him.

It is expected that some of the new 110-ton compound engines will soon be running on the T. G. & B. division.

Mr. and Mrs. Elam Yrooman of Living Springs paid a visit to their daughter, Mrs. Walter Fairburn, this week.

August 4, 1898

...ult case of Reid against ATKINSON
...ill come up for a hearing.

Photographing all Bridges.

The C. P. R. is having its official photographer take negatives of all the bridges on the railway's lines. Mr. Jos. W. Heckman of Montreal has the work to do on the Ontario division. A seat attachment has been provided to connect with the lorries of the section gangs along the line, and the photographer and his seat will be handed over from one section to another along the entire route until the work is completed. We do not know the object in view, but presume the photos are for filing in the office of the chief engineer for reference.

An Editor in Hot Water.

August 4, 1898
Orangeville Sun

Heckman Photographer.

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August 4, 1898

MARKDALE STANDARD

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A Decided Improvement

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^{phed} Markdale C P R Station is one of the most profitable on the line to the company. The cost of maintaining it is comparatively low while the revenue is large. The addition of electric lighting which went into operation Saturday night, is but a small additional expense but will be much appreciated by our citizens and the travelling public. It was a needed improvement.

Dr Chase's Remedies Have Merit

Jumped the Track.

Last Thursday morning a special freight train in charge of Conductor Joseph German met with an accident at Orangeville Junction. A car containing twenty tons of peat, bound for Owen Sound jumped the track. It ran a considerable distance, knocking down a telegraph pole and running across a side track. Considerable of the track was torn up, but as it happened at 4 o'clock in the morning the passenger traffic was not interfered with.

November 3, 1898

FIVE CATTLE KILLED.

A C.P.R. Passenger Train Rans Into a
Herd of Bovines.

Mr. John Bradley of Springbrook
(Mono) met with a severe loss on
Thursday. Eight heifers broke out of
a pasture field near the 5th line C.P.R.
crossing in Amaranth and wandered
onto the track. The day was very
stormy and the animals apparently were
making for home.

FIVE WERE KILLED.

They walked down the track and
were nearing the 5th line when the up
Teeswater express dashed into the
herd, killing three outright and wound-
ing two others so badly that they died
the following day. The other three
escaped. All the animals were with
calf and Mr. Bradley's loss will be
about \$140. It is too bad that he
will not be able to get some compensa-
tion for his loss.

November 17, 1898

Ran Into a Jigger.

Last Thursday afternoon the up C. P. R. train, while running between Snellgrove and Cheltenham, collided with a handcar worked by two men. The dusk of the evening prevented the edgineer from seeing the car in time to stop and prevent a collision, but it is a mystery why the men did not get out of the way themselves, for they must have both seen and heard the approaching train, unless they were either drunk or sleeping. The hand car was knocked into splinters and the men thrown into the ditch. The train was stopped, the men picked up and conveyed to Inglewood, where it was found that their injuries were serious.

Laid at Rest.

November 24, 1898

The large number of sorrowing friends who followed the remains of the late Miss Edith Bailey to their last resting place in Greenwood cemetery

Jumped the Track.

While Manager Sabiston and three employees of the Mono quarries, A. Jones, J. Bradley and John Ellis, were coming down the spur line on a hand car Saturday night they met with an accident that might easily have resulted more seriously than it did. When about three quarters of a mile from town the car struck a stone that had been placed on the rail by some unknown person. The car jumped the track and scattered the men in every direction. Mr Sabiston was thrown violently to the ground and sustained a badly sprained arm. The other men received a severe shaking up.

NOVEMBER 24, 1898

DEPOT DOTS.

Mrs. G. Vanwyck is recovering from her recent illness.

The exterior of St. Peter's church has been repainted and otherwise improved.

Mrs. Gillespie has removed up town and has taken the flat over Gillespie's jewelry store.

Thos. Reaburn of Melville Cross has moved into the house lately vacated by Mr. Pickering.

Mrs. Boyce of Bentinck and Mrs. Brown of King visited their mother, Mrs. Longway, last week.

Mr. James Neen, a brakeman on the O. P. R. who formerly resided in Owen Sound, died in Toronto General Hospital on Saturday from injuries sustained on the Wednesday previous between Woodbridge and Toronto Junction.

The first of the new big engines on the O. P. R. came up on Saturday and will haul freight between Owen Sound and Flesherton during the period of heavy traffic. The engine weighs one hundred tons and is said to be the largest ever to town.

A Chicago firm have paid to Owen

December 1
1898

she lapsed into unconsciousness, and her death is momentarily expected.

Five Men Hurt at Owen Sound.

Owen Sound, Dec. 9.—A serious collision took place in the C.P.R. yards on Wednesday evening at 8 o'clock, the responsibility for which rests on some one—just who it will be for the officials of the company to determine.

At 7:55 the big one hundred-ton engine—the heaviest on this road—pulled out with a train of fifteen loaded cars, in charge of Conductor Henderson and Engineer Quinn. At the same time locomotive No. 413 was coming around from the coal dock, after being coaled up, in charge of Thomas Gordon, turner, and John Brownlee, turner's assistant.

The freight train and the engine were on the same track—but when this fact was noticed it was too late to avert a collision. They smashed into each other, injuring five men and damaging both locomotives seriously.

Thomas Gordon had a couple of ribs broken, and John Brownlee, his assistant, received a sprained ankle. Engineer Quinn, of the freight train, got a bad shaking up. Hunter, his fireman, received a nasty blow on the head, and Wallis, the brakeman, fell heavily on his arm, spraining his wrist.

The pilots of both the locomotives were smashed, and they were otherwise damaged, so that they will have to go into the shops for repairs. A carload of pigs and sheep in the freight train sustained injury in the collision, some of the pigs being bruised and cut. It took several hours to get the freight ready to go out.

August
1898

December 10, 1898
Hamilton Spectator

DEPOT DOTS.

Our agent, Mr. Richey, is back at his post again.

Mr. A. Linfoot attended the conductors ball at Toronto last Friday.

Operator Dowling has left us and his place is being filled by Mr. Smith of Brampton.

Frank Calhoun, who formerly ticked the keys at the depot here, spent a few days renewing his friendships.

Miss E. McCabe has returned from Arthur and will spend several weeks with Mrs. Garrity before returning.

Mr. Brayley, who acted as agent during the absence of Mr. Richey, discharged his duties very satisfactorily and deserves credit for the good impression he made.

The trains experienced considerable trouble with snow last week, but, considering everything, good time was made. North of this place was where most of the trouble occurred and the snow plow was kept busy.

A south bound freight broke in two near Melville Cross and the evening passenger train to Toronto was delayed at Melville until eight o'clock. The up train was also considerably behind time. No serious damage was done.

The Roman Catholics have announced that it is their intention to erect a \$60,000 church at Melville.

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February 2
1899

DEPOT DOTS.

There was a dancing party at Robert Delaney's Tuesday evening.

Mrs Carbino and little son leave in May to join her husband at Dawson City.

Mrs Alf Brawley and little daughter, Jessie, returned from Toronto last week.

A Linfoot was in Caledon yesterday attending the marriage of his brother.

The death occurred at Toronto on January 27 of Elizabeth, relict of the late Charles Hacking, and mother of Mr. Wm Hacking of Agnes, Que., formerly road master on the C. P. R. with head quarters in Orangeville.

It is said that the C. P. R. will do a great deal of work next summer on the line between here and Laurel. The track will be straitened and the heavy grade cut down. It is also reported the Caledon horse-shoe will be cut off for sure.

Many friends here of Mr and Mrs F. Holloway of Toronto will be sorry to learn that their 9 year old son, Master Fred, fell into a boiler of water last week. Both legs were scalded almost to the knees. The flesh peeled off with the stockings and though suffering great pain his limbs are healing

SCHOOL REPORT.

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February 9
1899

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BUCKING SNOW!

HOW THE C. P. R. KEEP THEIR TRAIN SERVICE IN GOOD SHAPE.

Our Reporter Takes a Trip on the Rotary--A Machine That Throws the Snow in a Stream.

Those people who were fortunate enough to be at the C. P. R. depot on Tuesday morning were enabled to see the great rotary snow excavator that forces its way through a snowbank like a hot knife through a hunk of butter. A reporter of THE SUN boarded the machine upon the invitation of Road master Frank Holloway, who was in charge of the crew. The plow was going up the main line to clear the big drifts that have piled up too close to the track. The rotary is a wonderful machine and strange as it may seem, it was invented and perfected by Orangeville men. The late John Foley, founder of THE SUN, invented the machine, but he never took out a patent for it and after his death it was perfected by Mr. O. Jull and the late Ed Leslie. Such machines are rarely used on the branch lines, but they are indispensable to the railways in the east and in the west, where the snowfall is much heavier.

Of course there is no snow on the track now, but there are still drifts and deep cuts and the least snow fall and blow would fill up the cuts and demoralize the train service. The C. P. R. is never caught napping and they make preparations for occasions such as these. A "cutter" is pulled ahead of the plow by a locomotive and it takes the snow six feet on each side of the track and deposits it in the centre. The plow comes along and clears the track in a remarkably short space of time, throwing a steady stream of the beautiful to a distance of from one hundred to two hundred feet from the track. It is a grand sight to see the machine at work and one that is not soon forgotten. The cuts were cleared right up to

February 23,
1899

Orangeville
Sun

Those people who were fortunate enough to be at the C. P. R. depot on Tuesday morning were enabled to see the great rotary snow excavator that forces its way through a snowbank like a hot knife through a hunk of butter. A reporter of THE SUN boarded the machine upon the invitation of Roadmaster Frank Holloway, who was in charge of the crew. The plow was going up the main line to clear the big drifts that have piled up too close to the track. The rotary is a wonderful machine and strange as it may seem, it was invented and perfected by Orangeville men. The late John Foley, founder of THE SUN, invented the machine, but he never took out a patent for it and after his death it was perfected by Mr. O. Jull and the late Ed Leslie. Such machines are rarely used on the branch lines, but they are indispensable to the railways in the east and in the west, where the snowfall is much heavier.

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The engineer of the plow was Mr. Ted Holloway, a veteran of the road, and his fireman was Fred Forster, who kept steam up to the top notch. Mr. Ben Tansley, also a veteran, managed the business end of the rotary and told us some interesting stories of the early days of the old T. G. & B. Roadmaster Holloway and the rest of the crew treated our representative with the greatest courtesy, but it would not be in keeping with a great road like the C. P. R. not to have careful and obliging officials, such, for instance, as the snow plow crew.

GRANGER.

February 23,
1899

A BOY KILLED!

Joseph Minehan Meets With
a Sad Death at the C.
P. R. Station.

HIS LEG LITERALLY TWISTED OFF.

He Was Jumping on the Cars
and Slipped Under—Could
Not Stand the Oper-
ation—An Inquest.

An awful accident occurred at the C. P. R. station on Thursday night and as a result Joseph Minehan, aged 15 years, met a premature death. The station and platform were crowded with a gay throng, many of whom were going elsewhere to spend the festive Easter and others were on hand to meet friends who were returning for the purpose of spending the day at the old home. All the trains were late in consequence of the snow blockades and all the tracks were occupied by cars.

The express from Owen Sound, which should arrive here at 6 o'clock, was two hours late and when it pulled into the yard another train was standing on the siding. The train stopped near the crossing. Just at that moment young Minehan, who is a brother of Rev. Father Minehan, came over from St. Peter's church, where he had been preparing the edifice for the Easter services.

HIS LEG TWISTED OFF.

The young fellow met a companion on the car and stood talking to him. The train started and young Minehan made a spring to get on. He failed to

neen was told that the knee and the leg bone was exposed to view. As soon as the train passed young Minehan, unconscious of the injury he had received, arose and called out that the skin had been taken off his leg.

THE SHOCK KILLED HIM.

Willing hands at once carried the injured boy to the Royal hotel near by and Drs. Lewis, Smith, Clarke, James and T. H. Henry were quickly on the scene and did everything possible for the boy. It was decided to amputate the limb above the knee and the operation was finished about 11 o'clock. Towards 2 o'clock Friday morning the patient lost consciousness and death came peacefully at 11. While young Minehan was conscious he never complained of pain and talked with those around him. Rev. Father Minehan, who was in Toronto, was telegraphed for immediately after the accident occurred, but he could not get a train until the following morning, and here is where one of the saddest parts come in. Had the train been on time Father Minehan would have seen his brother alive, but the train was late and he, accompanied by another brother, Michael, arrived just five minutes after young Joe had expired.

HE WAS A FAVORITE.

Joseph Minehan was born at Killa Lowe, Ireland, where his father, mother and two brothers and two sisters still reside and came direct from the Emerald Isle to Orangeville over a year and a half ago. He was well liked by the boys and may be described as a general favorite. He has been attending the high school here and was popular with both teachers and scholars. Many floral tributes were placed upon the casket which contained the remains. The body was taken to Toronto on Saturday and interment took place on Monday.

The greatest sympathy is expressed for Father Minehan in his bereavement by all classes of the community and all deeply deplore the sad occurrence.

Coroner James Henry empannelled jury and opened an inquest Friday night at the Royal hotel. After viewing the body an adjournment was made for a week. Mr. George McIntyre foreman of the jury.

ORANGEVILLE JUNCTION

OFF FOR THE WEST.—Two of

April 16
1899

A Bridal Train.

When the down Teeswater train pulled into the Orangeville station last Wednesday night there were no less than eight blushing, gushing and happy brides who had just changed their names that day. In fact the coach looked like a special bridal car and for once in their lives the trainmen were nervous and ill at ease. Every place where a bridal couple got on their friends showered rice and old boots and the car also had a supply of orange blossoms. Some wag tied an old pair of long boots on the rear coach and they remained dangling behind until the bridal parties stepped off at Toronto Union depot.

June 15, 1899.

DEPOT DOTS.

Trackmen are busy laying heavy steel between Cardwell and Orangeville Junctions. Twenty miles of the new steel will be laid.

All C. P. R. agents, baggagemen and ticket clerks have been supplied with a handsome silver badge that they will wear on the lapels of their coats.

Wm. Winters of Shelburne has been promoted to section boss at Alton in the place of Wm. Hagan, who was removed to Toronto Junction.

Freight traffic has reached great proportions during the past couple of weeks and many special trains have been pressed into service to carry freight for the west.

The C. P. R. steamer Tartar, after having been successfully engaged in the Yukon and Oriental trades is now to carry soldiers to the Phillipines for Uncle Sam, and will leave for San Francisco in a few days.

SPORTS.

July

13

1899

SUN

IN A COACH!

A Grand Valley Woman Confinned in A O. P. R. Train.

A pathetic thing occurred on last night's O.P.R. up express between Cardwell Junction and Orangeville. Mrs. Wm. Brawley of Grand Valley, accompanied by two children, was returning from a visit to Hamilton. She was in a delicate condition and in the excitement of the journey she was taken ill and gave birth to a premature child in the coach. Four or five female passengers very kindly took charge of the sick woman and did all in their power for her. A telegram was sent to Orangeville and a stretcher and bed-clothes were awaiting the arrival of the train. Mrs. Brawley was taken to Mrs. Moote's boarding house and Dr. Smith was summoned. We are pleased to state that the sick woman was much improved at a late hour last night.

July 20, 1899

A Narrow Escape.

A serious accident was narrowly averted at the C. P. R. skew crossing on west Broadway on Thursday afternoon. When the funeral procession of the late Mrs. Godfrey was nearing the crossing a freight train rapidly approached and the rig containing Rev. Canon Henderson, the respected pastor of St Mark's church, and Mr. John Island had just reached the track. Although the engineer sounded the usual warning at the proper time the gentlemen did not hear it, but they realized their perilous position in the nick of time. A slash of the whip made the horse jump clear of the track just as the engine dashed by. It was a very narrow escape.

August 3, 1899

August 3 1899

The R. & B. Committee was instructed to clean out the ditches near the old C.V.R. grounds on Second avenue.

October 9, 1899

C.P.R. Supt Price notified the council that the C.P.R. has nothing to do with the spur-line and the Owen, Sound Stone Co. were requested to clean out the culvert on the Second street crossing.

November 9, 1899

GREAT SPEED!

A C. P. R. Train Runs Away at the Caledon Mountain.

THE CREW CLING TO CARS.

About 150 Miles an Hour—
Stopped at Mono Road—
Engine Was Badly
Wrecked.

A speed of 150 miles an hour is a possibility of the future, when aerial navigation has been perfected and when submarine craft dart along in ocean depths at double the speed of the Imperial Limited. When such a speed is obtained now a days it is by accident, not by design, and usually something else is broken beside records.

Such velocity was obtained last week on the Bruce Division of the Canadian Pacific Railroad—at least James Maloney of Toronto Junction, a freight engineer, says it was—and as a result the company is out \$200 for repairs and \$1,000, the estimated value of the services of one of its best engineers for a fortnight. And Maloney did not receive the usual cash bonus for the record-breaking trip, either.

NO TIMEKEEPERS THERE

NO TIMEKEEPERS THERE

The run was unsanctioned, in fact unexpected by the railroad company and consequently was not made under the supervision of the proper timekeepers and other authorities. The trip was not made on a specially prepared track but at that a more suitable course could not have been obtained, unless, indeed, a perpendicular track had been erected and the train dropped from the top.

In short, last week a freight locomotive, No. 433, under the charge of Driver Maloney, ran away at the top of Caledon mountain and wound up at a stand still at Mono Road, the top of the next eminence, completely stripped of all the smaller machinery between the driving wheels.

WILD DASH DOWN THE MOUNTAIN

The train had not passed the top of the mountain a quarter of a mile when Maloney noticed that the locomotive was plowing ahead at a terrific rate of speed. He shut off steam, put on the air brakes, whistled for the hand brakes and applied all the ordinary methods of slackening speed, but without success. Every fresh effort seemed to spur the obstinate machine into greater efforts.

The big locomotive tugged and strained and whipped the long train along at a tremendous pace. Faster and faster the engine bounded along, the heavy cars behind swaying and lashing around the curves.

BRAKEMEN IN PERIL

The brakemen who were feverishly throwing on brakes could no longer stand upright. From end to end of the cars they crawled on their stomachs, until with the rush of the wind and the pounding of the cars as they battered along in the rear of the runaway monster, they dare not stir, but gripped the footboard with both hands and held on with all their strength.

DRIVEN FROM THEIR POSTS

"She's loose," shouted Maloney to his fireman, who was busily seconding his efforts to stop the wild career of the locomotive. Over the coal in the tender they scrambled and back upon the train, leaving the wild thing in front to pursue its own course. The front end brakeman joined them and the trio crawled back as far as they possibly could. Four car lengths back the pre-

December 4
1899

sure of the wind, increasing in strength with each plunge of the runaway, compelled them to use all their strength to cling to the tops of the box cars, who, despite their loads, pitched and tossed to the wake of the heavy engine like a dismantled ship in a gale.

AROUND THE HORSESHOE.

Around the dangerous Horseshoe Curve the train sped at a velocity which Mr. Maloney declared was close to 150 miles an hour, the helpless crew clinging to the tops of the cars, expecting every instant to find themselves mixed up in a chaos of splintered box cars, twisted and broken trucks and the boulders along the track.

Above the deafening roar of the wind in his ears the engineer heard a rattling and snapping sound and an occasional deep toned crash from the iron maniac ahead. Each second he expected the huge steel axles under the locomotive would snap and allow the big driving wheels to go bowling off at either side on separate missions of destruction, leaving the big boiler to drop between the rails and bring the speeding mass up short and wrecking every car in the train.

THE UP GRADE SAVED THEM

At times the jerking and swaying motion was absent and the prostrate men were in terror lest the engine, followed by the whole train, had left the steel rails. The crashing and snapping continued and the train moving at tremendous speed struck the up grade. For a while the advent of the ascent seemed to increase rather than diminish the velocity of the torpedo upon rails, but gradually the speed slackened and at Mono Road the brakes seized hold of the car wheels and the train was brought to a stand still.

ENGINE WORKS RIPPED OUT.

The engine was a wreck as far as usefulness was concerned. The whole "inner motion," that part of a locomotive's machinery situated between the driving wheels and the forward trucks, had disappeared. The terrific speed attained by the driving rods had been too much for the strength of the small steel parts and they had torn themselves free, flung themselves against the boiler and forward trucks and were scattered along the runaway's trail.

Maloney says he firmly believes that when the train reached the bottom of the mountain it was going in the neighborhood of 150 miles an hour. The best evidence of the high rate of speed at which the engine must have traveled is found in the condition of the under machinery, which was simply torn to pieces by the excessive rate at which it was forced to move to keep pace with the trombling side rods.

ENGINE IN THE SHOPS

After a delay of several hours another

locomotive arrived and towed the runaway and its train to Toronto Junction, where the damaged engine is now undergoing repairs. The crew are yet wondering how the train traveled over the worst piece of road and the most dangerous curves on the Bruce division at such a speed and yet remain on the rails. When they were alarmed by the whistle it was too late to jump, so they were forced to stick to the train and trust to luck.

Any veteran engineer will tell you that General Buller's job in South Africa is parlor croquet compared with an attempt to subdue a locomotive on a rampage. — Toronto Star

Engine 433

- 2-6-0 type

built CPR September 1888

2-1907 renumbered 1227 J-2-A

4-1908 renumbered 1277

1-1913 renumbered 3027

scrapped August 1926

December 4, 1899

Will Cut the Grade.

The Owen Sound Sun says: "The grade between Orangeville and Orangeville Junction will be cut, at an out lay of \$6 000. At present the engines in use will haul 1,100 tons from Flesher-ton to Orangeville Junction, only 800 over the grade. The grade will be cut so that the larger load may be taken through to Orangeville."

December 28

1899