

GRAND  
TRUNK

LINDSAY  
AREA

## ACHES TEMPERANCE WITH PISTOL IN POCKET

Minister says the Modern  
of Temperance Reform Uses  
Gun Instead of Sling

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August 25  
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"No I take no stock in the idea of lucky and unlucky engines. I've taken out plenty of what others called unlucky engines, and I just rattle them up a bit and things go all right. If an engine is in good condition a driver ought to be able to make her go, and if she isn't, he should know it and send her to the shops. I have killed very few people. My passengers escaped in any accidents I've had, and very few have been run over at crossings etc. That is largely good luck."

Mr. Allan has used neither liquor nor tobacco habitually, nor ever had a serious illness apart from the accident. He enjoys his work as well as ever and can detect all signals 100 cars away. He has been 24 years in the States, and came to Canada this trip as a delegate to the recent convention of locomotive engineers held in Montreal.

W. C. Hoffman, aged 71, who lived with his son on the Lake Shore road, near Toronto, was driving a team of horses which ran away at the Humber bridge, and in crossing the

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LINDSAY  
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## LINDSAY TRAINMEN IN WRECK

### A Double-Header from this Town Left the Track at Port Hope.

On Wednesday evening, of last week a double-header train left this town for Port Hope. Drivers Allison and Metzger and Conductor Push were in charge. The other members of the crew were also of Lindsay. The train reached Port Hope shortly after midnight, and went into a siding. As it went up this siding it ran into an open switch that had been left in readiness for the express train for Toronto, which was due in a few minutes.

When the engines left the rails they headed across the main line and carried away a section of it together with a switch. Driver Allison of the first engine jumped through the cab window without injury. Driver Metzger escaped in a similar way with only a sprain. His fireman also jumped but his coat was caught between the cab and tender and he had the narrowest escape from death. The fireman on the first engine escaped. The conductor and Brakesman Bush were in the van and were somewhat shaken up. They flagged the express train just in time. The engines and tenders were badly damaged, and several cars wrecked.

## MARIPOSA COUNCIL PROCEEDINGS

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## RAILWAY COLLISION

### Two Freights Came Together in The Vicinity of Kingston

Two G. T. R. freight trains collid-  
ed in the yards at Kingston junction  
at ten minutes to four o'clock Sun-  
day morning. The collision was the  
result of carelessness on the part of  
John Gurney, of Belleville, engineer  
of the east-bound train, in running  
past the semaphore lights. He ac-  
knowledged his guilt and tendered  
his resignation, which was accepted.  
A west-bound freight train, hauled  
by engine No. 831, had just been  
shunted to a side track to allow a  
fast freight following to pass, when  
a heavy freight, east-bound, dashed  
into the yard and crashed into the  
west-bound train. Both locomotives  
were damaged, No. 831 escaping the  
lighter. No. 855 was almost com-  
pletely wrecked as was also the ten-  
der. A freight car of the west-bound  
and four of the east trains were  
demolished. Two of the latter were  
reduced to scrap wood, while the  
other two were damaged beyond re-  
pair. One laden with hardware tur-  
ned over on its side and another la-  
den with scrap-iron turned turtle and  
went down a twelve-foot embank-  
ment, the third was filled with cased  
eggs, both car and cargo being com-  
pletely lost. The fourth car was fil-  
led with coal and was reduced to  
matchwood.

The crew of the east-bound train  
jumped and saved themselves. En-  
gineer Gurney, however, stuck to his  
post, and was found half an hour af-  
terwards, unconscious and pinned  
down by the wreckage of his cab.  
He escaped serious injury. Wreck-  
age crews and auxiliary appliances  
from both Belleville and Brockville  
were sent to the wreck. The line  
was opened after a delay of six  
hours. The wreckage was burned  
next day.

## THE NEW POPE'S RELATIVES.

August 20

1903

LINDSAY

Days

26th

We are more than the only way is to see

3, B.D	\$2.50
.....	\$4.75
3, B.D	\$5.25
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.....	\$12.25
\$5.75	
.....	\$5.00
.....	\$23.00
.....	\$51.00
.....	\$75.00
3, B.D.	\$2.50
.....	\$1.60
.....	\$5.00
.....	\$2.50
.....	\$5.00
12, B	\$9.50
.....	45c
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.....	85c
.....	48c
.....	20c
.....	
.....	12c
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.....	10c
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.....	5c

## WILL THE MAYOR USE SHOTGUN AGAINST THE GRAND TRUNK?

It is Alleged that the Company are Putting Down Tracks on Town Property

### THE MILK GETS RICHER

Both Bridges are now Closed to Traffic but Council is not Ready to act

There are indications that this year's council will have to go up against harder propositions than reason and common sense before the end of their term; and such as they will likely not make as good headway against as they made against these. At a meeting on Monday night it was proposed to post the mayor on a remote street across the river with a gun to see that the Grand Trunk does not put down tracks on town property. Expressed fears that His Worship would not be a very formidable proposition with a gun were set at rest by his assurance that he handled that weapon with the most perilous sort of expertness. There is just a possibility that civil commotion at that point will divert the attention of council from the fact that both bridges are blocked to traffic—the one because the government is rebuilding the swing, and the other because in 7 months council have not got to work to rebuild its condemned approaches. It is expected that His Worship will reach the point of prospective hostility either over the floating foot-bridge or by a flanking movement in a rowboat. These matters, and an overcharge of 5 cents a gallon and freight on ten cases of cylinder

air coolers, setting forth the advantages of Lindsay as a location for their factory.

A by-law was read three times transferring part of the market park to the library board as a site. The description put the plot west of its western boundary instead of east of it, so that the building would have been more than half on Victoria Avenue. This mistake was pointed out and corrected but not till after the by-law had been read.

#### CLOSING JOHN-ST.

Mr. Geo. Mills appeared to oppose the by-law closing John-st. Capt. Grandell spoke in its favor and the by-law carried. It was explained that the street would not be closed in any other sense than that the people using it would do so at their own risk.

A general meeting of the council was held on Monday night. An account for ten gallons of cylinder oil at 80 cents a gallon eclipsed the Balkan situation as a theme of discussion. The talk was lubricated. It was cylinder oil. The orators got up steam. How did that oil come to be bought? The mayor explained that exercising a prerogative of his position as chief magistrate he had instructed the engineer to buy the oil—but only five gallons. Then how did it come that 10 appears on the bill? His worship did not know. The engineer said he knew the right place to get the oil, and here came the bill from a Toronto firm. Ald. Cinnamon declared that at 80 cents a gallon eclipsed the very best double-slippy sort was sold in town for 75—and here was 80 cents, and freight and charge for the can besides. That was no way to do business. Ten gallons when only five had been authorized. Either that oil company or the engineer had got too gay. The town shouldn't be run in that fashion. Ald. O'Reilly explained that the quality of the oil could be determined by the flash test, but was informed that that test applied to

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## DISASTER REPORTED AND DENIED

Consternation was caused by a stock market wire from New York at 3 o'clock yesterday afternoon to the effect that Atlantic City, New Jersey, the Famous Summer Resort, had been swept by a tidal wave that had caused the death of three thousand people. The associated press could get no confirmation or denial of the terrible report, because the wires were demoralized in the vicinity of the reported disaster.



WARDER, MAY 12, 1904.

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—Peterboro has struck an 18½-mill rate of taxation for this year. Last year it was 19.

—Brakesman "Jack" Doherty, well known in town had his leg crushed when near Belleville on Monday.

—Mr John Carew has bought a pneumatic-tired buggy from Mr. R. Kylie. It is a dandy and John's fine young pacer and new harness are to match.

—On Friday, Mr. Thos. McConnell left his hostler, Mr. Jos. McCreary, down at Jackson's Island to do some work. On Sunday Mr. McConnell and a few others visited the Island in the yacht "Laura Mac." When approaching the dock, they were surprised that McCreary did not appear. On coming nearer they found the unfortunate man lying dead in two feet of water near the shore. Coroner Bonnell of Bocaygeon was sent for, and he declared that McCreary had been unconscious before falling into the water, as none was found in his lungs. The remains were buried at Riverside on Monday. Deceased was about 40 years of age and formerly lived in Port Hope.

### Personals

—Mrs. A. W. Logie of Buffalo is visiting relatives in town.

—Miss Aileen Lytle visited her brother at Oakwood last week.

—Mr. Henry Glendenning of Manila was in town on Tuesday.

### LINDSAY TRAINMEN IN WRECK

#### A Double-Header from this Town Left the Track at Port Hope.

On Wednesday evening, of last week a double-header train left this town for Port Hope. Drivers Allison and Metzger and Conductor Bush were in charge. The other members of the crew were also of Lindsay. The train reached Port Hope shortly after midnight, and went into a siding. As it went up this siding it ran into an open switch that had been left in readiness for the express train for Toronto, which was due in a few minutes.

When the engines left the rails they headed across the main line and carried away a section of it together with a switch. Driver Allison of the first engine jumped through the cab window without injury. Driver Metzger escaped in a similar way with only a sprain. His fireman also jumped but his coat was caught between the cab and tender and he had the narrowest escape from death. The fireman on the first engine escaped. The conductor and Brakesman Bush were in the van and were somewhat shaken up. They flagged the express train just in time. The engines and tenders were badly damaged, and several cars wrecked.

### MARIPOSA COUNCIL PROCEEDINGS

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certainly been sufficient improvement  
in the iron industry to warrant a more  
hopeful feeling.

## ALL THE BRAKES STUCK FAST.

Marl Train Goes Down Grade in  
More Than Record Time.

### PILED ITSELF UP ON THE DOCK

Owen Sound's Train Runaway Sensation on  
Saturday—Firemen and Engineer Jump-  
ed and Were Saved—Five Marl Cars  
Twisted Into Indiscriminate Mass  
and Almost Touching the  
Schooner Ida Illsen.

Owen Sound, July 25.—The worst  
railway wreck ever experienced on  
the Owen Sound division of the  
Grand Trunk Railway, occurred at  
12.35 Saturday afternoon, when lo-  
comotive No. 490 was forced over  
the end of the rails, plowed up three  
hundred feet of macadam roadbed and  
finally buried herself in the west side  
docks, almost touching the schooner  
Ida Illsen. Five marl cars of a train  
of twelve followed up the engine and  
piled themselves up in an indiscrimi-  
nate mass of twisted trucks, broken  
timber and marl.

The wreck was prefaced by one of  
the most hair-raising runs ever ex-  
perienced by a railroad crew. The  
train, consisting of engine 490,  
twelve marl cars heavily loaded and  
a caboose, in charge of Conductor  
Kee, developed a high rate of speed  
on the grade near Ben Allen, a sta-  
tion five miles out of Owen Sound.

The engineer, H. Brown of Pal-  
merston, whistled for down brakes.  
The brakes would not work, and from  
then on the train rushed wildly and  
helplessly down the grade towards  
Owen Sound. The engineer reversed  
the throttle, but the weight of the  
train and the momentum made this  
utterly useless. The engine was be-  
ing pushed by the train.

The train swept into the yard and  
flashed past the depot. Fireman Wm.  
Johnson jumped at the last switch.  
At the end of the rails the engineer  
jumped also and the locomotive plung-  
ed across the roadway and buried  
herself in the dock at the side of the  
big schooner Illsen.

That no one was killed is a re-  
markable fact.

W. T. H. D. S. S. S.

July 25  
1904  
Lindsay