

HORSES KILLED.

Sam Keyes of Amaranth Drives Into a Train at Shelburne.

Shortly after 9 o'clock Saturday evening Samuel Keyes of Amaranth, who is reported to have figured in numerous adventures while "under the influence," was driving down Victoria street in the direction of his home when he came into collision with the north-bound passenger train. The night was dark and stormy and by some means he got his horses turned off the beaten road and headed down the railway track, but not off the road allowance. He then made an effort to get out of his difficulty, as he was distinctly heard by neighbors shouting "Back! Back up!" and applying unmentionable epithets to his horses. Mr. George Watts, who has been ill, was at an upstairs window in his residence near by, and raising the window called to the man to hurry up and get out as the train would soon be along. Keyes worked away for a time, apparently making little progress. Then the train whistled, and again Mr. Watts called to the man on the track telling him the train was coming. There was a second whistle ere the crossing was reached and the collision occurred. Mr. Watts says he fully expected to hear that the man had been killed, but was relieved presently to hear him say "They have killed my horses." This remark was made to Mr. James Sandford, who appeared on the scene with a lantern after the collision occurred. The driver of the locomotive reversed as soon as he saw the obstruction but was powerless to avoid it. The horses were killed almost instantly, the sleigh box was thrown to one side, only the front end board being broken, while the sleighs were carried until the train stopped a few yards further on. The roller and one of the benches of the front bob were broken, and there is ground for the belief that it was a head on collision. Keyes jumped out of the way and escaped injury.—Shelburne Economist.

JANUARY 19,
1903

J. S. GORDON.
AGENT.

The Sun

IT SHINES FOR ALL.

ORANGEVILLE, FEB. 19, 1903.

EDITORIAL NOTES.

ALL the hotelkeepers at Warton have united and entered into an agreement to observe the liquor law. No doubt this is a very good idea, but it looks as if it were optional with the hotelkeepers whether they observe the law or not. If the liquor act had been well observed in the past there would not be such a demand for prohibition.

THE doctrine of public ownership is sound and it is gradually making progress. The Niagara power question has set the people thinking on the subject and it is to be hoped that the Ontario Government will not hand the whole shooting match over to greedy monopolists before the people decide to go into the business on their own account.

THE people of Ontario, irrespective of party, will regret to hear of an accident that befell Sir Oliver Mowat, lieutenant governor, on Saturday. Sir Oliver was seized by dizziness in his residence and fell to the floor, striking his head and sustaining serious injuries. As Sir Oliver is advanced in years and quite feeble it is doubtful if he will fully recover.

It looks very much as if the people of Ontario are not really serious in their desire for pure and correct elections. There is no doubt whatever that their longing for honest elections exists in their imaginations only. Just look over the history of our province and see how many members have been elected after being unseated for acts that should drive any man from public life. But some day the people will be genuinely serious.

MANITOULIN Conservatives have strongly disapproved of the course taken by Mr. Gagey, who was elected as a Conservative, but who flipped over to the Liberals. The Conservative executive met on Monday and passed a resolution expressing confidence in Mr. Whitney and the Conservative party and disapproving of Mr. Gagey's action.

license and the property had decreased in value in consequence. The taxes amounted to \$183. There was a feeling that a reduction should be made and the court of revision will look into the matter take what action they consider right.

CADI'S EPISTLE.

Cadi Pattullo wrote a very nice rose-scented epistle to the council inviting that honorable body to please make out an order in his favor for \$25, the police magistrate's salary for the past year. He also thought he should be paid the same as other officials and not have to send to the council every time his salary was due.

SOME ARE SLOW.

Tax Collector Martin reported that there was something like \$2000 in taxes still unpaid. The total amount on the roll is \$19,703.53. Up to the 31st of December \$15,293.34 was paid in and from that date until Feb. 14th \$2066.38 more found its way to the treasury. In order to give the slower fellow-citizens a chance to keep their property from being sold for taxes a further extension of the roll was made until March 2.

CHAMBER CHAT.

An interim grant of \$100 was made to the public library board.

The Industrial committee will try and get the Pt. Burwell-Collingwood railway to touch here.

In reply to Councillor Brett it was stated that there was nothing new in the cement negotiations.

The mayor was instructed to write the Dufferin Old Boys to come to Orangeville again this year.

The Property committee was instructed to have a wall desk placed in the weigh house at the stock scales.

CAMILLA.

PERSONAL.—Mrs. M. H. Denton was in Toronto last week attending the Mendelssohn concert.....Miss Belle Kyles, who has been home on a visit, left Saturday for New Haven, Conn.

PRESENTATION.—On Wednesday evening of last week the choir and congregation of St. Andrew's church presented Miss Charlotte Henry with a purse of \$35. Miss Henry has been the popular organist at this church for some time and as she is about to leave this part of the country, her friends took the opportunity to show their appreciation of her services. A number of members of the congregation gathered at Miss Henry's home and Mr. Thomas

son of this place has gone to Toronto where he has secured a good situation.....Mr. and Mrs. John McLeod of Buffalo visited at Mr. McLeod's home here last week.....Mr. J. H. Moffatt sold a fine horse at Orangeville fair last week.....Mr. Alex. McBride, who has been sick since Christmas, is slowly recovering.....Mr. Duncan Campbell has rented Mr. Matthews' farm on the 2nd line.

WOMEN'S ILLS.

Promptly Relieved By Dr. Williams' Pink Pills.

Dr. Williams' Pink Pills are woman's best friend. They enrich the blood, tone up the nerves and strengthen the vital organs to perform their functions regularly. They bring the rosy cheeks and shapely forms that tell of good health and happiness. To the growing girl they are invaluable. To the mother they are a necessity. To the woman of forty-five they mean relief and ease. Dr. Williams' Pink Pills are the best medicine that science has devised for women at all periods of life. These pills succeed when all else fails. Thousands of grateful women endorse the truth of these statements. Mrs. John White, Shehanatic, Ont., says: "It gives me pleasure to bear testimony to the great value of Dr. Williams' Pink Pills as a cure for the ailments that afflict so many women. I suffered greatly and the periods were very irregular, but thanks to these pills I am now quite well and free from the pains that made my life almost a burden. I cheerfully give my experience for the benefit of suffering women."

Remember that substitutes cannot cure and see that the full name, "Dr. Williams' Pink Pills for Pale People," is on the wrapper around every box. It is doubt sent directly to the Dr. Williams' Medicine Co., Brockville, Ont., and the pills will be mailed post paid at 50c. per box, or six boxes for \$2.50.

DEPOT DOTS.

It is announced that the terminal of the C. P. R. boats will be changed from Owen Sound to Windsor this year. This will mean that the steamboat express will not run any more. It was a great convenience to the people of Orangeville in the good old summer time and we'll all be sorry if it does not run again.

SAFETY FOR LITTLE

February 19 1903

**TWO C. P. R. TRAINMEN MEET DEATH
IN A HEAD-ON COLLISION.**

**The Victims Were Very Badly Scalded
—Failure to Carry Out Orders
Caused the Wreck.**

A head-on collision between two C. P. R. freight trains, which resulted in the death of two railway employees and the injury of three others, occurred about 6.30 Tuesday morning about one-fifth of a mile west of the Dundas crossing, near Lambton Mills, on the C.P.R. As a result of the collision Fireman Charles Winger of Toronto Junction and Brakeman David Taylor of London are dead and Engineer William Morrison of Toronto is badly scalded. Conductor George Jackson of Toronto and Brakeman George Grimes of Toronto Junction, formerly of Orangeville, are injured, but their wounds are not very serious.

ORDERS NOT CARRIED OUT.

A west bound extra, drawn by engine No. 262, made up at Toronto Junction, and in charge of Conductor George Jackson, Engineer William Telford, and Fireman W. T. Rowan, all of Toronto Junction, and Brakeman George Grimes, was proceeding west at the rate of about 20 miles an hour, with orders to cross the regular east bound way freight at Islington siding.

The east bound train was made up at London, was drawn by engine No. 456 and was in charge of Conductor William Pitt, Engineer William Morrison, Fireman Charles Winger of Toronto Junction, and Brakeman David Taylor of London. This train proceeded east, but did not receive orders at Cooksville, the last station west of the place of the wreck to cross at Islington siding.

JUMPED TO SAFETY.

A heavy fog was partially the cause of the wreck, as the engineers did not see each other approach until they were within 200 yards of each other. Engineer Telford immediately reversed his engine and he and Fireman Rowan jumped. The engineer and fireman of 456 stayed at their posts and when the two trains came together were thrown from the engine. Engine 263 plowed a couple of feet into 456, but both engines remained on the track. Fireman Winger of the eastbound train and Brakeman Taylor, also of the eastbound train, were killed. Engineer William Morrison was badly scalded. Brakeman Caughlin, Conductor Pitt and three drovers were in the caboose of the eastbound train and escaped uninjured.

The force of the impact was tremendous. Five cars of the eastbound train, loaded with merchandise and settlers' effects, consisting of grain household goods, horses and cattle, were thrown on top of each other, while two cars of the westbound train were thrown on their side. Henry and Fred Conner of Hyde Park, near London, were in charge of the settlers' effects and escaped uninjured.

Among the cars wrecked were one containing wagons for Calgary, one of cattle, and one of candies. Some of the cars wrecked were demolished so completely that it was difficult to find any of their contents.

ORANGEVILLE
SUN

MARCH 19,
1903

DEPOT DOTS.

The trucks of a box car on the C. P. R. passenger train ran off the track between Iugersoll and the Credit Forks on Tuesday morning. A portion of the track was torn up, but no other damage was done. None of the passengers were injured. The train was over an hour late in arriving in Orangetown.

On Monday Roadmaster Tansley started a staff of men to work relaying steel between Owen Sound and Chatsworth. The old fifty six and sixty pound steel is being replaced by the seventy two pound rails. Sixty nine miles of the seventy two pound steel is now available for the Owen Sound division, and it will thus be seen that the work of replacing the steel is quite an extensive undertaking. The new steel will be laid on the sections where it is most necessary at the present time, and next year, according to Roadmaster Tansley, new eighty pound steel will be laid over the whole division.—Owen Sound Times.

MARCH 26, 1903

NEXT TIME.

Some time ago Fred Oliver of Meaford, an apple packer who was in this part of the country last fall, was thrown out of his rig at the old C.V.R. crossing on east Broadway and was injured to a greater or lesser extent. He at once commenced an action against the town for damages for the injuries he sustained, making the C.P.R. a party to the suit. For some time the general public has not heard even an echo of the suit and we were quietly resting under the delusion that Oliver had thought better of it and had let his action go to the dogs.

HE GOT A SETTLEMENT.

But not so. The apple-packer kept packing away and it appears he got a settlement that will procure for him enough liniment to ease every bruised bone in his body from now until the days of kingdom come. The eye opener was handed out at a meeting of the town council on Monday night when an account for \$75.71 was presented by A. A. Hughson, who is also town clerk. At this stage of the burlesque Mayor Marshall interjected the remark that he supposed the councillors knew that this bill was for legal services in connection with the Oliver case, which had been settled. His worship then gave the terms of settlement. Oliver was given \$75, half of which was put up by the C.P.R., but the town will have to pay its own legal adviser, Mr. Hughson, whose bill, as stated above, is \$75.71, and the total cost to the town will be \$103.56.

NO RUN FOR OUR MONEY.

The settlement of the suit may have been a wise act, and, again, it may have been very foolish. One thing is certain, however, and that is that we got a wretchedly poor run for our money. If we had purchased \$103.56 cents worth of green goods we could not have been worse taken in. Surely the corporation counsel knew before he piled up such a bill that the town had either a good or a bad case. If it were bad, why prolong the agony and heap up costs? If, on the other hand, we had a good case, why compromise at all even if the costs would be a few dollars more? Between the council and the local law department it appears that a boreh was made in this suit. We will not say who is to blame, but we think if a really strong man was in the council something would have dropped several moons ago. In this instance THE SUN feels that the ratepayers, who furnish the sinews of war, have been most cruelly buncoed and in the future we must insist upon getting a better run for our money.

The Old
Credit Valley
Railroad crossing
on east Broadway

April 9,
1903

Orangeville
Sun

ORANGEVILLE JUNCTION.

MANY DANCES — There have been quite a number of dances in this locality but not nearly so many as there used to be a few years ago. Tomorrow evening Mr. and Mrs. J. Telford will be at home to their friends and dancing will be the order of the evening.

PERSONALS.—Mrs. W. E. Brawley was the guest of Toronto friends this week.....Mrs. J. Telford spent Sunday with her parents at Holland Centre.... Mrs. Hewitt left for Toronto last week and after a short visit there she will go to Pilot Mound, Man., where her son William J., is engaged in farming.

LOCALS — George Brooks has been laid off work for several weeks on account of a sore foot, but we hope George will get all right again.....In spring the C P R is going to increase the sidings at this place. A new one will be built at the Teeswater side and the Owen Sound will be lengthened half-a-mile. There'll be plenty of room to store cars then.....The Junction is becoming quite a shipping point and Agent Brawley is always obliging and attentive.

JUNE 4, 1903
ORANGEVILLE SUN

DEPOT DOTS.

George Marshall is spending two weeks at Bowmanville.

The corner stone of the cement building was laid Tuesday.

Mrs. Jas. Jarrett has returned to Alliston after a pleasant visit with Mrs. S. Lackey.

John Ridley is foreman of an extra gang of trackmen. They work between Weston and Owen Sound.

Charles Veitch, a pioneer of this town, has sold his property here to S. Lackey for \$405. Mr. Veitch will go to the home for aged men at Toronto.

On Tuesday a special train passed through here from Montreal en route to Owen Sound. The president and seventy five members of the Sun Life Insurance Co. were on board. The party had dinner at the C. P. R. restaurant and Manager Hogg had a good repast provided.

August 20, 1903

JUMPS FROM TRAIN!

A MULATTO PRISONER RISKS HIS LIFE
FOR FREEDOM.

He's Still at Large and is Working
South—Stole Trunk From a
Negro at Owen Sound.

Everything goes in waves. Just now the popular wave is composed of prisoners escaping from constables. Shortly after the U.P.R. train pulled out of Melville Junction on Saturday night Fred Mowe, a mulatto, jumped from the train, which was running very fast, and escaped. Constable Thompson of Owen Sound had charge of the prisoner.

HE WANTED A LIGHT.

They were sitting in the second seat from the door in the smoking car. The prisoner's right hand was shackled to the constable's left. When about two miles from Orangeville Thompson, who had been complaining all along that the "bracelet" hurt his large-boned wrists, took it off and started to light a cigar.

He failed to get a light on the first attempt. Discovering that he was out of matches, he proceeded to borrow one from a person sitting two seats in the rear. While he was thus engaged the mulatto made a break for liberty, and dashing through the door jumped out. He fell on his face and received thereby a large bruise and several small cuts on the left cheek. He got up, however, and made the best of the few minutes at his disposal by running to a small bush near, where he was hidden from sight.

"SAVE ME!" HE CRIED.

Mowe dashed into the house of Charles Scott. His face was bleeding freely and he presented a sad appearance. "They're after me; save me!" cried the hunted man. Mr. Scott intimated that he was a magistrate and before he had time to say another word the negro was off again. Meanwhile the train pulled up, but no trace of the escaped man could be seen. Constable Thompson came up to Orangeville and the local police gave all the assistance in their power, but to no purpose.

SEEN ON SUNDAY.

On Sunday Mowe appeared at a farm house two miles south of where he escaped and borrowed a file, saying he wanted to fix a bicycle, but the people of the house noticed that he still wore the cuff links which were attached by the Owen Sound constable. Later in the day he passed through Cataract and the Credit Forks.

STOLE A TRUNK.

The crime with which Mowe is charged is not such a very serious affair. He and a fellow-negro came off one of the lake steamers about ten days ago. They stayed around Owen Sound for some time. Mowe obtained the keys of the other fellow's lodgings and trunk. The latter he expressed by the Canadian Express to Miss Lizzie Shrigeley in Toronto, without any address attached. The mulatto was arrested all right in Toronto, but the trunk was not discovered.

The Sun
IT SHINES FOR ALL.

ORANGEVILLE, SEPT. 10, 1903.

September 10,
1903

Freight traffic on Owen Sound division of the C. P. R. is very heavy at present, owing to the large shipment of grain from the Northwest being received at Owen Sound. The local superintendent received advices yesterday that the steamers Turret Crown and Tadoussac had just arrived at that port with combined cargoes of 220,000 bushels of wheat, and that the C. P. R. steamer Athabasca had brought in 13,000 barrels of flour. There is a special rush just now to get as much grain as possible shipped before the close of navigation. The tramp steamer will continue to ply the lakes till about Christmas.

DECEMBER 17,
1903

JUMPED THE TRACK!

**Snow Plow and Engine Roll Over,
but No One Seriously Injured.**

On Tuesday a snowplow on the C.P. R. branch jumped the track between Dundalk and Proton. William Roy of Owen Sound was in charge of the plow and six men were inside operating the wings. The plow left the rails and rolled over and the engine also got off the track. If two locomotives instead of one had been pushing the plow it is likely some of the men would have been killed, but fortunately no person was seriously hurt.

JANUARY 21, 1904

being shown up in your true colors.

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THE GRIP AGAIN!

**THIS DANGEROUS EPIDEMIC HAS MADE
ANOTHER APPEARANCE.**

**A Suggestion as to How to Guard
Against the Trouble and
Its Pernicious After Effects.**

Every winter influenza, or as it is more generally known, the grip makes its appearance in Canada. Every few years it spreads and assumes alarming proportions. From all appearances this is one of the years in which it will seize upon a great number of victims, for every day new cases are reported. As in scarlet or typhoid fever the after effects of grip are often worse than the disease itself. The sufferer is left with a debilitated system, short of breath upon the slightest exertion, subject to heart palpitation, affected by every change in the weather, and in a physical condition to invite the attack of more serious diseases, such as pneumonia and consumption.

A timely suggestion as to how to how to enable the system to resist the inroads of the grip and its after effects, is given by Mrs. Emma Doucett, St.

EXPENDITURES.

| | |
|---|----------|
| Winona Nursery Co.—fruit trees, etc..... | \$ 62 26 |
| Steele-Bridges Co.—bulbs, etc..... | 54 00 |
| Subscriptions to Horticulturist | 76 30 |
| Salary Secretary-Treasurer..... | 25 00 |
| Miscellaneous expenses—music for exhibition, printing, etc..... | 37 67 |
| Balance on hand..... | 16 74 |
| Total..... | \$271 97 |

The election of officers for the current year took place as follows: President, John McLaren; 1st vice president, Robt Mann; 2nd vice president, George Nicholson. Directors, W. A. Cesar, T. G. Porter, James Davey, Wm. Cowie, J. A. Matthews, John M. Rowan, Dr. T. H. Henry, A. Steele, Chas. McVittie. Honorary directors, Chas. Scott, Melville, and J. J. Hall, Mono. Auditors, N. Gordon, C. R. McKeown. At a directors' meeting subsequently held Mr. A. Hill was reelected secretary-treasurer. A special committee consisting of Messrs. Geo. Nicholson, Dr. Henry, R. Mann, W. Cowie, the president and secretary were appointed to select fruit trees, ornamental shrubs, etc., for distribution among the members during the coming season.

THE MAPLES.

(Intended for last week)

Messrs. Clifton Walker and Griffith Simpson of The Maples are holidaying with Toronto and Hamilton friends.

NOTES — Our school reopened on Wednesday last, under the instruction of Miss Hunter.....We hear the faint sounds of wedding bells around our hamlet just now.

Many Sudden Deaths

Are traced to a heart that was neglected. If your heart is weak or beats to rapidly you need Ferrozone to strengthen the heart's muscles, regulate its action and stop smothering spasms. Ferrozone always cures weak heart and restores this organ to a strong healthy state. The best heart medicine in the world is Ferrozone which beats any

treasurer's report showed that the society was about \$50 better off this year than last. The fair will be held this year on Sept. 29 and 30.

The following officers were elected: Hon. President, G. J. Brett; president, Samuel Cruikshank sr.; 1st vice-president, E. J. Ellis; 2nd vice president, J. B. Armstrong; treasurer, H. Endacott; secretary, Jos. J. Kelly; auditors, D. B. Brown, J. E. Smith. Directors—Mono, J. C. Reid, W. J. McMaster; Amaranth, Geo. Rennicks; Caledon, W. J. Limbeer; East Garafraxa, John Johnston, A. Simpson; Orangeville, Geo. A. Leighton, James Armstrong, J. H. Hughes.

Honorary Directors.—East Garafraxa, J. B. Reid, W. H. Hunter; Amaranth, Robt. Patterson, John Johnston; Mono, Wm. McCluskey, sr., James Woodland; Caledon, John Cameron, Robt. Johnston M. P.; Orangeville, John McLaren, R. B. Henry, W. Judge, T. Stevenson.

DEPOT DOTS.

Mrs. Delaney and Miss Tory Widdis are on the sick list, but we hope they will soon recover.

Section Foreman Lackey, who has been under the weather for some time has recovered and has returned to duty.

Section Foreman William Roy of Owen Sound is again in charge of the snowplow between Orangeville and Owen Sound and the trains on this branch have been making pretty good time. The plow is making almost daily trips and the line is being kept well opened. Billy Austin, an Orangeville boy, is engineer of the locomotive that pushes the plow and he is one of the youngest engineers on the division. Mr. Roy has had a great deal of experience in the snowplow business and in pushing through snow he is the right man in the right place.

Wednesday evening of last week two sons of W. B. Gamble, were bringing the cattle from water. The beasts went past the stable and coming to the track

JANUARY 21, 1904

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Wednesday evening of last week two cows of W. H. Gamble, were between the cattle from water. The cows went past the stable and coming to the track turned down, as the snow was piled very high on the opposite side of the track. The boys ran to head them off but were unable on account of the deep snow, and decided to drive them to the next crossing and turn them around. When near the Boyne bridge, the east bound evening train came along and the boys slid down the bank out of harm. The cattle were about 35 feet in front, and were hemmed in on both sides by a wall of snow, so that escape was impossible, and all were struck. The boys would undoubtedly have fared a similar fate had they been a few feet farther on and their escape is much to be thankful for. The boys claim the engine did not whistle, or ring the bell. Mr. Gamble values his cattle at about \$85 and will put in his bill to the railway company. —Star.

January 2/
1904

Snowplow trains

Battling With Snow

Thursday's big storm completely tied up the Owen Sound Pelee water and Erie branches of the C. P. R. for a few days. Trains had just begun to run fairly well when the blizzard of Thursday came along and put on the finishing touches. North of Orangeville was the worst and a couple of trains got stuck in the snow near Dundalk. No trains got through on Friday and passengers had to put up at local hotels at the expense of the C. P. R. The mild weather on Saturday relieved the situation and the lines were quickly opened by numerous snowplows and a big rotary. Railwaymen are worn out with the long siege and they all agree that it is the worst winter in their experience.

February 11, 1904

The rotary plow was sent over the Teeswater branch on Sunday.

See the big bargains the Crown Furniture Co. are offering in parlor suites.

Thomas Peavoy has received the sad news of the death of his cousin, Miss Maria Grey, at Arthur on Friday.

Mrs. Reid, proprietress of the brick restaurant at the station, deserves credit for the excellent manner in which she conducts her place. Travellers are a unit in saying this establishment serves a better meal for a lower price than many a more pretentious dining-hall. This speaks well for Mrs. Reid's ability as a business woman and the increasing patronage she is receiving is ample proof of the foregoing.

Engineer George Newman has completely recovered from his thrilling experience at Orangeville Junction recently, when his engine, which was assisting a passenger train up the grade, turned over on its side while running at a rapid rate. Mr. Newman courageously stuck to his post and his escape was most miraculous. Thomas Newell, the fireman, had a leg bruised, but he is also all right again. Both engineer and fireman received the congratulations of their many friends on their fortunate escape.

The O. P. R. struck a snag again on Monday. Sunday a moderately-sized storm blew up and filled in all the cuts and train service was totally demoralized Monday, Tuesday and part of yesterday. but the lines are all open again today. On Monday morning the Bruce train from Toronto pulled into the station with two cars and three engines. It does not take much snow to block the lines now owing to the great depth of the cuts. The big rotary snowplow did good work on both the Owen Sound and Teeswater branches.

Many fatal accidents have occurred this winter attributed by old timers to the presence of so many inexperienced men in the woods, and also to the continued intense cold and deep snow. The latter mentioned natural conditions have made it impossible for the men to move about with the alacrity to which they were accustomed. As a consequence many a poor fellow has been caught and pinned by a falling tree or branch. Broken limbs have not been uncommon, and at least half a dozen men have been killed since the commencement of the season.

FEBRUARY 18,
1904

A Big Storm.

A snow storm from the east set in on Monday afternoon and continued until Tuesday morning. In many respects it was the worst storm of the season and it completely tied up this division of the C. P. R. No train has run on the Huron since Monday morning, Tuesday and Wednesday's trains being cancelled. It is expected, however, that the line will be open today. A train on the Credit Valley came up from Toronto yesterday morning as far as here and returned, but it brought no Toronto mail and people are very much put out as no mail has been received since Monday morning. Snow plows with as many as four engines working clearing the lines and scores of shovellers are helping on the good work. The cuts are so deep that it is difficult to buckle the snow. At Laurel it is piled to a height of 20 feet. It will be some time before any freight can be handled and, of course, along the line are running short of supplies. The storm did not affect the country roads very much.

MARCH 3, 1904

ORANGEVILLE JUNCTION.

SLEIGH SMASHED. — On Friday night an accident happened at the 2nd line crossing, but fortunately it was not attended by serious results. Treasurer W. H. George was driving over the crossing, which was banked up high with snow on both sides. As the sleigh dropped into the hole the horses became detached and left the sleigh across the rails. Just then a train came along and struck the vehicle, smashing it into kindling wood.

OFF THE TRACK. — A great deal of freight that has been blocked for several weeks was moved on Sunday and quite a number of trains passed here. A double header was going up the Pease-water branch and a car loaded with lumber jumped the track at the switch. Roadmaster Ben Tansley came up from Orangeville and superintended the retracking of the car. While it was being pulled on a portion of the lumber fell off, striking Conductor W. Hines and Engineer Dick Johnston. They escaped with a few bruises.

MARCH 31, 1904
Orangeville

DEPOT DOTS.

Mr. John Cabean of Mill street was confined to his bed very ill, but is now able to be out.

Geo. Supt. Timmerman and Supt. Murphy of the C. P. R. were in town yesterday and remained all afternoon.

William Morrow, a C. P. R. carpenter, got his fingers badly crushed on Monday. Dr. James Henry dressed his wounds and Mr. Morrow is now taking holidays.

The flower department of the C. P. R. has sent out to agents at various station packages of flower seeds, which are to be sown on the company's grounds and thus beautify the place.

The C. P. R. will at once commence the construction of their line to Sudbux. There is some difference of opinion as to whether it will branch from this division at Woodbridge or Kinsbury. Material has been sent to the latter place.

Fargman Charles Bagnell has been notified of his appointment to the Green Sound yard and will go there shortly. Since Mr. and Mrs. Bagnell came to Orangetown they have made many friends and their removal will be very much regretted.

MAY 12
1904

DEPOT DOTS.

Operator McCue is relieving the agent at Fisherton.

A big passenger traffic was done on all the branches during the holiday season.

Section Foreman Lackey is in charge of a special gang engaged at Weston and Thomas Searleod is acting foreman during Mr. Lackey's absence.

Work is progressing very rapidly at the cement works. A large staff of workmen are finishing putting up the rafters for the roof and it is almost ready for the corrugated iron.

Alf Harshaw, who has been C. P. R. operator at Credit Forks, has been transferred to Shelburne. Alf is a son of John Harshaw of the American hotel and we are pleased to see that he is being rapidly promoted.

For some time the C. P. R. authorities have been promising to build a new station here, but for some reason or another the good work has been delayed. The reason for not building this summer is given out that economy must be practiced because of the great amount of money spent in removing snow during the winter.

MAY 26, 1904

DEPOT DOTS.

Roadmaster John Cushing of the Orangeville and Temagami division of the C.P.R. has resigned his position.

E. N. Fremis of the C.P.R. has purchased a box residence on Beacomfield avenue, Toronto, and has removed to it.

Work is being pushed along very rapidly at the cement works and there has been quite a transformation during the past month. Two more big stone structures have been commenced. One is 60x120 feet and the other 44x100 feet.

D. McNicoll, general manager of the C.P.R., and party passed through here on Thursday night on a trip of inspection. They went to Owen Sound, returning the following day.

June 9, 1904.

Orangeville Sun.

DEPOT DOTS.

The Mago Road I.O.F. excursion to Niagara Falls, which started from Orangeville, last Thursday was not very successful owing to bad weather, but the society will have a small balance on the right side. About twenty went from here.

Last Wednesday morning's Tree water passenger train ran off the track a mile east of Fordwich, but fortunately nobody was hurt. It was midnight before the train got down, but the morning passengers were transferred. Conductor Joseph Gorman was in charge and John Douglas was at the throttle.

Saturday morning Charles Bagwell and family left for Owen Sound, where Mr. Bagwell will continue in the employ of the C.P.R. He filled the position of yardman here satisfactorily during the past few years and his Orangeville friends hope success may attend him at the Sound. Friday's farewell party was held at Mr. Bagwell's and a large number attended, enjoying themselves until the small hours.

June 16, 1904
Orangeville.

DEPOT DOTS.

Passenger and freight traffic is still brisk.

Fireman Art Newman, who was injured a few months ago, is recovering, but it will be some time before he can return to work.

One of the oldest conductors on this division of the C. P. R. is Joseph J. Walker and his goodnatured countenance is a familiar and pleasing sight to travellers on the line. Joe has been on this run for nearly 10 years, but his connection with the C. P. R. dates back to 20 years ago. He has had many peculiar experiences since he became a knight of the punch, but last winter capped the climax. On the 1st of March he left Owen Sound with four engines and a snowplow, but it was twelve days later when the train arrived at the Orangeville station. Mr. Walker is obliging and attentive to patrons of the C. P. R. and, as he wears the smile that wont come off, he is a great favorite with the travelling public. He divides honors with Ab. Campbell, another veteran of the C. P. R. THE SUN trusts that Mr. Walker will long be spared to punch holes in our pasteboard and make us feel that the car will stay on the rails while we are riding in his train.

Orangeville Sun -
December 8, 1904