
CUTTING DOWN EXPENSES.

The C.P.R. is cutting down expenses at an enormous rate. In Orangeville the yard engine has been sent to Toronto Junction and Yardsman A.H. Brawley has been laid off. Up and down both lines operators have been withdrawn and Melville Juct Meadowvale stations have been closed. The reason given for the retrenchment is that business has fallen off and expenditure must be curtailed. No doubt when normal conditions again prevail the old order of things will be reestablished.

Closing Melville Junction
Meadowvale stations

Orangeville ..

January 9, 1908

Monday February 10th, 1908

Hamilton Spectator

CPR PLOW WITH THREE ENGINES OPENS ROAD TO OWEN SOUND

After being closed since Tuesday night the CPR was opened tonight at 6:00 o'clock when a snowplow pushed by three powerful engines broke a way through from Orangeville and was followed by the train which left Toronto on Wednesday morning. The greatest obstruction was encountered between Orangeville and Shelburne where the plow was stalled yesterday.

Walkerton and Lucknow Ry.—The trestle bridge across the river at Walkerton, Ont., has been completed, but it is alleged that its construction is not in accordance with the plans agreed upon between the company and the town council. The latter body brought the matter before the Board of Railway Commissioners, and one of the Commissioners' engineers inspected the bridge Mar. 4, with the object of ascertaining if the bridge as erected was likely to cause an obstruction in the river. The grading of the entire line has been completed, with the exception of some small fills near the station. It is expected that the steel will be laid and the ballasting completed during April.

April 1908

p 265

sting
Cure.
eptic
ation
ld of
The
dical
write
book

it is to be considered on 2nd April.—
Durham Review.

Plough Got Stuck

A new snow plough was built at Kincardine this winter. Great things were expected of it and it was taken round by Orangeville, to Proton station and then headed for the deep cuts between there and Priceville. It got through one or two shortcuts all right but a little further on struck one that put it out of business. There are now two snow ploughs stalled on this branch. If they could get the road opened up to Hanover, the work of laying the rails between Hanover and Walkerton, would be proceeded with at once.

April 2 1908
Walkerton

m
No
va
sci
pro
ou
Co
ou
tak
at
E
obt
pha
veg
tak
T
ula
con

New Snow Plough

On Monday morning last the big Ideal Snow Plough, which has been undercourse of construction at the Hunter Bridge & Boiler Co's works here for several weeks past was taken to Orangeville. The plough completed weighs about fifty tons and it is expected that it will open up any kind of a road after a snow storm. Mr. W. Law, the engineer for the Ideal Co., was here during a part of the construction and he was greatly pleased with the manner in which the company did the work. The boiler in the plough will generate 200 horse power, while there are two engines 250 horse power each. This machinery is for the purpose of driving the large expellers in the front of the plough, which are supposed to make 200 revolutions a minute, throwing the snow from 50 to 60 feet away on each side of the track. The result of this is that the plough never pushes its load ahead and gets stuck. The first trial the plough will have will be a very severe one. It will be taken to the Proton branch of the C. P. R. which has been closed since January. Here the cuts are deep and well filled and if it accomplishes the task of opening up this piece of road then the inventors will have more orders than they can fill. Hundreds of people here viewed it during construction and the general opinion is that it is the goods and will do the work expected.—Kincardine Reporter.

CATARRH CURED OR MONEY BACK.

April 1908

an
El
Vi
Ha
Jr
Jr
Da
Jes
Sr
me
Br
Lai
Jr.
No
Gar
der
Sr.
Rub
Rud
Jr.
Mit
Pr.
Geo
ence
McN
Sr.
Wel
ton.
Jr.
ina

Testing new Plough

The result of tests Saturday and yesterday indicate that the Ideal Cylinder Snow Plough is destined to make a great change in winter railroading. The Ideal plow is a new departure, the invention of Mr. E. Bowman of Elmwood, and consists essentially of a horizontal cylinder, with flanges placed to throw the snow outward and upward. The cylinder is driven by two engines of 250 h. p. each, which drive it at a rate of 200 revolutions per minute, throwing the snow 50 or 60 feet clear of the track. The plough complete weighs about 50 tons. The first was built during the winter by the Hunter Bridge Works, Kincardine, under direction of Mr. W. Law, engineer of Toronto. Last week the plow was taken to the Proton branch of the C. P. R., which had been closed all winter and offered an exceptionally severe test. The snow was all the way from four to twelve feet deep and packed so hard that a shovel would make no impression on it. It was really more like ice than snow. Saturday morning in the presence of a number of representatives of the railroads, the plow started to open the line. Driven by two locomotives, it went into a ten-foot bank and steadily ate its way in

April 2
1908

ANK

1867

000,000
000,000
000,000

England

D

91

lowed at
ect to no
ortion of

ER

t begins
a mis-
perhaps,
to light,

until the engines skidded on the icy rails, and had to back out for a new start. Again it went at the bank, and was doing good work when a slight accident, due to a dry bearing brought the test to an end for the time. Repairs being made they went at it again yesterday. This time they had only one light engine behind the plow, but even with this small power it carved its way through twelve feet of snow and ice at a good speed and with seemingly perfect ease. Photographs show that the snow was thrown 40 or 50 feet from the track—as one camera found to his sorrow on Saturday. One of the big rotary plows was put at the bank for purposes of comparison. The results were much to the advantage of the new plow. Two locomotives were used with the rotary but the new plow plainly showed its superiority. All who witnessed the test are highly pleased with the Ideal.—Owen Sound Sun.

Perrin's Biscuits



April 2
1908

Snow Plough a Success.

The big rotary snow plow, in which a considerable amount of local capital has been invested, arrived in town on Friday night from doing service on the Proton-Walkerton branch line, which has been blocked all winter. The plow did excellent service, notwithstanding the extraordinary conditions which existed on the branch, and demonstrated that when it came up against the ordinary snow blockade it would prove the correctness of the principles of its construction. An unfortunate break in the frame of one of the big engines which operates the mechanism put it out of business, though its services will not be required again this season. During the summer the repairs will be made and such changes as the operation which the initial experiences have demonstrated carried out. Mr. James M. Wilson, of the Owen Sound Iron Works, was recently appointed vice-president of the company which owns the patents and the machine, and there is a possibility that future construction may be carried on here.—Owen Sound Times

April 9
1908
Walkerton

couple of hundred miles an hour.

Track Laying Progress.

Chief Engineer Waas, was in Walkerton on Monday and made the statement that the rails would be laid to Walkerton by the 10th of May. Already about 2 miles of the track between Hanover and Walkerton has been completed. There are about 20 men at work now, but the force will be increased to 60 in the course of a few days.

Band Statement

April 16 Walkerton
1908

tizing
than
It
a lot
Maple
syrup
been
here
quart.

Graduates at Queen's

We notice by the Daily papers that Erbrook Norrish of Walkerton has passed his graduating examination in the School of Mines at Kingston. He is now Erbrook Norrish B. Sc. These letters stand for Bachelor of Science.

Candidates Nominated.

At a convention of the Liberals of the riding of South Grey, last week, Mr. H. H. Miller was again nominated for the Commons, and Neil McCannell for the local legislature. McCannell lives in Durham. He will have Dr. Jamieson as an opponent.

Methodist Church

Next Sunday the Sacrament of the Lord's Supper. New members will be received. At 10 o'clock in the lecture room will be held the quarterly Love Feast. Subjects of sermons morning "Power for Service" evening, "The Triple Life."

A Big Collection.

A collection for missions was taken up in the Methodist Sunday school, last Sunday, and the amount placed on the plate by the scholars was a few cents over \$99. Dr. Dougall then put up what was lacking to make it the even hundred.

Auction Sale.

There will be an auction sale of farm stock and implements at lot 11, S. D.

Foot Happiness.

We sell lines of shoes especially designed for comfort. They have received more of the shoe-builder's attention than he bestows upon his regular output. — James Whitehead.

More Small pox

Walkerton was congratulating itself on being done and quit with the small-pox scourge, but evidently, we began shouting too soon, for we have a fresh case on our hands. On Monday morning the sanitary inspector was ordered to put up a card on the residence of Andrew Oberle, and we understand it is Mr. Oberle himself who has the disease.

River Water

The town council has decided to compel the man who gets the contract for sprinkling the streets to get the water out of the river instead of taking it out of the hydrants. Using the hydrants for this purpose soon spoils them and hydrants cost money. It is admitted by everybody who has given the matter any consideration that the sprinkler uses as much water as the whole town uses for domestic service. To Alderman Schmurr belongs the credit for this very sensible change in the street sprinkling system.

Oddfellows at Church.

The local lodge of Oddfellows, as their custom is, attended divine ser-

Henderson---Guinn

In giving an account of the marriage of Miss Etta Guinn to Mr. David Henderson, in our last issue, by mistake of the printer, the name was spelled Guinn, instead of Guinn. Miss Guinn was the eldest daughter of Mr. Richard Guinn of the Durham Road, and was one of the most highly esteemed and most popular young ladies in this community.

Railway Doings.

The track-laying gang are making satisfactory progress, and with even fair to middling weather, they will be here this week. On Saturday night they were about half way through the Standish farm. Their rate of progress is a little better than half a mile a day providing the weather is favorable. But a wet day knocks them out. The rails are big and heavy, but have evidently been used before. It is said that a ballasting gang is at work between Durham and Hanover, and it begins to look now that the line will be ready for operation by July or at the farthest, August. The contract for building the station has been let, and the contractor was here last week. He made arrangements with Reinholdt Weise for a supply of gravel for the foundation, and most of the other material will be shipped in by train.

A
w
in
pa
Dr
en
an
siv
ad
pre
the
rig
pat
has
the
few
unc
W
the
cas
will
tect
cati
tha
lati
for
in t
prev
Jap
sma
ced
into
ther
men

New Minister.

The new Evangelical minister, the J. S. Brown was at his post on May 1st, so that he didn't lose much in moving from one field to the other. He is well acquainted here, and feels quite at home to start with.

Re-enters Ministry.

Rev. H. J. Holtzman, formerly of Aldmay has decided to re-enter the ministry of the Evangelical association. He has been appointed to Wood and Williamsford appointments.

Soft Links.

The committee who have had charge of the golf scheme, have finished their work and the field is at last ready for use. The laying of the links was done by Joseph Carbet, and is entirely well done. The links take up the whole of the House of Refuge property on the north side of McArthur St., some eleven acres, besides a number of vacant lots, owned by various individuals. Climbing those hills will be grand exercise for certain more corpulent members of the

Death of Mrs. Gilbert.

Word has been received here of the death of Mrs. Gilbert, in Virginia. She was the mother of Mrs. R. E. Richardson. Mrs. Richardson left to visit her mother last week and arrived there a few hours before she died.

Terminal Plans.

We have seen the C. P. R. plans for the terminal equipment at Walkerton, consisting of the station, freight shed, water tank and turning table. The plan shows the exact spot at which each of these will be located. The station will be located opposite Jackson St., and will extend a few feet to the west. The freight shed is near by, on the north side of the tracks. The water tank will be located on the east side of the river, and not far from the hill. It will be supplied with water from the river, which will be pumped into it, by means of a steam pump. The turning table will be on the east side of the river and close to the foot of the hill. To get all these buildings and equipment erected will mean some labor and will take a good deal of time.

MAY 7 1908

Railway Notes.

The railway situation at present seems to be about as follows: The grading has all been completed, and the road from one end to the other is ready for the rails. The bridge at Hanover is likewise completed. This is an immense wooden structure and is 600 feet long and 47 feet high. It crosses the dam a short distance east of the cement factory. The cost is said to have been \$50,000. It cost \$2500 to fill the piers with stone. There is an ugly curve in the bridge, but whether that is a fault or not, we are not in a position to say. At present, a gang of men are at work lifting the rails between Hanover and Durham. After the rails had all been put down, the discovery was made that they were not heavy enough to stand the strain of hauling the cement trains over them. This cement will be taken from the little chain of lakes in Brant to Durham. There is said to be enough of it to keep the factory going night and day for 25 years. Then it is understood that the rails which they are now lifting between Hanover and Durham will be used between Hanover and Walkerton. It is not likely that anything more of importance, will be done until the spring opens up.

Division Court.

OLD ENGINEER CALLED HOME

**Joe Clarke, Many Years on the Elora
Branch, Dies at Toronto—He
Came From England**

The death occurred Friday night at 11.45 p.m., in St. Michael's Hospital, Toronto of Engineer Joseph Clarke of the C.P.R., who had been in the cabin of a locomotive ever since the days of the old Credit Valley.

The Clarke family are all railroaders, his three brothers being engineers on the G.T.R. and C.P.R. and three of his sons are in the railroad service.

The deceased was in his 58th year, came to Toronto from Stockport, Eng. and at once took service with the Credit Valley line, which then ran into Toronto. When the C.P.R. took over the line in 1883 Mr. Clarke also went into the service of the big corporation and had remained with them ever since. For 27 years he has piloted the passenger train between Elora where he had always lived, and Cataract Junction without so much as to run off or injuring anyone. For forty years he has been in the railway service and thirty-five of it has been spent as engineer.

Joe Clark was well known in Orangeville in the days when the old Credit Valley trains ran to the station at the foot of Broadway. Everybody liked Joe and will be sorry when they learn of his death. He was the last link that connected the old-time engineers with those of the present.

MAY 7
1908
Orangeville.

STRIKERS AND POLICE BATTLE AT OWEN SOUND

A Score of People Were Injured in a Big Labor Dispute--C.P.R. Tried to Cut the Wages of Truckers and a Rattling Riot Followed--Strike is Settled

OWEN SOUND, May 10.—There were few developments in the strike situation today. It is estimated that with the three hundred men who are out on strike and the three hundred more men which the Canadian Pacific brought up to replace the strikers, there are now about six hundred men idle, nearly half of whom are in needy circumstances and are being fed at the expense of the town. The 3.10 train for Toronto yesterday afternoon was boarded by over seventy of the recent arrivals, and they insisted on being taken through to Toronto, not one of them having the price of a ticket. At Chatsworth they declined to move from the smoking car, which is a combination of the baggage car, for fear that if they took another car they would be left on the siding. They were an orderly crowd, however, and they were taken through.

NO UNLOADING ALLOWED

Last evening the Northern Navigation Company's steamer Germanic was not permitted to take on or leave off freight at the local boat sheds, but no interference was made with her at her company's warehouse or at the Grand Trunk dock, where the scale is seventeen cents an hour and over.

This morning the C.P.R. liner Manitoba arrived in. She was allowed to land passengers, but no attempt was made either to unload her or the steamship Athabasca, though Sunday has always been one of the busiest days in the C.P.R. through freight sheds.

Yesterday afternoon the company attempted to get a settlement by making the proposition to increase the wages of the men to thirteen cents an hour with the two cents bonus for a fortnight's notice to quit, and fourteen cents for Sunday and night work, with the bonus; also a flat rate of twenty cents an hour on coal and grain, the Toronto contingents to be taken back to the city or elsewhere as was desired. The proposition was submitted to Mayor Kennedy, as an intermediary, but after a brief consultation with the men the offer was declined, in favor of the terms demanded by the men. The restoration of last year's rate and the return of the strikers on the pay roll. To strengthen their position the men have made an offer to the Toronto contingent to give them half their pay until they are able to get out of town.

PROVIDING FOR NEWCOMERS

3, where the S.S. Athabasca is lying ready to be unloaded. Everything was quiet there and the crowd which numbered about 300 moved towards the elevators.

TWENTY-FIVE SHOTS FIRED

The strikers were met by several detectives who ordered them off the property. The men rushed towards the officers and a pitched battle at once followed. There was a terrible scene for several minutes. The detectives used clubs and revolvers, and at least 25 shots were fired. The strikers used clubs freely and won out quickly, but not before two of their number, James Lambie, and a young man from Hanover, and Ed. O'Brien, a young druggist from Toronto, who was a spectator, were shot, and Jas. McIntosh, one of the leaders of the strike, was clubbed on the head.

FARMER LOSES EYE

Eramosa Man Meets With a Peculiar Accident—Doctors Remove Optic

An accident occurred Monday to James Black, a well-known farmer of Eramosa, that resulted in the total loss of one of his eyes, which was removed at the General Hospital Guelph.

Mr. Black was driving some cattle out of a gate on his farm for the purpose of putting them into pasture and carried in his hand a short iron bar. He had succeeded in getting most of the cattle out, when one of them, for some unknown reason, suddenly rushed at him and struck it with his head.

The bar came into contact with his eye, completely crushing the eye in the socket. He was hurriedly taken into the city and was taken to the General Hospital, where Dr. Dryden, with the assistance of Dr. Livin Stone, of Rockwood, the injured man's physician, took out the crushed member.

MAY 14, 1908

RIO, THURSDAY, MAY 21st 1908 -

Building Water Tank.

All work on the railway seems to have ceased, except what is being done around the water tank. A gang of about 15 or 20 men are engaged in building a cement foundation for the tank, and when that is completed they will tackle the foundation of the pumping house. The pumping house will be a frame structure. We understand that one man will look after both the pumping house here, and the one in Durham, making daily trips between the two places.

Victoria Day C

Bills are out May celebratio already most have been con is full enough ment for every the morning til At 9 o'clock th cert on the bar is free to all. A baseball matc tween the W team from Tor in the afternoo cession to the g to be made in

allows coming out of college.

The New Station.

The contractor started work on the new C. P. R. station on Tuesday. The size is $21\frac{1}{2} \times 66$, with a couple of small projections. The foundation will be of cement and superstructure of wood.

It is located close up to the track and extends about 30 feet across Jackson St.

MAY 28, 1908
Walberton

The Walkerton and Lucknow Ry., which has been under construction for a couple of years from Proton, on the Toronto-Owen Sound line, to Walkerton, Ont., is reported to be practically completed. A spur line has been graded from Hanover to Brant, for the convenience of the Durham Cement Co. Surveyors have been looking over the ground recently with a view, it is said, of locating a line from Hanover to Southampton, via Elmwood, Chesley, Paisley and Port Elgin.

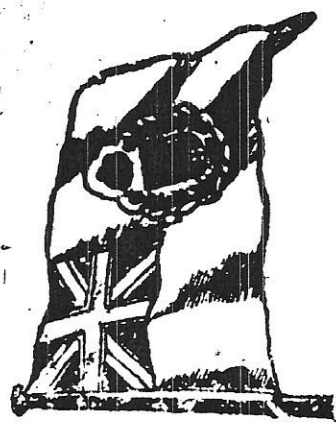
MAY 1908

p 337

THURSDAY, MAY 28th, 1908.

THE CONSERVATOR

Brampton, Thursday, May 28th, 1908



PUBLIC MEETINGS

PUBLIC MEETINGS IN THE INTEREST OF

SAMUEL CHARTERS

LIBERAL-CONSERVATIVE CANDIDATE

WILL BE HELD AT

CHARLESTON

Thursday, May 28th

ALTON

Tuesday, June 2nd.

Dr. Sproule and others will speak.

Chair taken at 7.45 p.m.

Addresses will be delivered by the candidate and others.

All welcome—Ladies specially invited

DISCUSSION INVITED

THE CHURCHES

Grace Church Anniversary Services—
The Rev. E. N. Baker, M.A., D.D.

INTERURBAN

COMMENCES JUNE 1st

The Canadian Pacific Railway has decided to try out the steam motor car, recently brought from Montreal, in an "Inter-urban" service between Toronto and Brampton. The schedule is announced, coming into force next Monday, June 1. The car will leave Brampton at 7.30 a. m. daily, except Sundays, arriving in Toronto at 8.45 a. m. Leave Toronto for Lambton golf grounds at 1.30 p. m. daily, except Sundays; on Saturdays, running through to Brampton. Evening trip will be leaving Toronto at 6.15 p. m. arriving Brampton 7.40 p. m. daily except Sundays.

This in conjunction with the regular trains will afford a frequent service that should prove highly satisfactory to residents of Lambton, Islington, Cooksville, Streetsville, Brampton and intermediate stations.

The car itself is certain to become a favorite with the traveling public. It runs quickly and smoothly and is handsomely furnished, with all modern improvements, seating 40 passengers in the coach and 16 passengers in the smoking room. It is practically an entire train, locomotive, baggage car and passenger coach, condensed into one car, carrying a regular crew of engine crew and conductor. The locomotive portion with steam generated by coal in the usual manner, is exceptionally powerful and drive the car at from 50 to 60 miles an hour. Westinghouse automatic air-brakes, especially adapted for this class of service, are used. The car was built in the Canadian Pacific

to find convenient for the suburban traffic. There will be no change in the commutation rates at present in force.

THE GRAND TRUNK RAILWAY SYSTEM

The Peel Farmers' Annual

Excursion

O. A. C., GUELPH

WILL BE HELD AT

Thursday, June 18th, 1908

Northern Division

	Train time	Fare
Leave Pelee	8.05 a.m.	50c
Centerville	8.15	50c
Calverton	8.20	50c
Ingleside	8.25	70c
Chatham	8.45	70c
Terra Cotta	8.50	50c

Middle Division

	Train time	Fare
Leave Highfield	8.20 a.m.	50c
Malton	8.40	50c
Brampton	8.55	70c
Novel	9.17	50c

Children over five and under twelve, half-fare. The train for Pelee will leave Guelph at 6.10 p.m.; train for Highfield will leave Guelph at 6.25 p.m.

Everybody come and spend a pleasant and profitable day at Provincial Model Farm.

Free Lunch at Noon

E. C. MONTGOMERY, President.
J. O. McARTHUR, Vice-President.
W. E. SHEAN, Sec.-Treas., Elmbank.

MUSKOKA The Killarney

COMMENCE

The Canadian Pacific Railway has decided to try out the steam motor car, recently brought from Montreal, in an "Inter-urban" service between Toronto and Brampton. The schedule is announced, coming into force next Monday, June 1. The car will leave Brampton at 7.30 a. m. daily, except Sundays, arriving in Toronto at 8.48 a. m. (leave Toronto for Lambton golf grounds at 1.30 p. m. daily, except Sundays; on Saturdays, running through to Brampton. Evening trip will be leaving Toronto at 6.15 p. m. arriving Brampton 7.40 p. m. daily except Sundays.

This in conjunction with the regular trains will afford a frequent service that should prove highly satisfactory to residents of Lambton, Islington, Cooksville, Streetville, Brampton and intermediate stations.

The car itself is certain to become a favorite with the traveling public. It runs quickly and smoothly and is handsomely furnished, with all modern improvements, seating 40 passengers in the coach and 16 passengers in the smoking room. It is practically an entire train, locomotive, baggage car and passenger coach, condensed into one car, carrying a regular crew of engine crew and conductor. The locomotive portion with steam generated by coal in the usual manner, is exceptionally powerful and drive the car at from 50 to 60 miles an hour. Westinghouse automatic air-brakes, especially adapted for this class of service, are used. The car was built in the Canadian Pacific Angus shops in 1906; length over all is 75 feet 6 inches, weight about 100,000.

The motor has been placed on the Toronto-Brampton run in order to test its capabilities in actual service. C. P. R. officials are confident it will take with the public and prove a success in every way.

Until June 15, the motor car will be an "extra" to the present schedule.

BRAMPTON

PRATTEN

1908

MAY 28

1908