

CANADIAN
PACIFIC

GUELPH AND
GODERICH

C. H. RIFF

Guelph and Goderich Ry.—The first section of this line from Guelph to Goderich, Ont., viz., from Guelph to Elmira, has been opened for traffic. The construction at the Goderich end is being gone on with, but owing to the difficulties met with at Goderich, has been slow. A considerable area of land is to be reclaimed at Goderich for dock construction and yard accommodation. A contract for this reclamation work is reported to have been let.

The branch line from Linwood will run through the townships of Wellesley, Mornington and Elma, and will terminate at Listowel. There will be a station at Listowel and one at Dorking, about midway. Construction will be light, there being no cutting of a greater depth than 5 ft., and no bridges; and only two curves, one of 4° and one of 2°. A press report states that a contract with B. Gibson, Toronto, for the construction of the line was signed in Guelph, July 25. (July pg. 391)

August 1906

Guelph Junction Ry.—The C.P.R., which operates this line under lease, has been doing a considerable amount of reballasting on it, and proposes to relay it with 80 lb. steel, so as to bring it up to the standard of the Guelph and Goderich Ry., now under construction.

Guelph and Goderich Ry.—Grading has been completed between Guelph and Blyth, Ont., and the balance of the work is well forward. The contractors are making good progress with the bridge over the Maitland River, Goderich. The tracklaying and ballasting is being gone on with, and it is expected that the whole will be completed by the end of Nov. (Sept., pg. 547.)

October 1906

Guelph and Goderich Ry.—Trains have been operated on the line between Guelph and Elmira, Ont., 16 miles, for some time, and it is expected that a regular train service will be put on a further 35 miles to Milverton, Nov. 1.

There is a legal fight on at Goderich between the contractors and the G.T.R. respecting right of way. The G.T.R. in laying an additional track to the elevator, scooped away a portion of a hill along which the G. and G. Ry. runs, weakening the trestlework. (Oct., pg. 577.)

November 1906

Guelph and Goderich Ry.—D. McNicoll, Vice-President C.P.R., made an inspection of the line as far as Milverton, Ont., Nov. 8, and the line was opened for traffic to that point Nov. 15. Hitherto the trains only ran from Guelph to Elmira. The question of the taking of certain lands at Goderich, claimed by the G.T.R., came before the Board of Railway Commissioners at Ottawa, Oct. 25, but a decision was not rendered.

December 1906

Guelph and Goderich Ry.—Track has been laid from Guelph to Blyth, 83.5 miles, and progress is being made with the remainder of the line into Goderich, Ont., about 17 miles. The contractors are Campbell and Polinsbee, Strathroy, Ont.; Piggott & Co., Hamilton, Ont.; B. Gibson, Toronto. There is also under construction a branch from Linwood into Listowel, about 17 miles, the contractor for which is B. Gibson. P. A. Peterson is Chief Engineer.

January 1907

Guelpy and Goderich Ry. D. McNicoll,
Vice-President, and other C.P.R. officials, went
over the entire line to Goderich by special
train, May 11.

JUNE 1907

Waukegan and Goderich Ry.—The line is practically completed in all details as far as Blyth, about six miles east of the terminus at Goderich, Ont., but it is not likely that a regular train service will be operated further west than Milverton, until the whole line is completed. The heavy work of carrying the line across the valley of the Maitland River at Goderich necessitated the construction of embankments, bridges and retaining walls, and was of such a character as to delay the work considerably. It is hoped to have the work finished by Aug. 1, but the engineers in charge are by no means confident that this can be done.

The branch from Linwood to Listowel is expected to be ready for the rails in Sept. The grading is light, the principal work being in clearing out the stumps left when the right of way was cut out.

July 1907

Guelph and Goderich Ry.—The extension of the branch, now under construction from Linwood to Listowel, Ont., as far as Stratford, is under consideration. P. A. Peterson, Chief Engineer, is quoted as stating that the work upon this branch would engage his attention in the future; while no definite decision had been reached with respect to the extension from Listowel to Stratford, the work might be commenced early in 1908.

The plans prepared for the station at Listowel show a building 27 by 30 ft., of red pressed brick, on stone foundations, with a slate roof. A new station at Guelph will be constructed in the spring.

November 1907

Hamilton and Guelph Junction Ry.—Application is being made at the current session of the Ontario Legislature for an act extending the time within which this line may be commenced and completed. While the line is projected by a local company at Hamilton, it is understood that the construction will be done by the C.P.R., which operates the Guelph Junction Ry. It was stated in Hamilton, Feb. 4, that the local company had received a letter from the C.P.R. management stating that it was prepared to go ahead with the construction of the line between Hamilton and Guelph Junction as soon as the question of the right-of-way through the city is settled. This is again under consideration by the city council.

MARCH 1908

Guelph and Goderich Ry.—Track has been laid on the branch from Linwood to Listowel, Ont., for a distance of 13 miles, and it is expected to have the remaining $3\frac{1}{2}$ miles completed at an early date. B. Gibson, Toronto, is the contractor, and P. A. Peterson, Goderich, Chief Engineer.

MARCH 1908

Guelph and Goderich Ry.—The work on the branch from Linwood to Listowel, Ont., is being proceeded with, and it is expected that the 3½ miles of track remaining to be laid will be completed at an early date.

April 1908

Guelph and Goderich Ry.—Tracklaying was completed into Listowel, Ont., on this branch line early in May, and it is expected that a passenger service will be placed in operation early in June.

JUNE 1908

1907
Orangethick

salary to the sum of \$2,000
of his death. The re-
sult is sufficient to pay both a
dear man and if the thing
arved existence."

EDITORIAL NOTE

there goes London again.

PAPERS of all stripes—of
have declared that the ballot
and briber must go. If can-
would only fall in line the
and be a chinch.

Western contemporary, the M
Rep., editorializes on French
on. This sounds like 50
9. Is it not time that On-
tors, especially those of the
tsbanian, should have sense
to forget such a staine
We think so.

refreshing sign of the times.
servative journals express
inions of those Conservative
of parliament who have been
in shady land transactions
st. It is no less an encour-
n when Liberal papers con-
ch ballot-switching and bri-
practiced by Liberals during
on election when Hon. C. S.
nd returned for that con-
So long as public news
main line and uncontrolled
is may depend that party
unt for little with them
ad should be exposed.

L military friend, Lord Dup-
worried to death, almost.

MAY BE PROSECUTED.

The Ontario Bank directors are not
superseded by the transfer. The ques-
tion of criminal action has not yet
been discussed. Pecuniary, not moral
dividends are sought, at present. Dis-
cussing the matter of instituting a
prosecution. Attorney-General Roy
said yesterday that his department
had no information of any wrong-do-
ing upon which the Crown could act.
If President Cockburn or any share-
holder knew that defalcations had
been committed, he could lay an in-
formation with the magistrate and
the law would be set in operation in
the ordinary way.

President Cockburn intimates that
the shareholders, when settlement is
made, may not lose much. An ex-
pert accountant began work to-day
on the books, and as soon as his re-
port is completed a general meeting
of the stockholders of the Ontario
Bank will be called.

W. E. Stewart of the Bank of Mon-
treal, stated today that an encour-
aging feature of the Ontario Bank
collapse was that of \$200,000 which
was sent out to the different branches
on Saturday only \$50,000 had been
withdrawn and there was not a de-
mand for a single dollar of specie.

Ex-Manager McGill in a fulter state
ment issued today admitted that the
returns made to the directorate were
deceptive, but added that the bank
was in difficulties when he took over
the management 11 years ago.

Officials of the Bank of Montreal
state that a number of banks that
Bank of Montreal are now making a
desperate effort to secure a portion
of the Ontario Bank's business, in
open competition with the Bank of
Montreal.

SAM JONES DEAD!

Evangelist who treated a skin-dip-
is no more.

Table Rock, Ark., Oct. 15.—Rev.

rescue was continued throughout the
day.
Eighty men were brought out alive
Many of these, however, were in a
critical condition and unconscious.
Later supplies of coffee and sand-
wiches were passed into those still
trapped.

At a late hour tonight, the joy
of their relatives, four men were
brought up from the lower seam,
where the deaths had occurred. These
men had been reckoned among the
dead. Although they were exhausted
they probably will recover.

ENGINE TOPPLED OVER!

Engineer killed and several persons
badly hurt.

Goderich, Oct. 12.—As the result of
a serious accident which occurred at
about 11 o'clock this morning at the
bridge the C.P.R. are constructing
across the Maitland River here one
man was killed and three badly in-
jured. A hoisting engine mounted on
a flat car on the bridge was raising
a girder, when the car fell over into
the river. Engineer Jack Maddeford,
an Englishman, fell with it and re-
ceived injuries from which he died
almost immediately. Jack Camp-
bell and D. Lynn of this town were
badly hurt, the former having several
ribs and an arm broken, the latter an
arm broken. Harvey Gillman of
Peterboro' received injuries in the
back and is said to be seriously hurt.
Mr. J. J. Roberts of Guelph was in
town on Monday.

A mix-up occurred at Powell's res-
taurant on East King street Satur-
day evening in which Oliver Belmont,
a shoemaker of east Queen street,
Toronto, was slashed across the face
with a razor by a stranger calling
himself McGee. Belmont and a friend
had been sitting and conversing quiet-
ly when McGee, it is alleged, intrud-
ed, whereupon Belmont called him
down. They went outside and pro-
ceeded to fight it out. The shoemaker
at was getting the best of it when
McGee pulled a razor, slashed the ear

of trespass preferred by J. Armstrong
Albion and for want of bail he will
remain in the Brampton jail until the
assizes. Whyse worked for Arm-
strong during the summer, but late-
ly he has shown signs of being a lit-
tle crazy.

Miss Jessie Robertson, sister of
City Solicitor Robertson of Strat-
ford, who disappeared so completely
at Quebec some weeks ago, has been
located in Buffalo. Her state of
mind has been affected by her poor
health. When found she was employ-
ed with a china decorative firm. The
girl was taken back to Goderich.

Mrs. Mary Walton, widow of the
late Abram Walton, died at her home
at Bolton after an illness of a few
days. Mrs. Walton had reached the
advanced age of 77 years and had
been a resident of Albion and Bolton
for fully 55 years. Deceased was
possessed of a cheerful and kind dis-
position, was a devoted mother and
had a host of friends.

The case of Adam Sindings of Walk-
erton v. R. I. Henderson of Toronto,
charged with having obtained \$1,100
by false pretences, which was sent
for trial some time ago by Magis-
trates Robb and Tolton, was tried at
Walkerton Monday, before Judge Bar-
rett. The Judge held "no reliance
could be placed in Sindings' evidence,
as the story before the Magistrates
did not correspond with his story to-
day, and dismissed the case.

David Shaw died at his home in Al-
bion recently. He had been a great
sufferer for some months from car-
cer of the stomach and death came as
a happy release. Deceased, who had
reached his 70th year and had been a resi-
dent of Albion for a great many
years, he was well-known through-
out the district. He is survived by
five children, namely: Mrs. George
Jones, who lives in the United States;
Mrs. E. Gibson and Mrs. A. Allan of
Albion; Wm. T. and John at home.

The Dufferin Farmers' Mutual Fire
Insurance Company passed the follow-
ing claims for September at the
monthly meeting of the directors on

OWEN SOUND'S CASE.

Validity of the Local Option Bylaw
Now Being Argued.

The town of Owen Sound is resolv-
ed to have a local option law. The
bylaw carried last January by a
majority of over 400 was quashed on
July 5th last by Justice Malce on
the grounds that the election was af-
fected by a native given out by the
municipal clerk of Owen Sound, that
ratepayers having property in more
than one ward could have only one
vote. The town is appealing a-
gainst this decision, and the division
at court has decided to hear the case
on Friday. Applications for licenses
had been made to the provincial sec-
retary's department, but are not be-
ing used pending the hearing of the
appeal.

James Haverson appears for W. H.
Sinclair and the other ratepayers
who petitioned for the quashing of
the bylaw, and J. C. Ross appeared
for the town of Owen Sound. Mr.
Haverson says the election was in-
terfered with by the ruffing of the
clerk and that ratepayers had the
right to vote in all wards where they
have property, the same as in money
bylaws.

Mr. Ross states that if the town
does not win this appeal another
local option bylaw will be submitted
again next January.

MANY CHILDREN SICK

Get their feet wet, catch cold
cramps, and give mothers an anxious
time. With the first siver or sneeze
rub the little one's chest with Nervi-
line, gargle the throat and give ten
drops in hot water at bed-time. Next
morning all is well. No cold, no
time lost at school. If Polson's Ner-
vine is 'n't in your home get it there
at once. Dealers sell it in large 25c
bottles.

ADJALA COUNCIL

Council met at Lorain
Members all present.

The following bills were
be paid—

SHEEHAN — LEE—7
Past \$30 on printing
\$18.00 for supplies and
SHEEHAN — TRUMP—
\$7. Jos. Robins, \$3.50 1
division 4.

LEE—SHEEHAN—Geo
ams, \$10 and S. Jackson,
pairing bridge opposite K
line.

SHEEHAN—TRUMP—11
\$14.25 for labor, \$2.70 for
grader, \$10 for commissio
S. LEE—TRUMP—Thos.
\$11.50 for labor, \$2.30 1
division 2.

SHEEHAN—TRUMP—A
\$14.40 for labor, \$10 for
division 3.

BURKE—TRUMP—S. M
\$21 for labor, \$2.40 for
division 8.

SHEEHAN—TRUMP—TJ
nell, \$2.40 for roop, GK
nell, \$2.40 for repairing, G
McCabe, \$1.60 for oil.

SHEEHAN—TRUMP—TJ
son, \$10 expresses for Torok
TRUMP—SHEEHAN—A
Galtre, \$99.35 special gra
don hill. Mono paving sam
GOODEVE—TRUMP—TJ

chilors Burke and Trump b
ed to inspect 7th line, opj
19, 20, 21 and expend 3
think is necessary, not to e

GOODEVE—LEE—That
lors Burke and Srechan me
stoner of division 8 on Satu
6th at 2 p. m. to repair hi
lot 23 on 4th line.

BURKE—LEE—That the
treasurer be instructed to
\$150 from the Traders Ban
available on Nov. 1st.

Hector Fortier, Agent, McKerrow, Ont.

Agent's Family All Qualified Morse Operators

THE SOUND of a telegraph key, since babyhood has paid off in a big way for the family of Hector Fortier, station agent at McKerrow, Ont. Today four of his daughters and one son are fully qualified operators.

Agent Fortier raised his family of eight girls and one boy in seven different railway stations—most of them whistle stops—at which he was posted across Northern Ontario. He decided early to put the background of shunting engines and clattering keys to his family's practical advantage.

The result today is that two of the girls, Marilyn, 24, and Mrs. Joyce Breit, 28, alternate around the clock with their father to keep the messages—and the trains—flowing. A third daughter, Mrs. Zella Gainer, 28, is operator at White Fish, east of McKerrow.

The son, Clifford, 21, is an operator with the Algoma Central Railway at Wawa. The fourth daughter, Mrs. H. Fensom, 31, of Nairn, retired from operating after her marriage.

The four girls and the boy were all taught by their father between intervals of playing around the station as children

and teen-agers. When a shortage of telegraphers occurred during the war, they stepped in almost automatically as fully-qualified personnel.

And the financial return to his children for the time and patience he spent is quite adequate. Mr. Fortier says with a smile, "The girls are making \$220 a month and so is the boy. That's a good deal more than girls would get in any other occupation I can think of."

All of the girls are good operators, but the best, of all is 24-year-old Marilyn. Father Fortier says. "They are all con-

scientious and meticulous with detail. When it comes to checking through the trains, they worry more than I do myself."

The three girls take over complete operation of their stations while on duty. This includes the handling of express and baggage, issuing tickets and clearing trains, as well as sending commercial and press messages.

Mr. Fortier achieved national prominence in 1941 when he was station agent at Romford, a stop near Coniston. The mayor of the great City of Romford, England, wired to the mayor of Romford, Canada, for aid in a drive to buy war materials.

"There was no mayor at Romford, nor even a post office, nor council. There were only 12 families in all. I refused to take the message for an hour, replying there must be some mistake," he recalled.

"But they insisted the message was for us. I didn't know what to do, but then I made 12 copies of the message and sent one to each family. Each gave a dollar and we sent it to Mayor W. M. Goldsmith of Romford, England, with a letter I wrote explaining we were sorry we didn't have a population of a million."

The gesture of the little hamlet of Romford, Ont., was carried by the news wires to most of the world.

The gift of being a good telegraph operator is somewhat akin to the gift of being a good musician, Fortier says. And it runs in a family. For example, one of his younger daughters, Ivema, 15, has been studying a piano two years, yet has passed the fifth grade at the Toronto Conservatory of Music.

Another daughter, Aileen, 19, is training as a nurse at Sudbury. "Aileen says she is getting out of the family rut," says Fortier.

Mr. Fortier was virtually the founder of the public school at Woman River, a bushland station far up the main line. He arrived there with his young children to find no school nor teacher.

He applied to the Department of Education for aid and a teacher was sent in a few days.

"There wasn't even a blackboard when she arrived. We built a little school house on the far side of the river and to get to the site, we had first to cut poles in the bush and build a bridge across the river. It was a big undertaking, but the kids got their schooling," he says.



Photo and story by Don Delaplante in the Toronto Globe and Mail.

Hector Fortier is shown with part of his family gathered round the telegraph key at McKerrow. Left to right, daughters Mrs. Joyce Breit, Mrs. Zella Gainer and Marilyn Fortier.

Joseph Fair

Fifty Years With B. of L. E.

Fifty years membership in the Brotherhood of Locomotive Engineers was suitably recognized when the distinctive pin symbolic of this honor was pinned on Joseph Fair of Listowel at a recent banquet of Lodge 295 at Toronto. Doing the honors is Russel Follis (left) retired engineer and former member of the railway commission.

Mr. Fair, now 90 years of age, retired in 1925. Still in good health, he attends many of the brotherhood functions in cities near his home town.

In 1939, almost 14 years after he left active service, he was called out for one important last run. It was the occasion of the closing of the Listowel branch, and he took the last train out of Listowel station before

the rails were torn up.

He is seen above in the cab of engine 7048, in which he saw a great many years of service, running between Lynwood on the Goderich subdivision to Listowel.



Joseph Fair in insert receives 50-year pin from Russel Follis. He is also shown in the cab of his old locomotive No. 7048 when he was on the Lynwood-Listowel run.

General View of Goderich Harbour, looking East, Goderich, Ont., Canada

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