

RAILWAY WRECK IN OTTAWA MANY PERSONS SERIOUSLY INJURED

R. H. Gamay Receives Sudden Awakening

BUT HE WAS NOT INJURED

The Sufferers Were Taken to Toronto
—Work of Rescue Crews and On By
the Aid of Red Cross—Cause of Accident Unknown.

"About 11:40 p.m. Saturday November 30, Winnipeg Express, was partially derailed about two miles west of Tottenham, five cars turning over on a fifteen foot embankment. About fifteen passengers were injured, and only two or three seriously, none fatally. Track and rolling stock were in good condition. Cause of derailment not yet apparent."

Relief Arrived

Just as soon as the news of the wreck reached the city a wrecking train was immediately despatched from Toronto Junction to the scene of the accident. Subsequently a special train with General Superintendent Osborne of the O.P.R., Dr. H. A. Beatty, divisional surgeon of the company, and Drs. Milne and Clendenan of Toronto Junction and two nurses from the Western Hospital left at 2:45 a.m. Sunday morning, and a fast run was made to Tottenham. On their arrival they found the injured passengers laid out on the grass, and no time was lost in attending to their injuries. After dressing the wounds of those most seriously injured General Superintendent Osborne arranged to have them conveyed to Toronto, and at 3:40 o'clock an emergency call was sent to police headquarters to have two ambulances meet the train with the injured, which reached the crossing at the head of Bathurst street shortly after five o'clock. The women were placed in the ambulances and the two men were brought in hacks to the Western Hospital, where everything was in readiness to receive them. The injured stood the journey well, especially the two women, who were the greatest sufferers. On the way down Mrs. Sword, who is badly bruised about the body, had to be given stimulants, and it was at first feared that she might not be able to stand the journey. Both women were unconscious when admitted to the hospital. Of the men Mr. Taylor, who was on his way home, to Parry Sound after a business trip, was the most seriously injured. His right ear was almost severed and his shoulders bruised. He was promptly placed on the operating table, and several stitches were re-

Dr. (Mason), who was on the train, and Dr. Wright, of Ottawa, tended to the injured and did all possible work. Some bodies of the train from Toronto arrived with men and nurses. Messrs. Grosvenor, Goss, Goss, Goss and all engineers in the service of the company, who were on the train, gave assistance in helping to get the wreck and take care of the cars.

Conductor Gillis, who was to Toronto on the special train, stayed at the Palmer House, and to leave for his home again. William in the course of a few

Interview With Mr. Gamay

"A few bumps, followed by a ribbing, disconcerting grinding and then the still setting feeling of the car sliding down an incline and some time turning turtle." This description given by Mr. Gamay, M. P. P., who was on the wrecked O. P. R. train bound for Sudbury, to a Globe reporter. Mr. Gamay had taken berth in the first sleeper and in bed about an hour when accident occurred. Fortunately from fire was averted by being extinguished. Had been the case then a horrible might have accompanied the week's running of the O. P. line between Toronto and the members for Manitoulin self wedged in pretty tight berth by the contents of other falling on top of him. When freed everything was in mess and the car was on fire. Breaking a window on the uppermost he along with crawled out over the top. The danger from fire having averted, the passengers and train anxiously set to work to whether everybody had escaped.

WHAT THE KIDNEY

What Booth's Kidney Pills For Brampton, Ontario

All the blood in the body flows through the Kidneys every minute.

The Kidneys filter the blood. They work night and day, move about 500 grains of matter. If they fail some poisonous matter is left in the blood, causing pain in the back, dizziness, irregular heart, rheumatism, gravel, dropsy, the urine. Booth's Kidney Pills filter the right and over trouble. Hundreds of patients have found this.

Mrs. Elizabeth Hirtz, of Brampton, Ont., says:

BRAMPTON
JULY 2
1908

Drawing Cement

The C. P. R. trains have started to draw cement from the Brant lakes to the Durham Cement Factory. So far it has been all outlay on this line, but, now the revenue will be coming in. Speaking of cement, these Brant lakes have saved the situation for the Durham factory. When this factory was first started, we were told that there was enough cement in Durham to last a hundred years. Instead of that, it hasn't lasted ten, and had it not been for the Brant lakes and the C. P. R. the factory at Durham; would, as we have said, been forced to go out of business. And if Dan Knechtel and the men who are associated with him in the Hanover cement factory, had only been a little swifter, Durham would have been cut out anyway. What the Hanover cement men should have done was to have bought all the lakes in sight instead of being content with two or three of them. But Dr. Jamieson was too swift for them and managed to get a few of what was going in the way of cement lakes. And so Durham will get plenty of marl, while Dr. Jamieson will get a royalty of 2cts a barrel. The Durham factory consumes 1200 barrels of marl a day. This means \$24 a day for Dr. Jamieson or a little over \$7000 a year, leaving out Sundays. In the course of 25 years or so, at that rate, Dr. Jamieson ought to be able to retire from business.

July 2
1908
Walkerton

ABOUT TRAINS.

A great deal of dissatisfaction was felt and expressed by the excursionists who visited Owen Sound last Monday by way of the C.P.R.—Sons of England special train which started from Brampton and carried a good many Orangeville people, including a dozen lawn bowlers.

The return trip was advertised to begin at seven o'clock. The day was the hottest of the season, but everyone hurried to, through and away from his evening meal, or went without it, after winning or losing at his particular pastime. Our bowlers won.

Just when the bus was leaving the Patterson house for the station someone heard a rumor that the train would go at eight instead of seven. The telephone was used but the C.P.R. people professed ignorance of such an arrangement. The hustling continued, the station was reached just before seven, and for sixty mortal minutes four hundred tired damp and dusty pleasure seekers, all the way from 70 to 100 miles from home, contemplated the shack which serves Owen Sound for a railway depot, the rear elevation of the Athabaska lying at her dock, and the graceful gulls collecting the rejected morsels cast into the slip from the aforesaid liner. Or again they hoped for a glimpse of General Foreman, the distinguished military man who has his office in another shack hard by. But the General had not returned from the annual wars or peradventure had retreated before the mad charge of the four hundred and was even then entertaining his messmates with the story of his escape and the trap in which he had left the enemy. Exactly at eight o'clock the train moved out. It was a good train; the coaches were clean, light and airy, and it made good time and ran smoothly. BUT a tired and hungry excursionist who has 100 minutes instead of 40 minutes to get his supper and catch his train would like to know it. He may be anxious to get home but he doesn't want to be hurried and delayed at the same time. It is perhaps too much to hope that passengers will ever be told WHY a train due to leave at seven leaves at eight. These passengers paid their money to leave Owen Sound at seven, but that is another story.

What we would like to learn is why railway employees are not allowed to give the public the information they possess on subjects like the starting of trains.

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7/9
1908

July 9, 1908

Open to Hanover.

The C. P. R. is now open to Hanover, and a regular service, both passenger and freight, has been established. Two regular passenger trains run every day from Hanover to Proton, one leaving Hanover about 7 o'clock in the morning and the other about the same hour in the evening. As there is no turning table at Hanover the engine has to back in. There will be a regular train service from this out. It will not be long before regular trains are running into Waikerton. Already the rails have all been laid, and all that is now to be done is the ballasting, which will only take a few days.

Band Master Leaving.

July 9, 1908
Waikerton

WALKERTON AND LUCKOW RAILWAY

August 1908

p. 471

The contract was signed for 37 miles of railway from Proton to Walkerton.

March 1908

p. 199

The track laid up to December 31st, 1908 was from Mile-post 0.0 to M.P. 24. Construction trains are running from Hanover since Christmas. A big pile bridge had to be erected before tracklaying could proceed towards Walkerton.

May 1908

p. 337

Walkerton and Luckow railway a spur line was graded from Hanover to Brant for the convenience of the Durham Cement Company.

September 1908

p. 623

The Walkerton and Luckow Railway second section of the line from Hanover to Walkerton eighteen miles was opened August 10th, 1908

October 1908

p. 577

Grading was completed from Durham to Proton.

ST MARYS AND WESTERN RAILWAY

June 1906

p.400

The contract was let from St Marys, Ontario to Embro.

January 1908

p. 23

The section between St Marys and Embro was nearly ready for track-laying. The Canadian Pacific would construct a short section from the old mainline at Embro station.

March 1908

p.

Track was laid on the first three miles of the line and grading was in progress upon the remaining twelve miles. No ballasting had been done. J. E. Webb of Toronto is the contractor.

July 1908

p. 475

St Marys and western, tracklaying on the line from Embro to St Marys was completed and the first construction train ran into St Marys occurred on May 29th, 1908. Ballasting occurred. Regular train service started July 1st, 1908. Station buildings were erected at Farmers Cheese factory, Lakeside and Bennington, and a temporary shelter was erected at St Marys. A permanent structure was not put up pending the route to Sarnia.

August 1908

p. 549

The section of this line from Embro to St Marys, Ontario was opened for traffic on July 1st, 1908.

September 1908

p.623

St Marys and Western nearly completed.

IDEAL SNOW PLOW WAS WRECKED

Jumped the Track at the Caledon Horseshoe and Completely Tied Up Traffic—It Had Just Been Rebuilt

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The passengers of both evening trains had to be transferred at the scene of the wreck and the trains were about four hours late in arriving. Fortunately no person was injured.

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Ugly Characters Try to Rob the Everett-Mansfield Stage

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Since the attempted robbery several farmers have reported being accosted along the same road by a pair of hard-looking characters, but so far as known they have not succeeded in securing any booty. The affair on Friday has been reported to the authorities, but the highwaymen have not yet been captured.

August 27
1908
Orangeville Sun

ORANGEVILLE, ONTARIO, THURSDAY, AUGUST 27, 1908.

WILL MAKE IT HOT FOR DEPOT BUMS

Boys and Girls Who Hang Around
the C.P.R. Will Be Forced to
Move On

If the parents of a number of boys, between the ages of 7 and 14, are called upon to defend their sons in the police court some of these fine days do not be surprised. It is strictly against the law for children not accompanied by a proper guardian to visit the railway station. Out of twenty boys at the C.P.R. depot Monday night, who were questioned as to their business there, only six admitted being on the premises for the sole purpose of delivering the evening papers. To meet the trains and get their supply of evening papers is a necessity, but when the other 14 out of the 20 boys mentioned above are tip-tearing around the station, through the cars, in front of moving trains and into other mischief, such as cutting their initials on the station house, etc., we do not wonder at the officials sending a detective to make trouble for the parents who allow their youngsters to run at large. After this only newsboys will be allowed to visit the station without a guardian and then they will be required to furnish proof that they are there for that purpose only. Others caught there out of idle curiosity or mischief-making will be forced to give their names and the parents will be called upon to defend them on a charge of trespass.

GIRLS ARE IN IT TOO

For quite a while a number of girls have been meeting the trains every night and making nuisances of themselves and they too, will be asked to vacate the premises. The girls' ages range from 13 to 17 years and some of them have already started on the downward path. They have become such a nuisance at the depot that the railway authorities have determined to prohibit them hanging around the station, where they chatter to freight train hands and generally make fools and nuisances of themselves.

Patrons of the C.P.R. will be glad to hear that measures are being taken to rid the station premises of the youthful male and female bums who have infested the place so long.

August 27, 1908
Orangeville.

Fire did \$75,000 damages at the Standard Soap Works, Calgary.

Fire underwriters have raised the rates in London, Ont., owing to the shortage of water.

The C.P.R. roundhouse and the W. R. Thompson Company's sawmill at Teeswater were burned.

George Gibson, while driving home from Chatham, was struck by a train at a M.C.R. crossing and killed.

Saturday's nominations: — Liberals, East Grey, Mr. E. Raymond. Conservatives, South York, Mr. W. F. Maclean; Leeds, Mr. George Taylor; North Waterloo, Mr. R. Reid; East Elgin, Mr. D. Marshall.

A freight train broke through a bridge between Hamilton and Brantford, on the T. H. & B. Three men, Robert McFadden, Edward Brown and William Maloney

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Globe September 28 1908

Fire Teeswater roundhouse

Walkerton and Lucknow Ry. The first section of this line from Saugeen Junction, near Proton, on the old Toronto, Grey and Bruce Ry., to Hanover, Ont., 27 miles, was opened for traffic July 1. The line passes through Princeville, Durham and Allen Park. The portion of the line between Hanover and Walkerton, 18 miles, is expected to be opened for traffic Aug. 1.

August 1908 , p549

THE FIRST TRAIN OUT

Big Crowd Gathers at the Station to Witness the Novel Sight.

Mike Schefter buys the First Ticket.

Bouquets for the Train Crew.

Western Crop Situation.

Monday's Toronto Star contains a letter from its special correspondent at Regina on the crop situation. He says that he has been pretty much over the whole country and finds the conditions fairly satisfactory. Already on the light land the binders were at work, and he thinks that by the 15th, harvesting will be in full swing all over the country. He places the average yield at 20 bushels to the acre, which is about an average crop. At that estimate the entire yield of wheat would be about 110,000,000 bushels and will bring in a money return of from \$65,000,000 to \$70,000,000. There ought to be a return of \$26,000,000 from oats, and also a considerable sum from barley and buckwheat. On the whole then it seems like a good year for the west.

Eligible for Normal.

The result of the examination for entrance to the Normal schools, appeared in Saturday's papers. This examination takes the place of the former Junior Teachers' Examination, and is the academic test for fitness for second class teachers' certificates. In the course of a few days the certificates of those who passed, and the marks of those who failed will be forwarded to public school inspectors and the principals of the high schools. If anybody wants to appeal, the appeal must be sent in before the 1st of September. Below will be found the names of those who passed from Walkerton. The school has apparently done well. It will be observed that most of these who passed, took honors:—Maggie Campbell, Florence Campbell, Olive Freeman (honors), Ella Giles (honors), Martha Hickling (honors), Marion B. Hogg (honors), Lorne Keeling (honors), Zetta Lisemore (honors), Florence Smith, May Tullock (honors) Gordon Young (hon-

Walkerton is not as enthusiastic a town as it ought to be. The opening up of the new line, ought to have been made the occasion of a demonstration. The mayor and aldermen, should all have been on hand and the mayor ought to have made a speech. Instead of that we have not much doubt, but

secured the will fill a long the "Beaver" used in con-ry cook stove ne fuel used, at one cent's ook a break.

and that 25 ordinary family costs one son and will

Mr. Vogan 2500 lbs. of ed to supply right off the

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The new railroad was opened to Walkerton on Monday morning last, and trains now run regular from there to Saugeen Junction and back twice a day. The electric bell installed at the foot of Garafraxa Street Hill is likely the full measure of protection to be given us by the Commission. Though perhaps not so safe as a gate and watchman, it gives sufficient warning for people who have their wits about them, and it is certainly not so unsightly as a gate would be. Citizens of Durham have been treated generously by the U. P. R. Co. in the prices they paid for lands along the right of way, and this treatment has a tendency to make us feel kindly disposed towards them. We hope to see such a measure of prosperity that both railroads will be taxed to their utmost capacity.

The new C. P. R. line is already in the enjoyment of quite a share of the business. Passengers to and from Toronto are generally patronizing the new road, although it is not yet fully completed. An hour and a half longer time in the city is an inducement to business men to go by the C. P. R., when it is important to go and transact business and return in the same day. The distance by the C. P. R. is about seventeen miles shorter than by the Grand Trunk, which gives them the advantage of reaching the city earlier and returning later than by the other road. Trains on both roads are now running pretty well on time, but we do not know how the C. P. R. will fare in the deep snow season. There are some bad spots between here and Enderby that will likely give trouble in the winter, especially in those winters when the snow is very deep. Naturally, all passengers to the West have been going by the C. P. R. instead of taking the Grand Trunk as usual.

August 13

1908

Durham Chronicle

Walkerton is not as enthusiastic a town as it ought to be. The opening up of the new line, ought to have been made the occasion of a demonstration. The mayor and aldermen, should all have been on hand and the mayor ought to have made a speech. Instead of that we have not much doubt, but that about the time the conductor was shouting "All Aboard" the mayor and his aldermen were all sound asleep. It wouldn't have cost anything to have marked the event by ringing the bell on the town hall, and to have got the factories to toot their whistles, and so on and so forth. But in the long run of course, it won't make any difference.

THE TRAIN CREW

The coming of the U. P. C. to Walkerton will mean quite a permanent addition to our population. The line will no doubt ultimately be continued on to Ixerhuron, or some point on lake Huron but that will not be for many years to come. For the present and immediate future Walkerton will be the terminus and the whole line will be operated from this end. All the train hands will reside here and such being the case the sooner we get acquainted with them the better. The outfit for the present is as follows:—

STATION AGENT—Jas. Williams. Comes here from Albion, about 40 years of age, and has been in the railway business all his life. Married and has three of a family.

CONDUCTOR—Thos H. Patterson. Formerly located at Havelock, east of Peterboro. A man of polite and affable manner. Has a wife and two daughters.

ENGINEER—R. Flint. Family now residing at West Toronto. Will move here as soon as possible. Mr. Flint is a big, husky looking chap, and if he had to work 24 hours out of the 24 it wouldn't bother him much.

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BAGGAGEMAN—C. J. Robertson. Comparatively a young man, but married and has a family. He is the man who will look after the express and other parcels. Has a bright air about him and seems to know his business.

The other member of the crew are both young men. They are W. Urquhart brakeman and John Logan, fireman.

August
13 1908

But although the trains are now running regularly, the work around the station and yards is by no means completed. A large gang of men are still engaged on the station itself. The turn-table has not yet been placed, the pumping apparatus is not yet completed, there is a freight shed to be built, and then there is the space between the street corner at Dr. Fortune's and the station to fill up with clay. Where this clay is to come from has not yet been decided upon, but it will likely be brought in from some distance. A steam shovel will be utilized in this work.

C.P. R. BRANCH NOW IN OPERATION

Opened On Dominion Day
From Saugeen Junction
To Hanover.

Two Trains Each Way
Daily. Close Connection
With Toronto But Poor
With Owen Sound.

The much-talked about and long wished for C.P. R. connection for Hanover has at length become a reality. For some years Hanover as an industrial centre has suffered through having only one railway, and longing eyes were directed towards the Canadian Pacific. Then came rumors of a C. P. R. branch, later on more definite particulars, and then came the engineers to map out the course. It has taken longer than at first was supposed even by the experts, and has cost a pile of money. The railway magnates don't give out private information of this character, but it is understood to have cost several million dollars. Hanover possessing the two main lines of railway, and with an enviable reputation as a manufacturing centre should make good progress and it is up to our citizens to help make her go. The Industrial Association should come to life again after a long sleep and work hand in hand with the council in endeavoring to make Hanover prosper. The C.P.R. has inaugurated a freight and express business as well as the passenger, and are out to make the branch go. Mr. D. Kennedy, a relieving agent, is at present in charge of the Hanover depot. Mr. C. Herrington is the conductor on this road.

The line from Saugeen Junction, near Proton Station, to Hanover was opened for traffic on Dominion Day, 90 passengers being on board the first day. Since then the company has been doing a very fair business. There is at present a service of two trains each way daily, which make close connection with the trains to and from Toronto. The time-table is as follows:
Leave Hanover 6.45 a.m., arrive Saugeen Junction 8.10 a.m.; leave Saugeen Junction 11.45 a.m., arrive Owen Sound 1.10 p.m. Leave Hanover 3 p.m., arrive Saugeen Junction 4.35 p.m., leave Saugeen Junction 8.25 p.m., arrive Owen Sound 9.50 p.m. Leave Owen Sound 6.50 a.m., arrive Saugeen Junction 8.15 a.m., leave Saugeen Junction 11.45 a.m., arrive Hanover 1.20 p.m. Leave Owen Sound 3.20 p.m., arrive Saugeen Junction 4.42 p.m., leave Saugeen Junction 8.25, arrive Hanover 9.50 p.m.

The Owen Sound Sun, commenting on the time table says: The service as far as Owen Sound is concerned, is very bad indeed, as the closest connection gives passengers from this end of the line a wait of three hours and a half at Saugeen Junction, where there is nothing but the station. These figures, however, are stated not to be final, and may be changed. If they are it is to be hoped that the Owen Sound end of the line will receive some consideration in the new shape of closer connection.

The first colonist train over this branch of the C. P. R. was run on Friday morning last. It consisted of nine coaches and two baggage cars. Amongst those who went from Durham were:—Fred Ritchie, Murray Ritchie, Edgar Ritchie, Geo. Nichol, W. Daniels, W. Firth, Ab. Noble, Palmer Patterson, Max Allan, Thomas Allan, Robert Pettigrew, Mrs. Quinton Pettigrew, Albert McClinton, Robert Petty, Milton Ard, Wellington Ard, Geo. Chapman, Nathan Grierson, John Picken, Robert Morice, W. Lawrence, J. Boakes, Miss Mary Dennet, Rod. Macfarlane, Charles Saunders, John Marshall, W. Wilkie, Miss Cassie Wilkie, Geo. Twamley, John Ewen, A. Park, J. Park, Alf. Betts, J. Brown, Miss Brown, Fred Ball, D. McOrle, W. Clark, Mrs. H. McLenn, G. Mitchell, Hugh McDonald, George Pollock, D. Wilkie, Campbell Saunders, Percy Hunt.

AUGUST
20
1908

Durham
Chronicle

IDEAL SNOW PLOW WAS WRECKED

Jumped the Track at the Caledon

Horseshoe and Completely Tied

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The "other"
Horseshoe Wreck

Ideal Snow Plow

August 27

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Orangeville Sun



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*August 27, 1908
Orangeville.*