

FIVE HUNDRED WILL  
GO TO BERLIN MONDAY



---

## BOLTON, ONTARIO, FRIDAY, FEBRUARY 16, 1912.

---

—There was an exciting time among the railway men at the station here on Monday evening. The rear end of a freight train was left standing on the main line just north of the station and before it could be removed the engine of another train crashed into it. The engineer jumped and received only some minor injuries while the fireman who remained escaped injury. The caboose was lifted on top of the engine, and the engine could not be backed clear. The caboose, one car loaded with wheat and a refrigerator car were burned, making a good sized blaze.

February 16, 1912

## COACHES LEFT RAILS.

### Bad Accident to Owen Sound Passenger Train on Fri- day Night.

#### Arthur Shain Among the 8 Men Who Were Injured.

While rounding a curve four miles south of Chatsworth, at a speed of thirty miles an hour, the C. P. R. Owen Sound to Toronto passenger train was wrecked just about five o'clock last Friday evening. The mail car broke away from its couplings, rolled side over side down a twenty-five foot embankment, crashed through a telegraph pole, and came to a stop in a field seventy-five yards from the track with every one of the occupants injured. The baggage car also jumped the tracks, turned over on its side, and slid down the embankment, but with miraculous good luck two partly filled coaches of passengers did no more than leave the rails and bump along the ties sufficiently to jar the occupants unpleasantly.

Owing to this good fortune in the saving of the passenger coaches, a long list of injured, and perhaps dead, has been averted, as in the cars which took the plunge there were only the three regular mail clerks, all of whom were pinned down by the racks, bruised and battered until they had to be helped from their position by the more fortunate passengers.

Eight passengers in all were injured, as follows: George S. Fulton, mail clerk, 128 Riverdale avenue, Toronto, sprained arm, head cut; H. O. Park, mail clerk, 243 Seaton street, Toronto, twisted leg, bruised body, head cut; Russell Savage, mail clerk, 30 Rolyat avenue, Toronto, leg hurt, head cut, internal injuries; Arthur Shain, expressman, 278 Robert Street, Toronto, crushed and kidney ruptured; A. Arnold, of Egerton, cuts and bruises; J. A. Gee, 216 Fern Ave., Toronto, passenger, cuts and bruises; A. J. McNabb, 38 Winchester street, Toronto, passenger, head cut; H. Harshaw, brakeman, West Toronto, head cut.

Arthur Shain, the expressman, who is a former Orangeville boy, was caught between the baggage and the passenger coaches and crushed so badly that a kidney was ruptured. He was brought to Orangeville on the Durham train, which had been waiting at Saugeen Junction, and taken to the residence of his mother on West Broadway, where his injuries were attended to by Dr. T. H. Henry. He is making satisfactory progress and his recovery is only a question of time.

February

22,

1912

Orangeville

Banner



ES FOR ALL!

# Sun.

O, THURSDAY, FEBRUARY 22, 1912.

No. 8

## OWEN SOUND TRAIN DITCHED AT GRAVEYARD CURVE

Several People Seriously Injured in a Run-Off Near  
Chatsworth--Cars Rolled Down Bank and  
Passengers Were Shaken Up--Coolness  
of Engineer Saved Situation

**ACCIDENT**  
Owen Sound Express derailed  
**THE PLACE**  
Near Chatsworth.

**CAUSE**  
Rails spreading.

**INJURED**  
Arthur Shain, 278 Robert st.,  
Toronto, expressman, left at  
Orangeville, kidney ruptured.  
Russel Savage, mail clerk, 30  
Roylat ave., Toronto, scalp  
wounds, legs badly bruised.  
G. S. Fulton, 128 River st.,  
Toronto, broken arm and scalp  
wound.  
H. O. Park, mail clerk, 313  
Seaton street, Toronto, leg  
broken, badly bruised, head cut.  
S. J. McNabb, architect, 38  
Winchester st., Toronto, scalp  
wound and broken nose.  
Harold Harshaw, West Toron-  
to, back injured.  
J. A. Gee, 216 Fern ave., To-  
ronto, head cut and bruises.  
A. Arnold, Egerton, cut and  
bruised, left at Orangeville.

### IN NINE ACCIDENTS

H. O. Parks, the mail clerk, laugh-  
ed with his friends at the Western  
Hospital. To one of them he said:  
"I am getting used to this kind of  
thing. This is nine accidents for me  
of one kind and another, and some of  
them have been pretty close calls.  
However, it might have been worse."

Mr. Parks says that it is better to  
have a broken leg than have your  
glimmer doused.

G. S. Fulton, who lives at the home  
of Mrs. Jennings, 128 Riverdale ave-  
nue Toronto, was visited by many of  
his friends at the hospital the day af-  
ter the accident. His broken arm is  
very painful and his head badly cut  
and bruised, but notwithstanding this  
he still smiles.

While running around the "Grave-  
yard Curve" in what is known as  
"Deadman's Cut" at a fairly good  
rate of speed, the C. P. R. Owen  
Sound express was derailed Friday  
afternoon. The accident occurred  
about four miles south east of Chats-  
worth and as the train went over the  
twenty-foot embankment, one car  
turned upside down and two others  
were thrown over on their sides. Eight  
persons were injured. The engine re-  
mained on the track.

The cause of the accident was due  
to a spreading rail. The train was in  
charge of Conductor Hinds and Engi-  
neer Little and the prompt action of  
Little averted a more serious acci-  
dent.

### USED GOOD JUDGEMENT

When the wheels left the rails he  
applied the brakes, but gradually,  
fearing he might cause telescoping of  
the cars. If the train had been travel-  
ling at its usual rate of speed the ac-  
cident would have been a much more  
serious one.

The mail and express car immedi-  
ately behind the tender of the engine  
was the coach which completely turn-  
ed over, while the baggage car and  
smoker were turned on their sides.  
The occupants of the first car were  
the most seriously injured.

The heavy passenger coach slid  
down the embankment without turn-  
ing over.

As soon as word was received along  
the line of the accident Dr. McCulloch  
of Chatsworth and several doctors  
from Markdale were on the scene. An  
auxiliary was immediately despatched  
from West Toronto and the train  
from Walkerton, which was waiting  
at Saugeen Junction to make connec-  
tions with the Owen Sound train.

February #22,  
1912

Chatsworth wreck



## OWEN SOUND TRAIN DITCHED

Several Persons Seriously Hurt  
Near Chatsworth.

A despatch from Chatsworth says: Striking a spread rail at the William Lake siding, four miles southeast of Chatsworth Station and fifteen miles from Owen Sound, the Canadian Pacific passenger train from the latter city, due in Toronto at 7.55 p.m., was thrown into the ditch at 4 o'clock on Friday afternoon. The engine passed the break successfully, but the baggage car and all three passenger cars jumped the rails and rolled down a four-foot embankment, two men in the former being injured and all the rolling stock being more or less damaged. This is the second accident of precisely the same nature occurring on this division within two days, the other mishap having been to the Toronto Express from Vancouver, which was ditched at Bala on Wednesday. The injured men are two railway mail clerks, called Savage and Parks. Savage fractured his right arm, and Parks was badly shaken up, also sustaining scalp wounds and a bruised knee. The express messenger and baggage man, who were in the other part of the car, escaped with nothing worse than a shock. Temporary medical attention was given by Drs. Ego and Brown of Markdale, and Dr. McCullough, of Chatsworth.

Chatsworth.

February 22 1912

Orangeville.





# Sun.

ES FOR ALL!

O, THURSDAY, FEBRUARY 22, 1912.

No. 8

## OWEN SOUND TRAIN DITCHED AT GRAVEYARD CURVE

Several People Seriously Injured in a Run-Off Near  
Chatsworth--Cars Rolled Down Bank and  
Passengers Were Shaken Up--Coolness  
of Engineer Saved Situation

### ACCIDENT

Owen Sound Express derailed  
THE PLACE  
Near Chatsworth.

### CAUSE

Rails spreading.

### INJURED

Arthur Shain, 278 Robert st.,  
Toronto, expressman, left at  
Orangeville, kidney ruptured.  
Russel Savage, mail clerk, 30  
Royal ave., Toronto, scalp  
wounds, legs badly bruised.  
G. S. Fulton, 128 River st.,  
Toronto, broken arm and scalp  
wound.  
H. O. Park, mail clerk, 243  
Seaton street, Toronto, leg  
broken, badly bruised, head cut.  
S. J. McNabb, architect, 38  
Winchester st., Toronto, scalp  
wound and broken nose.  
Harold Harshaw, West Toron-  
to, back injured.  
J. A. Gee, 216 Fern ave., To-  
ronto, head cut and bruises.  
A. Arnold, Egerton, cut and  
bruised, left at Orangeville.

### IN NINE ACCIDENTS

H. O. Parks, the mail clerk, laugh-  
ed with his friends at the Western  
Hospital. To one of them he said:  
"I am getting used to this kind of  
thing." This is nine accidents for me  
of one kind and another, and some of  
them have been pretty close calls.  
However, it might have been worse."  
Mr. Parks says that it is better to  
have a broken leg than have your  
glimmer doused.

G. S. Fulton, who lives at the home  
of Mrs. Jennings, 128 Riverdale ave-  
nue Toronto, was visited by many of  
his friends at the hospital the day af-  
ter the accident. His broken arm is  
very painful and his head badly cut  
and bruised, but notwithstanding this  
he still smiles.

While running around the "Grave-  
yard Curve" in what is known as  
"Deadman's Cut" at a fairly good  
rate of speed, the C. P. R. Owen  
Sound express was derailed Friday  
afternoon. The accident occurred  
about four miles south east of Chats-  
worth and as the train went over the  
twenty-foot embankment, one car  
turned upside down and two others  
were thrown over on their sides. Eight  
persons were injured. The engine re-  
mained on the track.

The cause of the accident was due  
to a spreading rail. The train was in  
charge of Conductor Hinds and Engi-  
neer Little and the prompt action of  
Little averted a more serious acci-  
dent.

### USED GOOD JUDGEMENT

When the wheels left the rails he  
applied the brakes, but gradually,  
fearing he might cause telescoping of  
the cars. If the train had been travel-  
ling at its usual rate of speed the acci-  
dent would have been a much more  
serious one.

The mail and express car immedi-  
ately behind the tender of the engine  
was the coach which completely turned  
over, while the baggage car and  
smoker were turned on their sides.  
The occupants of the first car were  
the most seriously injured.

The heavy passenger coach slid  
down the embankment without turn-  
ing over.

As soon as word was received along  
the line of the accident Dr. McCulloch  
of Chatsworth and several doctors  
from Markdale were on the scene. An  
auxiliary was immediately despatched  
from West Toronto and the train  
from Walkerton, which was waiting  
at Saugeen Junction to make connec-  
tions with the Owen Sound train.

Arthur Shain, 278 Robert st.,  
Toronto, expressman, left at  
Orangeville, kidney ruptured.  
Russel Savage, mail clerk, 30  
Royal ave., Toronto, scalp  
wounds, legs badly bruised.  
G. S. Fulton, 128 River st.,  
Toronto, broken arm and scalp  
wound.  
H. O. Park, mail clerk, 243  
Seaton street, Toronto, leg  
broken, badly bruised, head cut.  
S. J. McNabb, architect, 38  
Winchester st., Toronto, scalp  
wound and broken nose.  
Harold Harshaw, West Toron-  
to, back injured.  
J. A. Gee, 216 Fern ave., To-  
ronto, head cut and bruises.  
A. Arnold, Egerton, cut and  
bruised, left at Orangeville.

While running around the "Grave-  
yard Curve" in what is known as  
"Deadman's Cut" at a fairly good  
rate of speed, the C. P. R. Owen  
Sound express was derailed Friday  
afternoon. The accident occurred  
about four miles south east of Chats-  
worth and as the train went over the  
twenty-foot embankment, one car  
turned upside down and two others  
were thrown over on their sides. Eight  
persons were injured. The engine re-  
mained on the track.

The cause of the accident was due  
to a spreading rail. The train was in  
charge of Conductor Hinds and Engi-  
neer Little and the prompt action of  
Little averted a more serious acci-  
dent.

### USED GOOD JUDGEMENT

When the wheels left the rails he  
applied the brakes, but gradually,  
fearing he might cause telescoping of  
the cars. If the train had been travel-  
ling at its usual rate of speed the acci-  
dent would have been a much more  
serious one.

The mail and express car immedi-  
ately behind the tender of the engine  
was the coach which completely turned  
over, while the baggage car and  
smoker were turned on their sides.  
The occupants of the first car were  
the most seriously injured.

The heavy passenger coach slid  
down the embankment without turn-  
ing over.

As soon as word was received along  
the line of the accident Dr. McCulloch  
of Chatsworth and several doctors  
from Markdale were on the scene. An  
auxiliary was immediately despatched  
from West Toronto and the train  
from Walkerton, which was waiting  
at Saugeen Junction to make connec-  
tions with the Owen Sound train,  
went to the scene of the wreck and  
transferred the passengers. The en-  
gine of the Owen Sound train brought  
the newly made up train to Toronto,  
arriving there about midnight.

Two ambulances were waiting at  
the Union station when the train pulled  
in and the injured passengers were  
conveyed to the Western Hospital.

While Parks was being removed  
from the baggage car on a stretcher  
one of the bearers slipped on the icy  
platform and the injured man was  
picked up unconscious.

The engineer and fireman stuck to  
their posts and were uninjured.

### SHAIN'S INJURIES

The most seriously injured person  
was Arthur Shain, who received a  
broken rib and ruptured kidney. He  
was left at Orangeville, where his  
mothers and sisters reside. For a  
few days Mr. Shain was in pretty  
bad shape, but Dr. T. H. Henry, who  
is attending him reports his condition  
very much improved.

### HEAD WENT THROUGH WINDOW

S. J. McNabb, architect, who lives  
at 38 Winchester street, Toronto  
was so badly hurt that all callers  
were kept away from him. His ner-  
vous system has received a very bad  
shock. The young architect talked for  
a few minutes and from under the  
bed coverings showed a badly hurt  
nose and a bruised head.

"I've been up against it," said Mc-  
Nabb. "So far as I am able to re-  
member, I was sitting in the smoker,  
and when she went over my head went  
through the glass window. I remem-  
ber getting up all right, but collapsed  
apparently soon after. I don't re-  
member much about it, but my body  
feels pretty sore."

February 22 1912



## C.P.R. TRAIN WRECKED 8 PEOPLE INJURED

Passenger Train Rolls Down Embankment Near  
Chatsworth—Occupants of Mail and  
Baggage Cars Badly Hurt

A spread rail four miles south of Chatsworth caused four cars of the Friday afternoon C.P.R. express, south bound, to leave the track and pile up at the foot of a twenty-foot embankment. Eight men were injured, one seriously, perhaps fatally. The names of the injured are—

Arthur Styrne, Toronto, express man, lung pierced by rib, lost at Orangeville, serious.

George S. Fulton, Toronto, mail clerk, broken arm.

H. O. Park, Toronto, mail clerk, leg broken, badly bruised and shaken.

Russell Savage, Toronto, leg hurt, head cut, injured internally.

S. J. McNally, Toronto, head hurt.

J. A. Geo, Toronto, head cut.

H. Harshaw, West Toronto, head cut.

A. Arnold, Egerton, cut and lacerated.

The train, which was in charge of Conductor Hinds and Engineer Little, left Owen Sound at 3:20 p. m.

and was rounding the curve near the Williams Lake siding when the rails spread under it. The engine and tender got over safely but the mail car left the rails and plunged down the high bank, followed by the baggage and passenger coaches. The mail car turned completely over, and the others were partially overturned. Fortunately the train was running slowly, or the results must have been serious.

An ambulance could reach the Owen Sound and Toronto offices, the local auxiliary was sent to the scene of the wreck, and later the auxiliary from West Toronto was sent up. The Walkerton train, which was to have connected at Sauguen Junction with the train from Owen Sound, was sent to the wreck, and took the passengers on. It was after midnight when they reached Toronto and the track was not cleared until seven hours later.

It was only a few years ago that a freight train to and from Owen Sound was derailed at about the same place, and fifteen cars of mixed merchandise piled up in a tangled heap. No one, however, was hurt on that occasion.

The prompt action of Engineer Little averted a more serious accident.

When the wheels left the rails he applied the brakes, but gradually, fearing he might cause telescoping of the cars. If the train had been travelling at its usual rate of speed the accident would have been a much more serious one. The mail and express car immediately behind the tender of the engine was the coach which completely turned over, while the baggage car and ammunitions were turned on their sides. The heavy passenger coach slid down the embankment without turning over.

Soon as word was received alone of the accident by McAdloch of Chatsworth and several doctors from Morrisburg were on the scene.

Due to the great fortune in the saving of the passenger coaches, a long list of injured, and perhaps dead, had been averted, as in the cars which took the plunge there were only the three regular mail clerks, all of whom were pinned down by rocks, bruised and battered until they had to be helped from their position by the more fortunate passengers.

Eight passengers, in all, were injured, but the most serious wounds were inflicted on the young clerks who were shut up in the dark mail car waiting the post at night. Three of these young men—George S. Fulton, H. O. Park and Russell Savage—all of Toronto were working rapidly with a heavy mail in this almost windowless room, quite unable to see the danger they were being dragged into, when suddenly, without the slightest warning, there came the first jarring sound of the wheels leaving the rails. Park being nearest the engine's brake, dropped the package he held in his hand and jumped swiftly to reach the brake. It was too late, the front trucks had already grated upon the ties, and he was hurled across the ground like a car before he could pull the lever. From that time he knew no more except for the hail of rocks which accompanied their flight from the embankment.

When the car finally came to a stop, long on its side, the three clerks were pinned down so that they were unable to render each other assistance except in a painful manner. When the uninjured passengers dashed down the tracks expecting to find the worst, they were greeted by Park's cheerful voice asking to be released. It was

then found that he was the most seriously injured. Just what held him, he was unable to remember next morning, but his leg was so badly wrenched at the knee that it was thought to be broken. Later it was learned that he had escaped a fracture. Besides, he has a cut upon the forehead and is injured internally.

Mr. George S. Fulton was so badly

injured by the flying passage of "graveyard" curve taken in the unaccountable manner that he hardly knew what happened. When found, he had been thrown partly through the window and there was a long mark across his forehead to show where the glass cut. The left arm which was thought to be broken, has been found to be only badly wrenched. Mr. Fulton is suffering from the twisting of the body which may have caused internal injuries.

Neither of those two young men could account for the injuries to their comrade, Russell Savage. He had completely disappeared, but was at last pulled from the weight of mail matter with a twisted leg, a cut upon the head and internal bruises.

Among the train crew and passengers there were several injured, of these, the most serious was Arthur Styrne, of 278 Herbert street who had been caught between the baggage and passenger cars, and so crushed about the chest that one of his ribs was fractured so that it pierced his lung. Mr. Styrne's condition was such that he was hurried to Orangeville by the Durham train which has been waiting at Sauguen Junction and was given medical treatment in the hospital there.

One of the injured Mr. Harold Harshaw, the brakeman, is well known in Owen Sound, being the son of Mr. V. Harshaw, one of the divisional superintendents and a nephew of Rev. Henry Christie. Mr. Harshaw met the unusual experience of being

hurl'd through the window of the baggage car as it slipped down the grade, but escaped with nothing more serious than a cut upon the head which did not prevent him from walking to his own home when he was taken to Toronto.

A considerable feature to the fact that the engine and tender passed over the split rail and as the engine crew stuck to their posts they escaped without harm.

The north-bound evening train from Toronto was not delayed although it regarded the state of the wreck below the auxiliary from Orangeville. The track was not in bad condition and was repaired sufficiently by the section men to allow the train to pass safely.

owing to the severe weather the

timed in this direction is rather uncertain, and it is said that shortly before the accident two new rails had been put in position, and that it was the spreading of those which caused the cars to run off.

February 20  
1912



**Good Printing**  
The Sun Job Printing  
Dept. is producing  
the finest class of  
printed matter in  
town. See samples  
of their work.

# The Owen Sound

TWICE-A-WEEK

VOL. XXII NO. 43

OWEN SOUND, ONTARIO, FRIDAY, FEB. 23rd, 1912

## WORST STORM IN YEARS TIES UP RAILWAY LINES

### Three Passenger Trains Storm-Stayed on C.P.R.

No Trains Arrive on Either Railway for Two Days.—  
Grand Trunk Line Likely Opened This Afternoon—  
Situation Still Doubtful on C. P. R.

The storm which swept this section of the Province from Wednesday afternoon until last night has paralysed traffic of all kinds. Both lines of railway are out of business with train loads of passengers storm-stayed along the line in spite of the efforts of the railway men to keep the line open. The country roads are blocked and the stage lines are out of business. Owen Sound has not had any mail matter from outside points since Wednesday afternoon.

The snow storm was one of the worst in the history of Owen Sound, and was not confined entirely to this part of the province. Yesterday morning drifts were piled high on the streets and many citizens had to take part of the forenoon to dig themselves out. No serious damage has been reported, but streets and roads have been blocked and traffic has been practically suspended. On the sidewalk the town's snow plow dept. worked heroically but they were up against a big proposition and on the early rounds the plows could do little in clearing the walks. On the sidewalk on 2nd Ave. in front of the Paterson House one drift was fully 7 feet high. On the streets on the hills and the remote parts of the town the citizens were compelled to wade through huge drifts.

Conditions on the C. P. R. branch are still serious. Wednesday afternoon's southbound train is still at Shelburne and the north bound train of the same day is at Laurel, about 15 miles south. Last evening another passenger train was started out from Toronto and this forenoon this train was still stuck in a snow drift at the Lion Mountain. The company has making a strenuous effort to clear the track, but the storm kept up, and as quickly as the track was cleared it would be drifted in

again and would be as bad as ever. Last night at 10.35 four powerful locomotives brought a snow plow in from Orangeville, but no attempt could be made to get the passenger trains through. This morning a plow and three engines were sent out over the line from Owen Sound and at 8.30 the first passenger train was sent out. Just what progress it makes remains to be seen. The local officials are of the opinion that they will have a train in this afternoon.

At Shelburne there are between 75 and 100 passengers stalled, many of whom are Owen Sounders. They are boarding at the local hotels at the expense of the C. P. R. Among those who are storm-stayed are Messrs. J. K. McLaughlan, W. B. Harshaw and J. H. Rutherford who are delegates from the local board of trade to the convention of the Associated Board of Trades in Toronto. A large number of passengers are on the train at Laurel, where they are being fed and cared for by the neighboring farmers.

On the local branch of the Grand Trunk conditions are improving. The big fight with the snow on the G. T. R. has been between Owen Sound and Pack Head. Wednesday evening a way freight stuck in a drift near Murphy's station. The Wednesday evening train got as far as Pack Head yesterday morning. This train was preceded by a snow plow, and the way freight was brought back to Shallow Lake yesterday afternoon at five o'clock the pine passengers of the passenger train—eight men and one woman—were brought in to Owen Sound in the caboose behind the snow plow. Last night two plows went over the line and the road is reported to be clear. The local officials sent out their first passenger train at 9.30 this morning and expect a train from the south about 2 o'clock this afternoon.

1912

# C.P.R. TRAIN WRECKED 8 PEOPLE INJURED

## Passenger Train Rols Down Embankment Near Chatsworth--Occupants of Mail and Baggage Cars Badly Hurt

A spread rail four miles south of Chatsworth caused four cars of the Friday afternoon C. P. R. express, south bound, to leave the track and pile up at the foot of a twenty-foot embankment. Eight men were injured, one seriously, perhaps fatally. The names of the injured are:

Arthur Staines, Toronto, express man, lung pierced by rib, but at Orangeville, serious.

George S. Fulton, Toronto, mail clerk, broken arm.

H. O. Park, Toronto, mail clerk, leg broken, badly bruised and shaken.

Russell Savage, Toronto, leg hurt, head cut, injured internally.

S. J. McNally, Toronto, head hurt.

J. A. Gee, Toronto, head cut.

H. Harshaw, West Toronto, head cut.

A. Arnold, Egerton, cut and bruised.

The train, which was in charge of Conductor Hinds and Engineer Little, left Owen Sound at 3:20 p. m., and was rounding the curve near the Williams Lake siding when the rails spread under it. The engine and tender got over safely, but the mail car left the rails and plunged down the high bank, followed by the baggage and passenger coaches. The mail car turned completely over, and the others were partially overturned. Fortunately the train was running slowly, so the results must have been serious.

As soon as word could reach the Owen Sound and Toronto offices, the local auxiliary was sent to the scene of the wreck; and later the auxiliary from West Toronto was sent up. The Walkerton train, which was to have connected at Saugeen Junction with the train from Owen Sound, was sent to the wreck, and took the passengers on. It was after midnight when they reached Toronto, and the track was not cleared until some hours later.

It was only a few years ago that a freight train found for Owen Sound was derailed at about the same place, and fifteen cars of mixed merchandise piled up in a tangled heap. No one, however, was hurt on that occasion.

The prompt action of Engineer Little averted a more serious accident. When the wheels left the rails he applied the brakes, but gradually, fearing he might cause telescoping of the cars. If the train had been travelling at its usual rate of speed the accident would have been a much more serious one. The mail and express car immediately behind the tender of the engine was the coach which completely turned over, while the baggage car and smoke were turned on their sides. The heavy passenger coach slid down the embankment without turning over.

Soon as word was received along the line of the accident by McNally of Chatsworth, and several doctors from Morissette were on the scene.

Owing to this great fortune in the saving of the passenger coaches, a long list of injured, and perhaps dead, has been averted, as in the car which took the plunge there were only the three regular mail clerks, all of whom were pinned down by racks, bruised and battered until they had to be helped from their position by the more fortunate passengers.

Eight passengers in all were injured, but the most serious wounds were to the young clerks who were shot up in the dark mail car sorting the postal matter. Three of these young men, George S. Fulton, H. O. Park and Russell Savage all of Toronto, were working rapidly with a heavy mail in this almost windowless room, quite unable to see the danger they were being dragged into, when suddenly, without the slightest warning, there came the first jarring sound of the wheels leaving the rails. Park, being nearest the emergency brake, dropped the package he held in his hand and pumped swiftly to reach the brake. It was too late the front trucks had already grated upon the ties, and he was hurled across the room like a car before he could catch the lever. From that time he knew no more except for the hail of racks which accompanied their flight down the embankment.

When the car finally came to a stop, lying on its side, the three clerks were pinned down so that they were unable to render each other assistance except in a painful manner. When the uninjured passengers dashed down the tracks expecting to find the worst, they were greeted by Park's cheerful voice asking to be released. It was

then found that he was the most seriously injured. Just what held him, he was unable to remember next morning, but his leg was so badly wrenched at the knee that it was thought to be broken. Later it was learned that he had escaped a fracture. Besides, he has a cut upon the forehead and is injured internally.

Mr. George S. Fulton was so badly dazed by the flying passage of "graveyard" curve taken in the unaccustomed manner that he hardly knew what happened. When found, he had been thrown partly through the window and there was a long mark across his forehead to show where the glass cut. The left arm which was thought to be broken, has been found to be only badly wrenched. Mr. Fulton is suffering from the twisting of the body which may have caused internal injuries.

Neither of these two young men could account for the injuries to their comrade, Russell Savage. He had completely disappeared, but was at last pulled from the weight of mail matter with a twisted leg, a cut upon the head and internal bruises.

Among the train crew and passengers there were several injured. Of these, the most serious was Arthur Staines, of 278 Robert street who had been caught between the baggage and passenger car, and so crushed about the chest that one of his ribs was fractured so that it pierced his lung. Mr. Staines' condition was such that he was hurried to Orangeville by the Durham train which had been waiting at Saugeen Junction and was given medical treatment in the hospital there.

One of the injured Mr. Harold Harshaw, the brakeman, is well known in Owen Sound, being the son of Mr. V. Harshaw, one of the divisional superintendents and a nephew of Reeve Henry Christie. Mr. Harshaw met the unusual experience of being built through the window of the baggage car as it slipped down the grade, but escaped with nothing more serious than a cut upon the head which did not prevent him from walking to his own home when he was taken to Toronto.

A remarkable feature is the fact that the engine and tender passed over the split rail and as the engine crew stuck to their posts they escaped without injury.

The north bound evening train from Toronto was not delayed although it reached the scene of the wreck before the auxiliary from Orangeville. The train was not in bad condition and was repaired sufficiently by the section men to allow the train to pass over it.

Owing to the severe weather the (traffic) on this division is rather thin, and it is said that shortly before the accident two new rails had been put in position, and that it was the spreading of these which caused the cars to run off.

February 23  
1912

Owen Sound



# WRECK AT CROMBIES

Freight Runs Into Stalled Train  
and Demolishes Several Cars  
One Man Injured

Shortly before 3 o'clock yesterday morning a serious accident occurred at Crombies. Fortunately no lives were lost, but the property loss is considerable, as three or four cars were wrecked.

**PITCHED INTO CABOOSE**

A heavy freight got stalled at Crombies and had to double into Fraxton. Before the last half could be moved the southbound way freight came along and dashed into the rear of the first train, smashing the caboose and several other cars. A farrier from Chesley, who was riding in the caboose, miraculously escaped being killed. He was taken back home. The auxiliary had the line cleared by 6 a.m.

**Eaten by Wolves.**  
Port William, March 4.—A search-

# OIL STRIKE NEAR MILTON

Flow of High Quality Reported by  
the Expert Petrolea Drillers,  
Messrs. Peat & Sons

The town of Milton may become the centre of one of the greatest oil districts in Canada, to judge from the quality of oil that has been struck by James Peat & Sons, Limited, the old oil-drilling firm of Petrolea. Three years ago a well was put down, but the drillers only got a show of gas. A second attempt was commenced last December, three miles from the first well, and, after drilling to a depth of 1,440 feet on the property of the Brandon Pressed Brick Company, which had been leased by a syndicate of Milton Men, the drillers have got an excellent show of oil. Pumps will be put in at once, with a view to ascertaining the flow, and it is probable that this will be most satisfactory. The Peat Company, who have drilled in a great part of Ontario and in many foreign countries, are encouraged to be optimistic by the character of the geological formation. The oil is located in Trenton, limestone, like the best fields of Indiana and Ohio, and this is splendidly capped. As for the quality, it is amber, with an estimated specific gravity of at least

# REPORT ON EDUCATION

Adequate Supply of Teachers Will  
Soon Be Forthcoming—Salaries  
Have Been Increased

The report of the minister of education for 1911, which was presented to the legislature yesterday, deals especially with the supply of teachers, agricultural training, and the cost of education. The average salary of male teachers throughout the province has advanced from \$660 to \$711, an increase of \$51. The average salary of female teachers increased from \$448 to \$483, an increase of \$34. In urban schools the average salary for men is \$1089, for women \$565. In rural schools male teachers receive an average salary of \$508, and female teachers \$431, as compared with \$484 and \$399, respectively the previous year. The teachers with normal school training are steadily replacing those with third-class certificates. The normal schools are well attended, the number of pupils admitted in 1911 being 1034. More certified teachers graduated last year than in any previous year. There were thirteen model schools in 1911 with an average attendance of 35, a proof, says the report, that the superior advantages of the normal schools

# PORT NELSON PREFERRED

Engineer's Report Pleasant Reading—  
Terminal Sites Favorable

Ottawa, March 5.—The report of Chief Engineer Armstrong, in charge of the construction of the Hudson Bay Railway, tabled in the house by Hon. Frank Cochrane this afternoon, shows that Port Nelson will be preferred to Fort Churchill as the terminus.

Mr. Armstrong finds that while Fort Churchill has naturally the better harbor protection, it has an inadequate site available for railway terminals, is open only for five months of the year and involves a large and more expensive route, with greater cost of annual maintenance.

Port Nelson, however, has ample and easily utilized terminal sites and is open seven months in the year for navigation and, from the standpoint of ultimate utility, is decidedly to be recommended.

It is interesting to note, in view of the recent order-in-council giving Ontario the south side of the harbor mouth at Port Nelson, that Chief Engineer Armstrong declares that a suitable terminal site is available on either side of the river. The estimated cost of terminal development at Port

TO 1

One Hundred  
cers to

London,  
When introduced  
in the house  
Col. John F.  
der secreta  
nounced tha  
be establishe  
the great ma  
land, would  
soldiers, sail  
One hund  
would be pr  
yearly. Aft  
their own  
ificates and  
flying corps,  
the expense  
government,  
131 aeroplan

# Fair Play

To the Editor  
Dear Sir,  
our town is  
circumstances

MARCH 7.  
1912.



## JUST SO.

A committee of Brampton's town council has been investigating the conduct of its chief of police. In Orangeville an exceptionally intelligent council having appointed an exceptionally intelligent chief nothing of the kind is necessary. In fact, local opinion being in force, a shepherd with a crook can handle all the crooks in this town.

## C. P. R. IMPROVEMENTS.

The old Bruce is not being entirely neglected by the powers that be. The other day a party of engineers were up here locating a site for an addition to the roundhouse and a new and larger coal chute is also to be put in. These are the first extensive improvements that have been proposed for

cident.

## HOPE ON, HOPE EVER.

A Barrie paper says Orangeville is to have hydro-electric power. This is good news, the more so as it is unexpected. As the Dufferin Light and Power Co. is already furnishing light and will later, probably within six months, supply us with power our town should experience a boom. Moreover, exchanges say the C.P.R. is about to build a branch from Guelph to Beeton, and as Orangeville is almost in direct line with those points the road should pass through here. It is also reported that the Canada Southern Pacific, whatever that is, is going to build from Guelph Junction to Inglewood. It is to be hoped our Board of Trade and the Industrial Committee are keeping their eyes peeled

*In Actual Use*

*No To Be*

MARCH 23

1912

Orangeville Sun.

R

SE

WE

10.2

W.

DEN

R. Mee

the off

FI



# GRAND RIVER BROKE LOOSE

## Many Bridges Destroyed and Others Damaged---Grand Valley Suburbs Flooded

Sunday morning saw the river still rising, until it reached a height never before remembered, and when a light rain began to fall, fears for untold damage also rose. But fortunately the weather took a sudden change colder, and in a few hours the water dropped six feet. It was then that the full effects of the deluge were apparent. Sidewalks are undermined, culverts washed out, and the roadway to Main street bridge ruined. Some electric light poles were snapped off by the ice but prompt action prevented the service being out of order except for an hour on Saturday night and on Sunday night.

Chas. Tebbut's bridge came down on the jam, which carried off the McDougall bridge, leaving it on the flats below, and shifting the Park bridge on one abutment.

The Simpson bridge on 5th road. Amaranth also went down the creek.

Perhaps the greatest inconvenience will be felt for a while by the undermining of two stone piers on the railway bridge at Waldemar allowing the tracks to drop over a foot out of line. All passengers, baggage etc, have to be transferred. It is expected that three weeks will elapse before traffic will be resumed in the regular way, and in the meantime freight train will not run. About as frightened a lot of men as ever stepped off a train, were a freight crew whose train crossed the bridge after the piers had settled but before the rails got much out of line.

The townline bridge on the eighth concession was carried away, as was the steel railway bridge just below Belwood. The county bridge on Amaranth—East Garafraxa townline received a hard shaking, but came through safe. At one time the water was running over the bridge floor. However, the east abutment is very badly washed out and undermined, the water cutting a large section of the road to a depth of two or three feet. Among the cedar trees at the south side are hundreds of fence rails piled high, a goodly quantity of which came from farms around Waldemar.

Every bridge in East Garafraxa on the Grand River is practically unfit for traffic, while the one on the 13th concession was carried away.

April 8  
1912

Orangeville Sun.



# AIN STRUCK TWO TOWN MEN

**Irvin and Harry Barber Have Close Call at Grand Valley Railway Crossing---Horse Badly Hurt and Buggy Smashed To Pieces**

that might have resulted in a much more serious accident than it did. The car was out to be took place at Grand Valley shortly after 5 o'clock last

ENGINE STRUCK RIG

ENGINE STRUCK RIG  
Irvin, who runs the Royal hotel at the C. P. R. station, Or-  
ville, and Henry Barber, also of this town, drove up to Grand Valley  
Friday morning and remained in the village all afternoon. When return-  
ing they met with a mishap that fortunately did not result more ser-  
iously than they appeared to be in a somewhat muddled condition.  
The men, who appeared just outside the village as the train was leav-  
ing the C. P. R. crossing whistled and threw on the emergency brake  
at the station. The engineer whistled when it pitched into the  
speed of the train was greatly lessened when it pitched into the  
The engine seems to have struck the horse, which was a white stallion  
and the buggy to the other.

**MEN HURLED OUT**

MEN HURLED OUT  
The two men were thrown quite a distance away and were considerably hurt and scratched, but escaped without any broken bones. The buggy was pretty badly used up. Its shoulder was smashed and one foot cut. The animal was brought to the Dominion hotel stable, but it ought it will have to be killed. The buggy was badly smashed. A large quantity of liquor, which was in the buggy, was shattered and the precious contents were lost.

# TERRIBLE TORNADO | ONTARIO FOREMOST

# HOW NESBITT WAS LOCATED

**Close Watch Was Kept on His Wife's Letters---No Reward for Walter**

The reward for the apprehension of Dr. Beattie Nesbitt at Chicago will not go to Joseph Sadacco, the former waiter at the Albany Club, Toronto, for the reason that that gentleman did not notify the police that he had any information regarding the whereabouts of the doctor until after he was arrested. The man who is entitled to the reward is Herman S. Schattler, assistant superintendent of police for Chicago. It was he who first located the doctor in that city.

While the police here will not confirm the report, it is learned that the doctor was located by tracing through a three-stage delivery the letters of Mrs. Nesbitt to Dr. Nesbitt at Chicago. Some time ago, it is said, the police learned that there was likely to be considerable correspondence from friends of the doctor here and himself regarding proposed negotiations for his return, and a strict watch was set, with the result that trace was had of one or more letters going from Toronto to him by an indirect route, and he was thus located.

## LOCAL OPTION FACTS

## Appearance Versus Actuality—Foolish Misrepresentation by Alliance People

The following correspondence from

TRIBUTE TO  
PRESIDENT

## Me... Service Is Being Held In Presbyterian Church at Montreal

Montreal, April 23.—A public memorial service in memory of the late Charles Melville Hays will be held in the American Presbyterian Church, Montreal, at 11.30 a.m. Thursday, April 25th.

April 25th  
At precisely half-past eleven, Montreal time, next Thursday morning, there will be an absolute cessation of the work in every department of the Grand Trunk and Grand Trunk Pacific railroads and their affiliated lines for a space of five minutes, as a most impressive memorial to the late President Charles Melville Hays. This striking and far-reaching memorial will embrace three countries, Canada, Great Britain and the United States, many lines of railway on this continent and also steamboat services on the Great Lakes and the Pacific coast. Early tomorrow morning telegraphic instructions will be sent out conveying the orders, with the times so arranged that the cessation of work for nearly half way around the world shall be simultaneous.

**CHURCH-UNION NOT IN SIGHT**

## Methodists and Congregationalists in Favor, but Presbyterians Are Shy



### BOUGHT A HOUSE.

Former Chief of Police Sam Ewin, who moved to Toronto a couple of months ago, has purchased a house at 279 St. Helen Street. The price paid for the property was \$4000.

### WILL WASH OUT HERE.

Hereafter all the C.P.R. engines on the local branches will be washed out here instead of at West Toronto. A large main has been laid from the tank main to the round house and a steam pump is being installed. The new arrangement will save a lot of time.

### RETIRING FOR YEAR.

Rev. H. Harper, pastor of the Methodist church, will retire from active ministerial work at the close of his term here in June. but we are pleased to say he will continue to reside in town. Rev. Mr. Harper is acting on the advice of his physician in retiring from active work for a year in order to prevent a nervous breakdown.

### AN ANNUAL EVENT.

The town water wagon made its first appearance on the streets for the season Monday morning under the

cellent qualities. With her late husband she resided in East Garafraxa for many years, but has lived in town for quite a while. She had all the kind heartedness of the pioneers, few of whom are left, and her demise will cause much sorrow. John Norris of the firm of Hughes & Norris is a son, as is also Peter Norris of East Garafraxa. Mrs. Hughes and Miss Norris of this town are daughters. The funeral will take place to Greenwood cemetery tomorrow (Friday) afternoon. The family will have much sympathy in their bereavement.

### THERE'S A DIFFERENCE.

A subscriber in Caledon wants to know if there is any difference between local option whiskey and anti-local option whiskey. Being a total abstainer the editor of this great family journal cannot speak from personal experience. Our opinion is based only on observation, but we are inclined to think there's a difference. We have known more than one fellow-citizen to be completely knocked out by a few swigs of local option red-eye. One victim told us, after he had recovered that he thought he had swallowed red-hot shot and for some time he imagined his stomach was full of little holes where the shot had burned through. Another man was counted out

MAY 3

1912

Orangeville  
Sun



should, like Toronto water, be chlorinated before taken to excess.

---

### SHOULD IMPROVE SERVICE.

The Owen Sound branch of the C.P. R. is said to be the best piece of paying track on the system. The freight service is first-class in every particular, but the passenger service is not what it can be. The railway authorities could make a big improvement at no cost and the time between Owen Sound and Toronto could be cut down by 45 minutes. All that is necessary is to cut all stops below Mono Road. There is a good train service on the Sudbury branch and the local trains on that branch could handle all the local traffic between Bolton and Toronto. This would let the Owen Sound train have a straight run from Bolton to Toronto and vice versa. Mr. J. T. Arundel, the new general superintendent who took charge of this division recently, is a first-class railroad man and we understand his policy is to give patrons of the C. P. R. the best of everything and we would hand up the above suggestion for his consideration. It is a long ride from Owen Sound to Toronto and the change mentioned above would make it almost a through run from Orangeville.

---

### WOODS—COBEAN.

A pretty wedding was celebrated on Wednesday morning, April 24th, when Miss Flossie Cobean, youngest daughter of Mrs. Mary Cobean, formerly of Orangeville, became the bride of Mr. James Woods of Buffalo the ceremony

May 3  
1912

Orangeville  
Sun



pumps and storage  
hall is estimated at \$3000.

### THREE OF A KIND.

It's pretty hard to beat the three conductors who are now in charge of the Toronto-Owen Sound train on the Bruce branch. Joe Walker, who has gone up and down the line more than any other man in the business, still wears his ever-pleasant, happy smile and looks after the patrons of the road in such a manner that things seldom go wrong when he's on deck. His younger brother, Jack, took the Bruce as a regular run last week and, being no stranger up this way, was the recipient of many kind words from old friends. By the way all the Walker boys are railroaders and have worked their way into important positions. The other member of the trio is George Henderson, who never worries, never flurries and never loses his temper. He has the happy knack of getting on with everyone and has made legions of friends. With the latter are associated two able and accomplished assistants, who have gained considerable fame since their initiation into the mysteries of railroad-ing. Jack Harris, the brakeman, possesses a voice that is the envy of all the other brakies. He calls out the stations in a clear tenor tone and was never once known to chip off a name like the ordinary sandwich caller. In the baggage car ahead is to be found Donald Forbes, known far and near as the C. P. R. Samson. Huge trunks that it would take two ordinary men to lift are handled with ease, and more remarkable still, with care, by this strong man. Taking them one-by-one or all-together the boys on the Bruce are easily the best that ever came down the pike. Long may they wave!

June 27  
1912

Orangeville  
Sun



# BOSSED THE OLD NARROW GAUGE

Man Railwayman Still in Harness  
After Forty Years Strenuous Work  
—Edmund Wragge Almost  
Sole Survivor of T. G.  
& B. Pioneers

Conductor Joe Walker had quite a distinguished passenger up on the train from Toronto on Monday. Mr. Edmund Wragge, chief engineer and general manager of the old T. G. & B. is the passenger we refer to. The editor of THE SUN had a pleasant chat with the railway builder, who still has a striking resemblance to our county judge, his honor Judge Arthur.

## OVER FORTY YEARS AGO

Wragge became chief engineer of T. G. & B. in 1869, just after coming from England, a husky young man full of ambition. The road had surveyed as far as Orangeville. Mr. Wragge took charge and with his vigorous management he pushed on to Owen Sound and water. It was a narrow gauge then and the little locomotives would be looked upon as toys in comparison with the of today. But the road served its purpose and was the chief fact opening up this country. Mr. Wragge remained in office until the passed into the hands of the C. in 1883.

## STILL IN HARNESS

Wragge is 75 years of age, but it look it. He is much smarter than many men who are twenty-five younger.

Wragge is still in harness and he is able to walk all day without feel tired," remarked the railway man to THE SUN, "when I walk four hours now I to feel like slackening up." thought of many young fellows now who could not walk for four on a bet.

Wragge is still in harness and in office in the "Traders' Bank" of. As a civil engineer he is at the head of his profession when the C.P.R. has a difficult engineering Mr. Wragge is always consulted. We are pleased that old friend is enjoying the best of and we trust he will round out century in good shape.

# DEATH IN THE

Young Scotchman Jump  
and Dies in Hos

James McIntosh, a young man of 26 years is dead of a Dominion Day jolli McIntosh, who has been in Inverness section for some time has been working with a gang in Brampton and south end gardening job short set, sturdy Scot the nickname of Scotty.

Dominion Day he went to town as a regular passenger T. and returned on the train bringing with him a valuable jag. For some reason he decided to go to Norval to board a west bound here somewhere near 9.0 rode on the bumpers between the first car and the last. At Norval about one hour on the Halton side he stepped on the side of the car and fell clear of for his right arm. The hand fell off cleanly at the elbow. McIntosh lay in the ditch bleeding to death, in the morning he managed to reach the station and got to the hospital. Then he dragged himself to the hospital where he died by Edward Greensward at 10 o'clock.

Dr. Heggie was phoned thirty-five minutes after the accident and dressed the unfortunate.

McIntosh was put on the Tuesday morning and sent to Hospital. There he died. McIntosh's parents are living in Scotland. He was a man of education. For the past so he had boarded at home.—Brampton Banner

## H. S. PROMO

Results of the exam June 10-14, 1912, for promotion from Form 1 to Form 2.

A

Names and rank in class who obtained 40 per cent marks assigned to each at least 60 per cent. of the

Nellie Tate (honors), A (honors), Clara Kanna Mungovan, Kathleen Jean McLeish, Harold M. bina Morris, Mary Brad

*Path*

July 11, 1912

Orangeville Sun



### GONE TO SCOTLAND.

J. E. Thompson left on Tuesday evening on a business trip to Scotland. He will purchase a number of Clydesdale stallions and mares and expects to be back early in February. Mr. Thompson intends to go extensively into the business of importing thoroughbred horses.

### CEMENT CLOSED DOWN.

The Superior Portland Cement Co's plant closed down on Monday night after a long season. The works would have run longer only the frost got into the clay and made it too hard to handle. A great deal of cement was made this year and the demand was good.

### WEATHER IS GOOD.

Burners of coal are thanking the weather man for the continued mild weather and if it keeps up a little longer the fuel famine ghost will lose nearly all its terrors. Since navigation closed coal is coming in a little more plentiful and the price has dropped 50 cents per ton and it is now selling at \$8.50.

### QUARRIES SOLD,

The limestone quarries below the cement works have been sold by John Lucas to a Toronto company and we understand a first-class plant will be installed and the quarries will be worked more vigorously. Mr. Lucas has bought the Alexander farm south of Alton and will open quarries in the near future. Mr. Lucas expects to begin operations with about twenty men.

### NOT OPENED YET.

The following item appeared in the Shelburne Free Press 25 years ago:—"The silver mine is the topic of conversation at Hornings Mills. It is reported that Thos. Ferguson has sold his farm for \$100,000. The mine will be opened in the spring." And springs have come and springs have gone and that mine is not opened yet. And we think much less money would purchase that farm.

### FINED.

A seizure of liquor was made on Saturday by a couple of detectives at

Miss Blanche Bradley arrived from Keddleston, Sask, re-visiting her brother, George, past six months. Miss health is fully restored and friends are pleased that she is again.

Mr. and Mrs. F. M. L. Sound, announce the engagement of their only daughter, Rhoda, to Mr. Horace Philip Reid Alta. The marriage will be very quietly the latter part of the month.

Mr. and Mrs. E. Hamilton Ont., announce the engagement of their daughter, Ethel Beatrice, to Roy Aubrey Belfry of Toronto. The marriage will be early in January.

You can buy 7 lbs. spuds for 25 cts; 8 lbs large do for 25 cts; from J. R. H. so have to hand, choice of berries, raisins & currants goods. Xmas candy and of good potatoes.

The latest from East G that Councillors Ferns, Ja and Phil Coulson are reeves and Pete Edwal Nodwell, William Hoare, ston, Henry Platt and A. candidates for the council

Mr. Hugh Carson of the son Co., Ottawa, was in week and gave THE SUN call. He was at Shelburne the funeral of his uncle. I old Orangeville boy and we ed to say he has done well at the capital.

Edwin McPheeters, a 10 geville boy, passed the ex of the Saskatchewan Law few weeks ago with the b ors in the province, Mr. make a percentage of 83 or and was awarded the gol the Saskatchewan Law So

On Sunday night Hugh I nor and his sisters, Miss Edith, met with a sever While returning from vi neighbor's. The horse frig jumped off the road, u buggy and throwing the a The young man escaped

December

19

1912

Orangeville  
Sun



**If stormy Sale will be held under cover. Sale at one o'clock sharp.**

**W. HULL, Auctioneer.**

---

### **A POPULAR CONDUCTOR.**

Mr. Billy Wilson, who has been running on C. P. R. Toronto-Owen Sound train for a number of years, is one of the most popular and obliging conductors on the road and his many friends are pleased to see him looking so well. His son, Fred, is night operator at Fraxa Junction and, under the tuition of Agent W. E. Brawley, has developed into a lightning telegrapher. It is said (and we have never seen it contradicted) that Mr. Brawley is one of the best all-round station men on the whole C. P. R. system.

---

MARCH 13

1913

Orangeville  
Sun

"Go  
"You  
some  
we sl  
The  
derly  
"M  
broke  
never  
The  
throu  
ing fo  
peopl  
world  
And  
next

A coo  
Rou



MO, THURSDAY MARCH, 6, 1913.

## ILL N DRY

as Knocked  
ners Will  
Papers

Brampton is  
re has been  
n that burg  
local option  
ive was on,  
e matter to  
l in having  
DRY.

the govern-  
[not grant-  
ties where  
re rendered  
Brampton

s looked for  
galized chan-  
tact with a  
ot a shock,  
d a special  
e and decid-  
be granted

this year.  
ceive appli-  
April 16th,  
ven for the  
out it is ru-  
m headquar-  
les of Bac-  
ne the local

whose tem-  
ell known,  
e has inter-  
t is a fact,  
ney govern-  
he hotels in  
red like the  
e first sett-

## FIFTY YEARS IN THE ENGINE CAB

Remarkable Record of James Hyland,  
Who Has Climbed Down for Well-  
Earned Rest Was Never In Wreck

The life of a railroad engineer, who has the safety of many in the hand which grasps the throttle, may be a dangerous one with its risks and responsibilities, but if it is James Hyland, the well-known veteran C. P. R. engineer, must have been born under a lucky star.

After fifty years of service as an engineer he has climbed down from the cab for the last time. Mr. Hyland has received his pension from the C. P. R. It came at his own request. He is now 66 years old, and thinks after a half a century in harness he should take things easy in the evening of his life. Mr. Hyland is a former resident of Orangeville and is well known here, especially by the old timers.

### A REMARKABLE RECORD.

This man has worked faithfully for his employers has a remarkable record a record that many engineers cannot boast of. He has never been in a wreck, never wore a pair of glasses in or out of the engine cab while on duty; never was "up on the carpet" for disobeying the rules.

The only regret he has is that his engine has killed three men. Despite his age, Mr. Hyland is not retiring because he is incapable to drive a locomotive. He is still in full possession of his faculties. He can pick off hands signals at a thousand yard range—one of the severest tests on the eye.

Mr. Hyland has seen a wonderful change in railroad equipment. He has seen the small dinkey wood burner engine change to the monster coal-consuming locomotives of the day, the antique hand brake done away

## AROUND

Beeton is organizing

Peel county may try

William Bible of Coy  
aged 81.

T. H. Scott has been  
P. R. agent at Arthur.

The Imperial Cement  
Sound will go out of t

Twelve letter-boxes  
at different points in l

James Lindsay, a  
Belwood district, is de

Mrs. Wm. McLean,  
Honeywood, died at a  
recently.

A coasting party ne-  
with a mishap and V  
was slightly hurt.

Henry Fox of Bolton  
the face by the limb o  
he was felling. He  
hurt.

An agitation has be-  
the aunty of Grey an  
Owen Sound to erect n  
ings in the latter place

Barber Gibbon of M  
up shop the other high  
social establishments  
for the town.

Samuel Courtney has  
the west lot 25, con-  
Robt. A. Still. The  
something over \$3000.

The Harriston Tribu  
dormant for three year  
surrected and there are  
pers in that town. It  
mistake.

W. S. Murd, y, form  
wood, has been resid-  
Rosa, Florida for the p  
This week he return  
and is settled at Woo

Herbert Tupling, son

March 6  
1913  
Orangeville  
Sun

ENT  
PIAGES



The life of a railroad engineer, who has the safety of many in the hand which grasps the throttle, may be a dangerous one with its risks and responsibilities, but if it is James Hyland, the well-known veteran C. P. R. engineer, must have been born under a lucky star.

After fifty years of service as an engineer he has climbed down from the cab for the last time. Mr. Hyland has received his pension from the C. P. R. It came at his own request. He is now 66 years old, and thinks after a half a century in harness he should take things easy in the evening of his life. Mr. Hyland is a former resident of Orangeville and is well known here, especially by the old timers.

#### A REMARKABLE RECORD.

This man has worked faithfully for his employers has a remarkable record a record that many engineers cannot boast of. He has never been in a wreck, never wore a pair of glasses in or out of the engine cab while on duty; never was "up on the car-cab pet" for disobeying the rules.

The only regret he has is that his engine has killed three men. Despite his age, Mr. Hyland is not retiring because he is incapable to drive a locomotive. He is still in full possession of his faculties. He can pick off hands signals at a thousand yard range—one of the severest tests on the eye.

Mr. Hyland has seen a wonderful change in railroad equipment. He has seen the small dinkey wood burner engine change to the monster coal-consuming locomotives of the day, the antique hand brake done away with and the air brake substituted; the gauge of the road bed changed from 5 feet 8½ inches to 6 feet 8½ inches; the crude oil lamp in the headlight to the big electric searchlight that can sweep the track ahead for a mile; the old wooden coaches to the modern passenger carriage. Pullman's were unknown when he began work.

#### BEGAN AS FIREMAN.

Mr. Hyland entered the service of the Grand Trunk at Point St. Charles in 1864 as a fireman. After three years he was transferred to Toronto and, fired engines east and west out of Toronto until the gauge changed. At that time Mr. D. McNichol, the traffic vice-president of the C. P. R., was ticket agent at the old Bathurst street station. He brought the second train down from Stratford on the Grand Trunk after the change in the road bed. He left the Grand Trunk in 1873 and entered the service of the old Toronto, Grey, and Bruce, which company he remained with till it was taken over by the Canadian Pacific. He has been on the Toronto-Teeswater run for 28 years.

#### NO FAITH IN REVIVALS

The usual meeting of the General

Sound will

Twelve at different

James Belwood

Mrs. W. Honeywood recently.

A coast with a r was slight

Henry I the face I he was hurt.

An agit the aunt Owen Soings in th

Barber up shop t sorial est for the t

Samuel the west Robt. A. something

The Ha dormant surrected pers in th mistake.

W. S. wood, h Rosa, Fie This we and is se

Herbert ing, Hone farm betv and is m farm on

Charles had the s broken o trown confined

The det Miss Pea B. Schell a young age. It Schell los

Mr. and burne res Scotland brought thorough winning t

Robert pected res away at t Watt, nea year. few days though th came unes changing

MARCH 6  
1913

Orangeville  
Sun



# P. R. WRECK NEAR WOODBRIDGE

Express Wrecked Near  
Woodbridge---Fireman Dies  
Of His Injuries

A Canadian Pacific express from  
Toronto at 3.30 p.  
Sunday afternoon did not reach  
Union station until early Monday  
morning after a delay of many hours.  
The east of Woodbridge station  
train was travelling at a fair  
speed and the engineer was in  
the act of making the Union station by  
light when suddenly the engine  
was hit by the baggage car and two  
coaches left the rails and in an  
instant all was confusion.

## FIREMAN BADLY SCALDED.

Due to the bumping along the ties  
and the smoke and dust clear  
it was found that the only one in-  
jured was Fireman Oliver, who was  
killed by the bursting of the steam  
boiler when the engine listed over.  
He was taken to the Western hos-  
pital, where he died from his injuries.  
The officials stated that the road  
was apparently in good condition  
they could not say what caused  
the accident. The opinion expressed  
by the train crew was that a brake  
broke and the brake beam caught  
on the obstruction on the track.

## HAD TO GO ROUND.

As a result of the wreck at Wood-  
bridge all the passengers for Toronto  
had to take the Credit Valley route  
to Orangeville. The up evening train  
was a late freight engine having got  
off the track at Brampton.

## HOSPITAL NOTES

The patients are doing splendidly  
and all have a good word to say for  
the hospital staff and willing nurses.

The D. O. E. beg to thank Mr. M.  
Henry for the donation of grape  
fruit to the hospital which was much

# WOWAN

She Was G  
A Neighbor  
Too

"He is  
has been  
The above  
uttered by  
fell dead in  
on Saturday  
evidence Ge  
farmer, ag  
information  
Mrs. Osbor  
woman, abou  
at Nortonvi  
from Brampt  
well known  
nearby and o  
property of  
the home of  
ed Cable. T  
le with the

## PIL

Last week  
manure to h  
opposite Mr  
Wednesday o  
ed the last l  
and remonst  
Ella he had  
ure near her  
necessity for  
was drawn  
near by also  
that the we

## TRC

Ella lifted  
er and the  
brains out,  
gain. Mrs.  
that she had  
by Ella sin  
kgainst him  
go laid an  
man who s  
answer to  
being likid b

## FELL F

The Osbor  
the list and  
in the house

MAY 1

1913

Orangeville

SUN



# The

JUNE 53

## P. R. WRECK NEAR WOODBRIDGE

Express Wrecked Near  
Woodbridge—Fireman Dies  
Of His Injuries

A Canadian Pacific express from  
Toronto at 3.30 p.  
Sunday afternoon did not reach  
Union station until early Monday  
after a delay of many hours  
from the wreck at Woodbridge station.  
The train was travelling at a fast  
speed and the engineer was in  
the act of making the Union station by  
when suddenly the engine  
was hit by the baggage car and two  
wheels left the rails and in an  
instant all was confusion.

### FIREMAN BADLY SCALED.

Due to the bumping along the ties  
and the smoke and dust clear  
was found that the only one in-  
jured was Fireman Oliver, who was  
hit by the bursting of the steam  
engine when the engine listed over.  
He was taken to the Western hos-  
pital where he died from his injuries.  
Officials stated that the road  
was apparently in good condition  
they could not say what caused  
the accident. The opinion expressed  
by the train crew was that a brake  
broke and the brake beam caught  
some obstruction on the track.

### HAD TO GO ROUND.

As a result of the wreck at Wood-  
bridge all the passengers for Toronto  
to take the Credit Valley route  
at Orangeville. The up evening train  
late a freight engine having got  
off the track at Brampton.

## HOSPITAL NOTES

The patients are doing splendidly  
and all have a good word to say for  
the hospital staff and willing nurses.

The D. O. E. beg to thank Mr. M.  
Henry for the donation of grape-  
fruit to the hospital which was much  
appreciated.

The hospital and premises are look-  
ing bright and clean after the spring  
cleaning, the grounds having  
been cleaned up and several very ma-  
jor improvements have been made.

## WOMAN DIED WITH

She Was Giving Evidence  
A Neighbor And Ex-  
Too Much

"He is always  
has been at it as  
The above words were  
uttered by Mrs. W.  
fell dead in the col-  
on Saturday afternoon  
evidence George M.  
farmer, against whom  
information for a  
Mrs. Osborne, who  
woman, about 38 y-  
at Nortonville, al-  
from Hampton. El-  
well known in the  
nearby and owns a  
property of Mr. Os-  
the home of Osborn-  
ed Cable. The lat-  
le with the Cable

### PILED M

Last week he dr-  
manure to his own  
opposite Mrs. Cab-  
Wednesday of this  
ed the last load M-  
and remonstrated  
Elia he had no rig-  
ure near her house  
necessity for it.  
was drawing water  
near by also spo-  
that the well would

### TROUBLE

Elia lifted his fi-  
er and threatened  
brains out," re-  
gain. Mrs. Osbor-  
that she had been  
by Elia since she  
against him in a  
go laid an inter-  
man who appear-  
answer to three  
being killed by the

### FELL FROM

The Osborne ca-  
the list and the  
in the box less th-  
she fell from the  
once carried into  
a doctor sum-  
rived she was de-  
was at once de-  
nouncing what h-  
The Osborne's

MAY 8, 1913  
Orangeville Sun



highly recommended. He intends to conduct a first-class hotel and will cater to the travelling public and local trade.

#### LIKE TWO HOLIDAYS.

Victoria day, May 24th, came on Saturday and nearly every place observed it as a holiday. Orangeville was one of the few places that moved the holiday over to Monday. This was done owing to the fact that Saturday is generally the busiest day of the week in town but the 24th was an exception to the rule and we had two holidays instead of one. It would be much better for every town to observe national holidays on the actual days. Railways give reduced rates for holidays and people can go away, but when another day is observed there is considerable inconvenience and more or less confusion. Our experiment was not a howling success.

#### A NEW SLEUTH

The C. P. R. has stationed a special constable at Orangeville. He has been here for several weeks, but on Monday night he blossomed forth in a new uniform that beat anything we ever saw on the back of a constable. Walking on the railway has been a favorite recreation for Orangeville people ever since the iron horse made its advent in this town forty some odd years ago, but the new sleuth has stopped all that and hereafter if you are caught trespassing on C. P. R. property you will probably find yourself up in the police court. The sleuth is also driving off the male and female bums who infest the station premises about the time the evening trains arrive. The constable will have a steady job here for an indefinite period.

#### A KILLING EH?

It is rumored around these diggings that the two whiskey spotters who paid Orangeville such a hilarious visit a couple of weeks ago have made a killing and we understand that a number of summonses will be issued in a day or so against several citizens for selling wet goods in a dry town. The spotters got one young man good and hard. They got him to get them a bottle of booze. He did it to oblige them but the spotters said he bought it for \$1.2 and resold it to them for \$2, clearing 75 cents on the deal. Anyway he pleaded guilty and was taxed \$180, so he was out just \$99.25 on the transaction. It was a clear case of being roped in, but the incident should be a warning to those who are requested to do a favor to strangers.

#### A GREAT OPPORTUNITY.

Undoubtedly one of the best opportunities which has been given to the citizens of Orangeville and Surrounding country for scientific eye attention will be available on Friday and Saturday June 6 and 7, at C. V. Jeffery's drug store Orangeville where Mr. S. W. Hughson, a leading eyesight specialist of Toronto, will sell on above date only genuine Gold-Filled spectacles and Eye-glasses for \$1.50 the same as are sold regularly for \$3.50 to \$5.00. If your glasses do not give satisfaction you are cordially invited to consult this specialist. Mr. Hughson has the

MAY 28,  
1913



up. He Warnless second, and Geo. Cameron third. The last from point of number was certainly a success and the directors are to be congratulated.

## VETERIAN ENGINEER PASSES AWAY

Joseph Spragge Ran First Locomotive  
the Old Credit Valley and Was  
Well Known

One of the oldest employees of the C. P. R. passed away Friday in the person of Mr. Joseph Robert Spragge. Mr. Spragge had been connected with railway work for over forty years. He began with the old Northern, went with the Credit Valley in to C. P. R. employment when the Credit Valley became consolidated with the transcontinental.

From a firman, he soon became engineer and ran the first train on the Credit Valley line, and later took the first train over the Collingwood Meaford line of the C. P. R. Later he became General Master Mechanic of the Atlantic Division, was transferred in the same capacity to the Ontario Division, and then became District Master Mechanic which position he held until he resigned in 1912 on account of ill-health. He had been ill for a year with heart trouble. He was in his sixty-fourth year.

### WANT THE FIREBUG APPRE- HENDED.

The destruction of the bridge over the Boyne river where it crosses the fifth concession of Esba has raised no small amount of indignation among

The Gov  
Scales w  
specting

Mr. An  
a narrow  
last week

Wm. Br  
ty's Mail  
only mis

Murphy  
est was  
The dam  
there wa

While  
art were  
Albion  
was stru  
cycle.

for a few  
clear of  
ously in

Herber  
as the  
two wee  
ploded b  
chest an  
and the  
suffering  
and leav  
children.

An ab  
near to  
evening,  
cial hot  
ness he  
forgetta  
and bug  
it was  
ant and  
Beeton

On M  
rews ha  
ous inj  
ed a di  
shaking  
down t  
mal kno  
result.  
office v

October 19  
1913

Orangeville  
Sun.



way into... el is an energetic... refuses to starve as long as there is grains to be had.

### HEARD ON THE SIDE.

It was in the back room of the hotel, and the talk had turned to hens. "Talking of hens," said the chairman, "reminds me of an old hen dad had on the farm out in Huron. She would hatch anything from a baseball to a lemon. Why, one day she sat on a chunk of ice and hatched out two quarts of hot water." "That's nothing to a club-footed hen my old mother once had," remarked the Doc. "They had been feeding her by mistake on sawdust instead of schop stuff. Well, gents, she laid twelve eggs and sat them, and when they hatched eleven of the chickens had wooden legs and the twelfth was a woodpecker." And the bell rang.

### WRECK AT FRAXA JUNCTION.

October 30 1913  
A broken rail caused a bad wreck at Fraxa Junction on Saturday afternoon which tied up traffic for some time. Six freight cars loaded with stone were thrown off the tracks. The engine and tender passed over the rail in safety, but the first car following was derailed, carrying the others with it. The cars were stricken over the tracks, and the roadbed ripped up for some distance. Auxiliary trains were rushed to the scene, but it was some hours before the line was open for traffic. The derailment delayed all passenger trains from the two sections in arriving in Toronto for some hours, and some did not arrive until midnight.

### PACKING APPLES & PEARS.

The price received for an article depends much on the manner in which it is presented for sale. This has become especially true in regard to food products whether offered in the natural or manufacturing state. Fruit growers have recognized the change in public taste and have, during recent years, greatly improved their

### LET THE

You can't cure the stomach. The throat nose and hale Catarrh; zone the disease really foul secretions once, purifies and literally annihilates catarrh. Nothing and certain as 1.00 at all dealers

### MU

Quite a few of our friends in the telephone

Mr. Artie Shaw few days last we

Mrs. W. N. Lay Alta., is renewing

The Misses Tue of Toronto spent

Miss Maggie spent the holiday in Orilla.

Ms. and Mrs. A son of Toronto Mr. T. G. Smith

Mr. Joseph Gal home after spending the out west.

The Methodist new shed complete is a credit to the

Mr. Milton and art accompanied tin of Orangoville last week the Martin.

"Have you for you borrowed of "Oh no, I still "Well don't you a good time to



The Don Kniving Co. is making satisfactory progress and if the weather keeps fair the brickwork will be completed in a month. The construction is entirely first-class and no better building was ever put up. Besides being well built it will be a really handsome structure and will be an ornament to the town.

### A TRIP TO CEYLON.

On Monday next at the weekly meeting of St. Mark's Young People's Association an illustrated lecture on Ceylon will be given by the Rector. It is proposed to form a snow shoe Club in connection with the A. Y. P. A. and officers will probably be elected on Monday night. The citizens of Orangeville are cordially welcomed to the above lecture.

### TRAIN LATE.

December 11 1913

No evening papers and very little mail matter came from the south Saturday night. A couple of cars of the Weston wayfreight got off the track near the Caledon horseshoe and tied up traffic for several hours. The evening trains transferred passengers at the point of the runoff and returned to Toronto and Owen Sound.

### A RELIGIOUS SERMON.

The people who need more religion are—the man who lets his horse stand all day in the rain without a blanket; the man who growls like a beast when his wife asks him for money, the woman who whispers it, a sound that someone else is not just

Mr. Bealey has rowed the past ten years has worked himself every boy to a head and him success in his

### FREE JUDGING

A free stock and is to be given on under the Farmers' local department. will take place in ket square and the Public Library. are among the best are, John Gardhouse and F. D. Shwited to attend. All

### ABOUT A LANE.

Three cases w county court for tri only one went before White v. Joseph Ales reside in town arose over a lane used in a lot on by the former. T formerly owned by tate, but in 1880 w James Wiggins, wh ago in Colorado. possession of his br gins, then the lat got it and finally v Anderson. Mr. Whf no lane and wants for. Mr. Anderson according to his use. Several witness on each side and t