
THAT SPUR LINE.—After all the spur line to the Mono quarries may be built. During the past couple of weeks surveyors have gone over the proposed line, and we are informed they have reported favorably. Should the road be constructed it is the intention to use the old C. V. R. road from Melville to Orangeville, thence a new road to the quarries. It is whispered that the C. P. R. Co. are seriously thinking of changing their present line from here to the Junction by utilizing and extending the old C. V. R. to the latter place, but the report lacks confirmation.

Spur line.

April 14, 1892

Mr. Stevens of the Owen Sound Stone Co. was present and addressed the council regarding the building of the spur-line from the C. P. R. station to the Mono quarries. He said there was enough stone in the quarries to keep two or three generations busy and experts pronounced it equal to any sandstone in America. At present the company has \$20,000 invested there, and when the business is fully developed they will have \$50,000 invested. This stone, he said, will supplant the Ohio stone in Ontario, as it can be laid down in any of the commercial centres twelve cents per foot less than the Ohio article. There is a great demand for the stone and the company has contracts enough on hand to keep them running for years, and this year there will be 75 hands employed. Mr. Stevens thought the majority of the people were in favor of a bonus, which would enable the company to purchase the right-of-way and fence the line. However, it would not make any difference in the building of the line if a bonus was not granted, as the line was going to be built. The Finance committee will confer with Mr. Stevens and report to the council at the next meeting.

Mr. Endacott brought down a report of the Finance committee about charging up taxes to certain lots in the North, South and West wards. The report was adopted.

Spur Line.

MAY 19,
1892.

THE SPUR LINE.—Yesterday afternoon about sixty "navvies" were put to work on the spur line from the C. P. R. station to the Mono quarries, and in a day or so the staff will be largely increased. Gangs of men are working at each end of the line and it is expected that trains will be running in about ten weeks.

MARRIAGE.—A pleasing event occurred on Wednesday afternoon last week at the residence of Mr. N. Sproul, east Broadway, being the marriage of his daughter Jennie, to Mr. Thos. St. Aubin of Montreal. Rev. D. C. Hossack performed the ceremony in the presence of a large number of guests. The presents were varied and costly.

TO DISCUSS THE BONUS.—A petition is in circulation which will be presented to the mayor requesting him to call a public meeting for Friday evening for the purpose of discussing the question of granting a bonus to the Owen Sound Stone Co. to aid them in building the spur-line to the Mono quarries. The question should be thoroughly discussed and we trust the meeting will be largely attended.

Spur Line

MAY 26, 1892

THE BYLAW GONE UP.

The council went into committee of the whole on the Owen Sound Stone Co's request for a bonus of \$1500 or \$2000 to assist them in building the railway to the quarry. This matter has been before the council for two or three months, but a wrong start was made and the business dragged wearily along. It came up meeting after meeting only to be left over. At the last meeting it was decided to get a legal opinion on the question and this settled it. The opinion was that the company was chartered only as a stone company and was not empowered to build railways; the land through which the line will run belongs to the C. P. R.; the town, therefore, cannot legally grant the company a bonus. The council decided to take no action on the matter and thus the whole business was wound up in less than five minutes.

BREAKERS AHEAD.

JUNE
1892

JUNE 1892

PETITIONED FOR A BONUS.

Broadway merchants and other rate payers petitioned the council to submit a bylaw to the people regarding a bonus to the Owen Sound Stone Co., for a sum not exceeding \$2000. The petition was received, but no action was taken, the Finance committee's report not having been presented until later on in the evening.

As a matter of form the street watering petition was presented and a by-law providing for it was rushed through.

NOT SATISFACTORY.

Reeve Endacott, chairman of the Finance committee, brought down that committee's report on the Owen Sound Stone Co's request for a bonus to help them construct the quarry spur line. The report stated that the company was asked several questions: (1) What conditions existed between the company and the C. P. R.? (2) A statement of freight rates that other companies would have to pay; (3) was it the intention of the company to erect stores at the quarry; (4) would the company pay cost of submitting bylaw if it failed to carry. The chairman read a letter from the president of the company, saying that they could not build a railway under their charter and the C. P. R. was building it for them. The report recommended that no action be taken until the questions were fully answered, when the Finance would again confer with the O. S. S. Co. The report was adopted.

The town treasurer's report for May was read and contained the information that the market stalls and weigh scales' rent was not being paid in advance, as the agreement called. The clerk was notified to instruct the renters to pay up in advance in future.

Spur Line

JUNE 9,
1892

FAVOR.

THE BONUS BYLAW!

The Council has not yet Decided What to Do.

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On Monday night the town council went into committee of the whole on a deferred report of the Finance committee regarding the submitting of a bylaw to the people on the question of granting a bonus to the Owen Sound Stone Co. to assist in building the spur-line. It will be remembered that the Finance committee asked the company four questions: (1) What freight rates would the company charge other concerns for transportation; (2) what relations existed between them and the O. P. R.; (3) if they intended to allow stores at the quarries; if (4) they would bear the expense of submitting the bylaw in the event of it being defeated. In answer to these questions the secretary-treasurer of the O. S. S. Co. telegraphed: "The company builds its own line and will submit to no restrictions."

Ald. West thought it was useless to consider the question longer in the face of such a reply, and he was sure the bylaw wouldn't carry anyway.

Mayor Lindsey was of the opinion that the council should consider what its duty was in the matter. Would they leave it with the people or would they settle it in the council? There was a large petition in favor of submitting the bylaw and there was no counter petition. He thought it was better to see just what power the council had in the matter.

Deputy-reeve Green said it was a very hard question to decide. Men who signed the petition told him if the company didn't give some guarantee it would be useless to put such a bylaw to the people. The questions asked were reasonable and should have been answered.

Ald. Bell thought the questions should be fairly answered. He doubted the legality of the council in submitting the proposed bylaw and moved "that the whole business be thrown over."

Mr. Green moved in amendment that the Finance committee be empowered to find out whether the council had power to submit the bylaw or not.

Mr. Bell thought the council was justified in throwing the matter out in the face of such a curt reply to the

JULY 2
1892

THE SPURLINE COMPLETED. — The quarry spurline is almost completed and trains can now run to the quarries. The track-laying was completed yesterday and in a few days the road will be ballasted. East Broadway looks rather lively with a railway there once more.

Spur Line.

August 4, 1892

pleasure and profit in his trip.

A RUN-IN.—The special train from Brampton on Saturday, the evening of the C. P. R. employees' picnic, met with an accident at the Forks, but happily no person was injured and no great amount of damage was done. The train was pulling a freight, which arrived at the Forks but was too long for the siding, and several cars remained on the main track. The engineer of passenger could not stop in time and the locomotive collided with the caboose, damaging it considerably. Some of the passengers were thrown from their seats, but none were hurt.

A NARROW ESCAPE.—About 9:30 o'clock on Monday night Mr. and Mrs. Robt. Irvine of this town had an experience that was nothing short of thrilling. They were driving in from the country and had just reached the C. P. R. crossing on west Broadway when the horses became unmanageable and ran away, throwing the occupants out of the buggy onto the road. Besides a severe shaking up neither of them were injured. The horse continued its mad race down Broadway to Second street and went clear out to the centre road before it stopped. The buggy was badly damaged.

COME TO OURSOUND.—Mr. F.

August 4
1892

A Locomotive Caused It.

Shortly after 1 o'clock Monday afternoon an old building at the foot of the C. P. R. yards was discovered to be on fire and in a remarkably short space of time it was reduced to ashes. The building was full of hay and one stack nearby was also consumed. A passing locomotive set fire to the dry grass along the track and the fire ran over the ground and communicated with the building. Considerable fencing was also burned. The hay belonged to Mr. E. Bell and he will lose considerable as he had no insurance.

August 9, 1892

TWO TRAINS COLLIDE.

CU

A Canadian Pacific Freight Crashes into a Grand Trunk Freight Near Brampton.

John

Disobedience of running orders caused a serious railway accident at the diamond crossing, about 200 yards east of the C. P. R. railway station at Brampton at 7:45 o'clock Saturday.

The G. T. R. express from Sarnia in charge of Conductor James T. Bridge of 5 Wilton crescent, Toronto, was approaching the station, which is situated about 200 yards east of the C. P. R. tracks, which cross those of the G. T. R. at right angles. From the south came the C. P. R. way freight, No. 57, which left Toronto yards at 5:30 in charge of Engineer Mahoney and Conductor Grimes. Directly on the crossing

THE TWO TRAINS MET,

the C. P. R. engine tearing into one of the passenger cars with tremendous force. That particular coach happened to have only a few passengers, and these were enabled to escape by the open doors without sustaining any serious injury, but all pretty badly frightened. Before the train could be brought to a standstill two passenger cars had been derailed. The persons occupying the other cars sought the readiest avenues of escape. The violence of the collision turned the C. P. R. engine half round. The engine hands jumped.

Wrecking trains were at once telegraphed for from Toronto and Toronto Junction and the wreck had been sufficiently cleared to allow of resumption of traffic by 3 o'clock.

Conductor Bridge of the express had one of his little fingers crushed off.

Passengers who were spoken to say that the grand Trunk express from Stratford had the right way. The C. P. R. freight, which was proceeding along the Orangeville branch, had been signalled to stop. The engineer did his best, but could not stop his locomotive,

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August 11
1892

August 11
1892.

GOLDEN WEDDING.

Pattullo on Monday.

He Fooled Them.

On Saturday as the evening train from Owen Sound was leaving Shelburne a laughable incident occurred. A ventriloquist was on board and just as the train got up speed the passengers in the smoking car were startled to hear a voice, apparently from under the car, calling for help, and saying that a man was on the truck and could not hang on any longer. One old gentleman who gave his name as John Rennie and said he hailed from St. Catharines ran back into the coach to notify the conductor that a man was under the car. He implored the conductor to stop the train and when he refused to do so the old gentleman said, "Well, we will read in the papers about a poor fellow being found on the track horribly mangled." When the train reached Laurel a general rush was made by those in the car, including two or three well known commercial travellers, to see if there was any trace of the unfortunate man on the track, but nothing could be seen of him. The old gentleman from St. Kitt's was now sure that his prophecy would be fulfilled. When the crowd returned to the car they all caught on to the gag except the old man and he still maintained that the mangled body of a man would be found on the track. He thought the conductor should have stopped the train and in a little speech afterwards characterized his action in not doing so as nothing short of murder.

George Harris and Thomas Beattie, two Owen Sound boys, have been sent to the Central prison for six months for stealing billiard balls.

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August 23
1894

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at a raffle only one could win.

NOVEMBER 10, 1892

CARS IN THE DITCH.—Yesterday afternoon as the way-freight from Teeswater was coming down the grade the seventh car from the engine jumped the track on the Centre street crossing. The train continued on for several hundred yards at a good pace and just when Bythia street was reached the car, which was loaded with oats, ran into the ditch. Three other cars followed suit, a palace horse car and a flat car loaded with poles. The front trucks of another car also left the rails. The cars were very badly smashed and are beyond repair. Ties and even steel rails were broken as if they had been pipe-stems and the wreck was most complete. One of the brakemen had to jump for his life and he did it not a second too soon. It is most fortunate that several cars containing horses and sheep never left the rails, which would have been the case if the train was going at full speed. Auxiliaries were sent to clear the track and all trains were delayed until after 12 o'clock last night.

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There was another railway accident
at Cardwell Junction on Saturday. A
G. T. R. engine backed into a C. P. R.
locomotive and did considerable damage
to the latter.

NOVEMBER 17, 1892

November 17, 1892.

Ran Into a Train.

On Friday last a freight train broke in two near Laurel and the break was not discovered until the first part of the train reached Shelburne. Just after the freight passed Orangeville Junction Section Foreman Thos. McKitrick and his gang started on a "jigger" up the line and as the morning was foggy they did not see the rear part of the train ahead of them. A collision was the result and Mr. McKitrick received a badly cut face and some minor injuries about the body. He came to town and had his wounds dressed. The south-bound passenger train was delayed at Shelburne until the engine went back and picked up the missing cars. The passenger was taking an excursion party from Dundalk to Stanley park.

August 23, 1894

MUCH NEEDED.—William McFarlane has taken the contract to build the new road on the 7th line, opposite lot 15. Billy understands his business and we are satisfied that he will make a first-class job of the work. We would like to see all our roads in good shape.

RAILWAY CONNECTION.—It is rumored that his worship, the mayor of Hockley, will call a meeting of the ratepayers soon to see about extending the Orangeville spurline to our village. This section of the country needs a railway and the spurline would just suit us. Whoop 'er up, boys!

Spur Line

October 27, 1892

DEPOT DOTS.

Little Items Picked up Near the C. P. R.

A snow plow was sent up the line on Monday morning.

Monday morning's train from Owen Sound was two hours late.

Manager Pyke has purchased the Broadway billiard parlor.

During last week twenty carloads of hardwood were billed to Orangeville people.

Mr. and Mrs. Fogarty attended the funeral of the latter's mother at Acton last week.

Loans, even of small amounts, can be had from R. E. HAMILTON, of Grand Valley, on good farm security, at 5½ per cent. Good privileges and expenses low.

It is rumored that Yard Engineer Briden will shortly be removed to Windsor and Geo. Newman will fill his place here.

About 7 o'clock a down freight train ran off the track a mile at the other side of Dundalk. The Orangeville auxiliary and a gang of men were immediately dispatched to the relief, but it took them until 5 o'clock Sunday morning to get the heavy engine on the rails again. The cause of derailment was the great drifts of snow and ice on the track. The night was bitterly cold and the men suffered very much. The evening up passenger did not arrive in Owen Sound until 10 o'clock Sunday.

First Depot Dot
JANUARY 11
1894

ex-shoemaker resumed his seat.

Struck a cow.

What might easily have proved a fatal accident, but which providentially resulted in no loss of life, took place on the Elora branch of the C.P.R. Friday evening. When the evening train was about three miles from Fergus, Engineer Clark noticed, what is a very common sight on this line, a cow on the track. He whistled, but the bovine wouldn't budge. He then put on the brakes, but he was too close to save the cow, and, as the sequel showed, his engine either. The pilot struck the animal fair and square so fairly as only to send it some distance farther up the track. The cowcatcher tried to hoist the animal a second time, but the engine had not momentum enough and left the rails. After running a short distance on the ties, the iron horse tipped over on its side and slid down a slight embankment, into the only water hole between Fergus and Belwood. The tender tried to follow suit but only succeeded in turning across the rails. The baggage and passenger cars did not leave the track. On the engine were Mr. Clark, his fireman and a four year-old boy of the former. No one was hurt but Mr. Clark, who had his nose badly skinned, one of his ears badly cut and his shoulder slightly scalded. The passengers and employees were conveyed to Fergus or Elora by livery.

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MAY 17
1894

who speak of him in terms that are far from complimentary **Banner.**

DEPOT DOTS.

Little Items Picked up Near the C. P. R.

The captain and lieutenant of the local Salvation Army corps took their farewell on Sunday night. They left for Oakville on Monday.

On Wednesday evening of last week one of the big locomotives backed over a switch at the foot of the yard and one of the up passenger trains could not pass until 10.30 o'clock. It took two locomotives and a gang of men to get the derailed engine on the track again.

A Good Appetite

Always accompanies good health, and an absence of appetite is an indication of something wrong. The universal testimony given by those who have used Hood's Sarsaparilla, as to its merits in restoring the appetite, and as a purifier of the blood, constitutes the strongest recommendation that can be urged for any medicine.

Hood's Pills cure all liver ills, biliousness, jaundice, indigestion, sick headache.

October 11
1894

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Thursday last was Thanksgiving
and all places of business were closed.
Services were held in the several churches which were well attended.
Sports, with guns and dogs took to the woods to give bunny a chase.

A Train Derailed.

Near Chatsworth on Friday morning a broken rail derailed a freight train that was proceeding to Owen Sound. Fifteen cars and the engine were thrown from the rails. The wreck was cleared away by Sunday.

Leaving Town.

Prof. Forder, who has so successfully conducted the Citizens' band for past several months, will remove

November 29 1894