

A Freight Collision

Bad Pitch-In In The Orangeville Yard Yesterday Morning.

Engine 1760 attached to a heavy southbound freight ran into a northbound freight drawn by engine 1755 in the north end of the Orangeville station yard about four o'clock yesterday morning. The engineers and firemen on the two trains jumped just before the crash and had the good fortune to escape unhurt. The southbound engine was badly smashed, her tender was turned crossways on the track and torn from its trucks, while the first car behind was completely telescoped. The car was loaded with building stone, which were littered along the track for some distance. The second car left the rails, but was not damaged badly. The southbound train, which was a very heavy one, most of the cars being loaded with stone and lumber, was travelling at a fair speed when the two engines struck and the force of the impact was terrific. The down train had either got out of control or else the accident was due to gross carelessness. The train was broken into two sections at Praxa Junction. The crew brought the first section to Orangeville, ran it on the siding, and were entering the yard with the second half of the train when the collision occurred. The train from the south had just pulled in and was in the act of shunting from the main line to a siding in order to allow the southbound to pass. To get on the siding the train was obliged to run to the north end of the yard and then back down. It was while running up that the pitch in occurred. The station hands say that the semaphore was set against 1760, but the engineer, if this was the case, either disregarded the signal and went ahead or else was unable to stop his train.

Some of the rails were badly twisted at the point where the two trains met. Ties were torn and splintered and for a distance of fifteen yards the track was littered with splinters and other wreckage. The West Toronto auxiliary reached the scene of the wreck about 7.30 a.m. The wrecking crew worked hard all forenoon to get the main line clear. It was shortly after 12 o'clock when the line was finally cleared so that the north and south passenger trains were able to get through. The pitch-in delayed the two south passenger trains, which reach here about nine o'clock, over three hours and delayed the up trains fully two hours. Hundreds of citizens gathered to view the wreck and watch the auxiliary crew clear the line. Its an ill wind that blows nobody good, and some of the people who live along the track will garner a nice supply of firewood from the wreckage. One citizen, with an eye to the main chance, was hard at work throwing boards into his back yard long before the track was clear.

August 25
1910

Orangeville
Banner

1760

2-8-0
M-4

built Angus Dec 1909
to CPR 3560 in 7-1913
to Quebec Central No 58 in
July 1923 to CPR 3560
in June 1936
Scrapped Sept 1955

1755

2-8-0
M-4

built Angus October 1909
to CPR 3555 9-1912
Scrapped Nov. 1947

THE OWEN SOUND WIDE EXPRESS WRECKED

ssed at Two Dozen Passengers Suffer
ce. Slight Injuries.

LUTION. BROKEN RAIL THE CAUSE.

to Gov- Four Cars Turn Over and Skid
is. Down the Bank.

the Work Many Suffer Scalp Wounds and Body
Dr. Hod- Bruises—Injured People Reach To-
blen, and ronto on the Sudbury Train—Bag-
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The train, containing a combination
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stopped skidding, and all the injured
were able to get out of the position in
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Some of the Injured.

William Davis, who boarded the
train at Shelburne and was on his
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that when the first-class coach took
the pitch a number of people were
thrown over the backs of the seats
and landed against the side of the
car. Many were hurt by coming in
contact with the hat racks. Mr. Davis
was cut across the forehead, bruised
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William Griffith of Melita, Manitoba,
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JANUARY 18
1911

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A broken rail a short distance west of Bolton caused the wreck of the C.P.R. Owen Sound express last evening, entailing injuries to about two dozen persons. There were no fatalities, though all the passengers in the train, numbering over fifty, were partly badly shaken up and many of them slightly bruised. The locomotive did not leave the rails, but all the coaches turned over, and three of them skidded along the bank for a distance of 20 yards or more. Two doctors were hurried from Bolton to the scene of the accident to render temporary aid, and an hour and a half after the accident, which occurred at 7:30, the injured arrived in the city. Three of those most seriously hurt, William Griffith of Melita, Manitoba; A. Edwards, baggageman, and William Davis of Shelburne, were taken to the Western Hospital.

The train, containing a combination baggage and mail car, an empty baggage car, a second-class smoker and a first-class coach, left Owen Sound at 3:35 in charge of Engineer Galvin. When a short distance east of Morris Road, and while the train was making about 30 or 35 miles an hour, the first baggage car left the rails and lodged across the track, while the remaining cars tumbled over on the south side of the track, the smoking car landing clean off the right-of-way.

There was little or no excitement among the passengers after the train stopped skidding, and all the injured were able to get out of the positions in which they had been thrown.

Some of the Injured.

William Davis, who boarded the train at Shelburne and was on his way to Earleton, New Ontario, said that when the first-class coach tumbled the pitch a number of people were thrown over the backs of the seats and landed against the side of the car. Many were hurt by coming in contact with the hat racks. Mr. Davis was cut across the forehead, bruised on the chest and top of the head. Mr. William Griffith of Melita, Manitoba, had paid his first visit in sixteen years to relatives in Owen Sound, and was en route home. At the hospital it was found that he had suffered a broken rib. A. Edwards, baggageman, 318 St. Clarens avenue, Toronto, sustained a broken foot. Others of the injured were:—

John Ostrander, Shelburne, cuts on head; F. H. Elliott, Harriston, Ont., cut head and twisted back; Mr. W. L. Young, Markdale, left shoulder and right leg bruised; Mrs. Young, side injured; C. Simpson, Alberta, arm bruised. Another lady was quite badly cut over the right temple, and a traveller said to represent the C.P.R. via Company of Montreal was bruised.

The passengers were brought to Toronto on the Sudbury train, which was backed down to the scene of the accident, arriving here at 10:40 p.m. Although the night was cold the passengers managed to keep quite comfortable in the wrecked cars until taken away.

The tracks will be ready for traffic again this morning.

JANUARY 21/18

1911

V AGRICULTURE

ISSUED BY PRESIDENT CREEKMAN.

his even- | methods already in practice by the
the state | best farmers.

JANUARY 26, 1911

Orangeville Banner

THE BOLTON WRECK.

Manner in Which Owen Sound Passenger Train Came to Grief.

Two Coaches and Baggage Car Went Over an Eight Foot Embankment

About a score of people were more or less hurt, none seriously, in the wreck which occurred between Mono Road and Bolton, on the C. P. R., about 6.30 Tuesday evening of last week, when three coaches of the Owen Sound express, due in Toronto at 8.30 p.m., left the rails, and after bumping along the track were flung down an embankment, turning completely over on their sides. The accident, which was stated to be due to a loose bolt in a fishplate, causing the rail to spread, occurred midway between the two stations, when the train was travelling at a speed variously estimated at from 25 to 35 miles an hour.

The train was made up of a baggage and mail car and two passenger coaches, the latter being comfortably filled, and according to the statements of passengers, the wreck occurred as the engine was taking a curve. How it really happened, however, is at present a matter of conjecture, but the general opinion held

by those on board is that the baggage car first got loose, dragging the two passenger coaches with it. Bumping along the side of the track for 60 feet, the derailed coaches were finally flung on their sides down an eight-foot embankment. It was in the rear coach, which contained about 40 passengers, many of whom were women, where most of the injuries were sustained.

The names of those injured are:—W. Davie, Earlton, scalp wound, taken to Western Hospital; W. Griffith, Melita, Man., rib fractured, removed to Western Hospital; F. H. Elliott, Harriston, cut head and twisted back; W. J. Ostrander, Shelburne, head cut; He formerly lived at Hut-tonville; A. Edwards, baggageman, 318 St. Clarens Avenue, foot broken; Mrs. W. L. Young, Markdale, bruised and badly shaken up; H. G. Tucker, Owen Sound, bruised and badly shaken up.

Baggageman Edwards was attending to his duties at the time and the first intimation he got that something had happened was when he was thrown violently against some baggage, which commenced to pile all over him. When removed from the car it was found that some small bones in his foot had been smashed. Following the receipt of

bury train was backed up the line from Bolton Junction to the scene of the wreck, and the passengers transferred from the derailed coaches, arriving in Toronto at 10.30 p.m.

Mr. W. L. Young, Markdale, who, with Mrs. Young, was on a visit to Toronto, gave a graphic description of the accident.

"We were, as well as I remember, travelling about 30 miles an hour," he said, "when suddenly there came a tearing, scrunching sound and the next moment I realized that we were off the track. On our car bumped for about 40 feet, and then with a crash turned right over on its side. My wife was thrown violently against the hat rack, while I was pitched along the coach for some distance. There was not the slightest sign of panic, notwithstanding the large number of women passengers. Possibly the fact that the lights did not go out helped to make matters better. I noticed several people suffering from bad cuts, chiefly about the head, and many complained of being bruised, but the wonder of it all is that no lives were lost."

Another passenger, a travelling man, who escaped uninjured, stated that he was in the smoker, which was immediately in front of the pas-

enger's coach. "I was momentarily stunned, but on gaining my senses the lights were out. I saw a man commencing to light a match, and I immediately called out to the passengers, 'Let no one light a match and we'll get out of this all right.' The car had rolled completely over, down an embankment of about eight feet, and, as it afterwards turned out, was about 17 or 18 feet from the tracks. I found another man, who was a prisoner being taken to the Central Prison along with four others to whom he was shackled, lighting a match. I struck him and put the match out. The officer in charge of them then said, 'I have four men in chains here, For God's sake give me a light so I may release them. There is no danger from explosion as the windows are all broken.' I then lit a match, and he released the prisoners. The latter, instead of trying to escape, turned to and worked manfully in assisting the passengers to escape from the wrecked cars, smashed windows and doing all in their power to help the passengers to get out. One prisoner in particular did heroic work. He thought of the stove in the car, and with considerable difficulty crawled through a window and by the application of snow succeeded in extinguishing the coal fire."

So impressed were many of the passengers with the splendid conduct and heroic efforts of the four prisoners that later, when all were assembled about a bonfire, a petition was signed on behalf of the prisoners. It was addressed to the Hon. J. L. Foy, Attorney-General of Ontario, and requested him to take cognizance of the manly conduct of the prisoners, who, when given their liberty, instead of trying to escape, had heroically stood by the passengers and helped them to escape from the wreckage. The petition was signed about fifty passengers including prominent business and commercial men throughout Ontario and the Dominion.

When the train arrived on the scene to bring the passengers on to Toronto the prisoners were not re-shackled and were conducted to the Central Prison without manacles.

MRS. MILLER HAMILTON

After an illness lasting many months, Sarah A. Brackin, beloved wife of Mr. Miller Hamilton, passed away at her residence, Tottenham, on Thursday, January 12th. She was born at Richmond Hill, 59 years ago, moved to Adjala with her husband in 1877 and resided there for 33 years, coming to Tottenham less than a year ago. In Adjala, where she spent the greater part of her life she was known far and near as a lady of exemplary christian character and all who came in contact with her could not fail to be impressed with this fact. As a neighbor, she was ever ready to assist those in distress. A more kind hearted woman never lived in Adjala or Tottenham. She was a consistent member of the

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Baggage man Edwards was attending to his duties at the time and the first intimation he got that something had happened was when he was thrown violently against some baggage, which commenced to pile all over him. When removed from the car it was found that some small bones in his foot had been smashed. Following the receipt of a passenger enquiring as to what had happened, the following description was given:

bury train was backed up the line from Bolton Junction to the scene of the wreck, and the passengers transferred from the derailed coaches, arriving in Toronto at 10.30 p.m.

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Another passenger, a travelling man, who escaped uninjured, stated that he was in the smoker, which was immediately in front of the pas-

January 26, 1911

senger coach. "The first I knew of the accident," he continued, "was being pitched over another man's head on to a vacant seat. While I hung on to this, the coach bumped along for some distance until, with a sudden swerve, it pitched over on its side. Broken glass and wood-work flew everywhere, two or three men being hurt in that way. I clung to my perch through it all."

Mr. Wm. Griffith, of Melita, Man., who sustained a fractured rib, had been on a visit to his old home in Owen Sound, which he had not seen for 16 years. He was on his way to Toronto to take the Winnipeg train.

"Say, it's the most marvelous thing I ever saw that there was not loss of life in that wreck," exclaimed Mr. H. G. Tucker, barrister, of Owen Sound, when seen by a Mail and Empire reporter in his room at the Prince George Tuesday night. He sustained a few minor bruises and cuts and was badly shaken up, but gave a most graphic account of his experience.

"The train," he said, "was speeding along very fast between Mono Road and Bolton. I was in the smoker sitting with my back to the engine, when, at a point where there is a considerable curve in the road, I felt a motion, which I knew to be caused by the cars leaving the rails. I jumped to grab a hat guard at the top of the car but I was shot from the middle of the car to the rear end. I was momentarily stunned, and upon gaining my senses the lights were out. I saw a man commencing to light a match, and I immediately called out to the passengers, 'Let no one light a match and we'll get out of this all right.' The car had rolled completely over, down an embankment of about eight feet, and, as it afterwards turned out, was about 17 or 18 feet from the tracks. I found another man, who was a prisoner being taken to the Central Prison along with four others to whom he was shackled, lighting a match. I struck him and put the match out. The officer in charge of them then said, 'I have four men in chains here. For God's sake give me a light so I may release them. There is no danger from explosion as the windows are all broken.' I then lit a match, and he released the prisoners. The latter, instead of trying to escape, turned to and worked manfully in assisting the passengers to escape from the wrecked cars, smashed windows and doing all in their power to help the passengers to get out. One prisoner in particular did heroic work. He thought of the stove in the car, and with considerable difficulty crawled through a window and by the application of snow succeeded in extinguishing the coal fire."

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Orangeville
Banner

January 26, 1911

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—The south-bound passenger train from Owen Sound was wrecked at Providence Cemetery on Tuesday evening. The train was going at about twenty-five miles an hour. The engine kept the rails but three cars were ditched, the first class coach containing about forty passengers skidding over an eight foot embankment and clear of the right of way. Dr. Jackson and Wallace were at once summoned and gave first aid to the passengers, none of whom were very seriously injured, although about twenty received minor cuts and bruises. The baggageman had a foot broken, one of the passengers had a rib broken and one lady seemed to be more seriously shaken up than the others. The Sudbury train was backed up from Bolton station and carried the passengers to Toronto. The track was cleared in a few hours. It is reported that a loose bolt in a fish plate allowed the rails to spread. Four prisoner's from Owen Sound who were being taken to the Central Prison were released when the accident occurred but did not attempt to escape but worked heroically in getting the passengers from the wrecked cars. Conductor Joe Walker was in charge of the train.

Bolton Enterprise
January 1911

The C. P. R. will instal automatic coal chutes at Orangeville terminal to lessen the time taken in coaling locomotives.

Orangeville.

December 7, 1911

A STARTLING FATALITY.

Section Foreman Thomas Hiley Killed by a Freight Train Thursday Afternoon.

Engineer Saw Body Across Rails, but Could not Stop Train in Time.

A terrible fatality occurred on the railway track about a mile south of the C. P. R. station last Thursday afternoon. As a heavy way freight of 34 cars rounded the curve about a mile below the station, the engineer was horrified to see the apparently lifeless form of a man lying across the rails. He applied the emergency brakes, but on account of the heavy downgrade was unable to stop the train until the engine and a number of the cars had passed over the prostrate form.

The mangled remains turned out to be those of Thomas Hiley, foreman of the Orangeville section, and one of the best known railroad men in this town. How he came to be on the track is a mystery, but the theory that is generally accepted is that he had gone down the line to inspect the track, had slipped on some ice and falling across the rails had been stunned and was run down by the train before he regained consciousness. Hiley was a strong, healthy man of about 37 years. He was a good worker and steady in his habits. Thursday was pay day and at the noon hour he cashed his cheque in the Royal Hotel, the landlord, Mr. D. McLean, giving him six \$10 bills, two \$1 bills and about 70 cents in silver. When his clothing was examined \$61 in bills was found in one of the pockets. After cashing his cheque, Hiley went home to dinner and was seen early in the afternoon by James May, a member of the section gang. May appears to be the last man who saw him alive. The remains were mangled horribly. Both legs were severed and were found several rods from the trunk. The head was cut and bruised terribly, the face being gashed almost beyond recognition. Coroner James Henry, who was notified of the sad occurrence, proceeded immediately to the scene. The remains were collected and brought to the freight shed on the yard engine and later were removed to J. H. Hulse's undertaking rooms, where they were prepared for burial. The Coroner broke the awful news to the widow as gently as possible. She was almost prostrated by the heart-rending announcement.

Hiley was a son of Joseph Hiley, an old railroad man, who has been a cripple for several years and is a well-known figure around the C. P. R. depot. A brother was killed on the railway several years ago. Besides his widow (formerly Miss McKibben) Hiley leaves two little girls.

The funeral, which was largely attended, was held from his late home, corner William St. and South Townline, to the Forest Lawn Cemetery on Saturday afternoon. Rev. W. M. Morris, pastor of St. Andrew's Church, conducted services at the house and grave. Among those in attendance were a number of representatives of the Brotherhood of Railway Trackmen, with which deceased was connected. There were numerous beautiful floral tributes. The remains were borne to their last resting place by Messrs. S. and W. Lackie, James May and S. Mosher, Orangeville; William Carr, Shelburne, and Robert McIntosh, Owen Sound.

Banner

JANUARY 26

1911

PRESENTED AGENT WITH
PURSE.

C. P. R. Employees Honor Mr. John Howard.

On Friday evening, June 30th, a number of railwaymen assembled in the C. P. R. station in Orangeville, and surprised the retiring C. P. R. agent, Mr. John Howard, by presenting him with a purse and the following address:—

Dear Mr. Howard,—Your friends, having learned that you are about to sever the official connection, which for a third of a century has bound you to the Canadian Pacific Railway, beg to tender you some testimonial of the high appreciation and good-will entertained towards you, not only by the employees of the road but by all classes of the community with whom you have come in contact in matters of business and otherwise. As the trusted representative in our midst of one of Canada's greatest enterprises, we have long noted and admired the loyalty and devotion with which you exerted your talents and energies to the weal of your employers. As a public spirited and enlightened citizen your voice has ever been heard in support of justice and integrity in the administration of our public affairs, while your social and private virtues have made you one of whom it may be truly said, "A man he is to all the country dear."

We rejoice to know that you will continue to reside among us, that you are simply retiring from the storm and stress of active life to enjoy a well earned rest after duty done.

We now ask you to accept this purse as a slight token of our esteem, and to wish you health and happiness in the seclusion of private life in which it is your pleasure to retire.

Signed on behalf of the committee appointed to draft this address.

A. E. McCullough, W. H. Stephens,
Secretary. Chairman.

Mr. Howard, who was taken completely by surprise, made a feeling reply and thanked his fellow-employees for the kindness and loyalty they had always shown him.

Mr. Howard, who has been C.P.R. agent in Orangeville for fifteen years, retired from the Company's service on June 30th. He had reached the age limit two years ago, but he was such a satisfactory employee that his services were retained.

SKIN SOFT AS A CHILD'S

"I was a great sufferer from eczema and salt rheum for years," writes Mr. John W. Naas, Lunenburg, N.S. "Five years ago three

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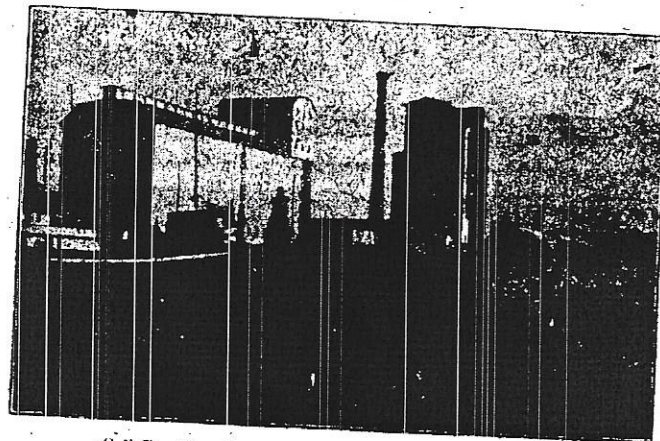
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MILLION DOLLAR FIRE WIPES OUT ELEVATORS

Both C.P.R. Elevators in Ruins.--887,000 Bushels of Grain Destroyed.--Steamers Saved by Quick Work

Thousands of Citizens View Most Spectacular and Destructive Fire in History of Owen Sound--Fire Gains Great Headway Before Discovered--Supposed to Have Started from Cigar or Cigarette Stub Thrown Carelessly on Wharf

Over a million dollars' loss of property is the result of the fire that last night destroyed the Canadian Pacific Railway elevators, together with almost a million bushels of grain. The fire, besides being the worst in point of loss, was by far the most spectacular the town of Owen Sound has ever seen. When the first alarm was sent in from Box 51, a large share of the population was down town receiving election returns; but as the word passed around "The elevators are on fire," and the glow in the northern sky became brighter, election returns lost their charm, and everyone hurried to the scene of the blaze. In a surprisingly short time thousands of spectators were scattered along the wharves, on the railway tracks and at various points of vantage along both sides of the river. And there many of them stood for hours watching the terrible, but fascinating sight. Even at an early hour this morning they were loth to bear themselves away. The blaze which started at the foot of the marine leg of Elevator A, made headway with terrifying rapidity. It shot to the top of the chimney-like structure that housed the marine leg, and, fed by the dust that lay on beams and in chinks of the walls, quickly filled the upper part of the house with flame. It leaped to the conveyor passage connecting the two buildings, and in a flash had gained a foot hold in Elevator B. Both buildings were soon a mass of flame from roof to ground; and in less than an hour from the time of the first alarm the upper works of both buildings had collapsed. The bins, being of close-built plank, burned more slowly, but made a more impressive spectacle, great sheets of red-hot iron tearing loose from time to time and being whirled through the air to considerable distance. The wind fortunately was light, but it was still sufficiently strong to carry a mass of sparks toward the round-house which was several times in danger. Close to the burning buildings were coal piles, and the efforts of the firemen, helped by many willing workers, were directed to holding the fire from communicating with



C.P.R. Elevators destroyed by fire last night

in the thick of the fight at the north end of Elevator B, doing his best to save the huge piles of coal. Lighthousekeeper McClean was also of the opinion that the fire started from a cigar or cigarette. He was up in the lighthouse when he first smelled smoke.

STREAMERS IN DANGER

The rescue of the Steamer Athabasca was one of the most exciting incidents of the fire. The big steamer was moored with her stern close to the Elevator "A", within a few feet of the point where the fire started. On the Athabasca the fires were low and there was no steam to move the engines. With no tug in sight the citizens early on the scene took hold of the lines and crowded along the side of the vessel and shoved and pulled the steamer a short distance along the wharf out of immediate danger. She was moved in the nick of time for in a few minutes she would have been doomed. The tug Hammill got on the scene a few minutes later and took the Athabasca further down the harbor to a place of safety.

The Str. Keewatin also had a very narrow escape. She was lying on the north side of the elevator "A" and opposite elevator "B" with her bow close to the place where the fire

of burning floor and just as he got out the door a section of the roof fell in. He left the engine and boiler going full blast--pumping a steady flood of water over the burning elevators. Mr. Sainsbury told The Sun that in the two years he had charge of the power plant he had put out no less than five incipient fires along the wharf, that had apparently been caused by cigars or cigarettes carelessly thrown away. He could assign no other reason for the fire.

SIZE OF ELEVATORS

The two elevators had a total capacity of 1,050,000 bushels. The old building, elevator "A" had a capacity of 250,000 bushels and was 160 x 85 ft. and 138 high with bins 60 feet in depth. This elevator was erected when the C.P.R. steamship line was first put on this route in 1886. The new elevator had a capacity of 800,000 bush. and was built by the C.P.R. in 1897. The dimensions are 225 x 85. The elevating end was 124 ft. high and the bins are 60 ft. in depth. Both buildings were constructed throughout of wood covered with corrugated iron. The cost of erecting elevator "A" was in the neighborhood of \$75,000. Elevator "B" cost \$140,000. The power house which is also a complete wreck was

MUST REBUILD OR REFUND

C.P.R. Must Replace Elevator "B" or Refund Nearly \$30,000 Part of Bonus

"Well, that's the last of the C. P. R. Elevators and the town's bonus," exclaimed more than one last night as the big houses went up in flame and smoke. That may be; it may be the last of the elevators, but all may not know that the town is protected against loss if the Company does not rebuild. When elevator "B" and the floursheds were built, the town gave the C. P. R. a bonus of \$40,000. That was in 1897; and debentures were issued, payable in 30 years, for the amount.

But in the agreement there is the following clause:

"If after payment of the said bonus of \$40,000 to said Company and the fixing of the assessment as aforesaid the said elevator and flourshed or either of them is destroyed by fire or other accident within the period within which said debentures are payable, namely, thirty years, the said Company agree within one year thereafter to rebuild and replace the said elevator and flourshed by erecting buildings of the same permanent and substantial character, material and dimensions as of the said proposed improvements, or in default of rebuilding as aforesaid they agree to repay forthwith to the said Corporation from time to time such amount as will be sufficient to satisfy and discharge the then unexpired outstanding debenture debt of the said Corporation of the Town of Owen Sound in respect of the said bonus of \$40,000."

Which means that if the C. P. R. does not rebuild the elevator, it must refund to the town sufficient in each of the remaining fifteen years of the life of the debentures to take care of the interest and sinking fund payable in that year, and so relieve the ratepayers of any further liability in respect of the bonus. The total amount to be refunded if the Company does not rebuild is between \$25,000 and \$30,000.

Transportation Officials Here

Mr. R. H. Warden, one of the men who is heavily interested in the Dominion Transportation Co., and Mr. C. E. Ainsworth, of Sault Ste. Marie, Mich., the president of the company, were in town last week with the winding up of the season.

Mass Meeting

Gospel Temperance Mass Meetings will be held in the Town Hall Saturday evening, Dec. 16th at 8 o'clock addressed by Envoy Brewen Brown of the Salvation Army.

Sunday afternoon and evening Dec. 17th addressed by Rev. D. C. McGreggor, formerly of Orillia, Ont. and Secretary of the Social and Moral Reform Committee of the Presbyterian

December 1911

meeting the two buildings, and in a flash had gained a foot hold in Elevator B. Both buildings were soon a mass of flame from roof to ground; and in less than an hour from the time of the first alarm the upper works of both buildings had collapsed. The bins, being of close-built plank, burned more slowly, but made a more impressive spectacle, great sheets of red-hot iron, tearing loose from time to time and being whirled through the air to considerable distance. The wind fortunately was light, but it was still sufficiently strong to carry a mass of sparks toward the round-house which was several times in danger. Close to the burning buildings were coal piles, and the efforts of the firemen, helped by many willing workers, were directed to holding the fire from communicating with these. The situation was grave, especially on the north side, where a big pile of coal extended almost to No. 3 shed. In the face of the wind, and hampered by the hurlling grain which kept pouring out like running water, the firemen and their allies fought, and fought successfully. On the south side of Elevator A, a less spectacular but just as strenuous battle was waged to keep the fire from No. 2 shed; and with signal success.

The collapse of Elevator A was not the least spectacular feature. The old building burned furiously, the flames shooting out from all corners; but most of the fire seemed to be below, and it became matter of conjecture which way the ruin would fall. But no one was prepared to see all the supports give way at once, and the whole structure settled down evenly as it lowered to its place. Elevator B. furnished no such startling denouements, but burned away piecemeal.

DISCOVERY OF THE FIRE

The fire was not discovered till it had gained great headway and nothing could be done to check it in its terrible work. The nightwatchman, Wm. Hartford, smelled smoke while on his rounds in the large elevator and after a hurried inspection of the interior he rushed out of the building towards the railway yards, thinking possibly some rubbish had caught fire. He quickly went towards the power house where he was met by Mr. McClean, keeper of the lighthouse, who also smelled smoke. They both proceeded to investigate further and on reaching the wharf they were astonished to see the wharf in front of the elevator was ablaze and the flames quickly climbing up the woodwork around the marine leg of Elevator "A." Mr. Hartford at once sounded an alarm from the power house. The fire had gained such headway that the two men with only meagre appliances were helpless to fight the fire and by the time the firemen arrived the flames were shooting out the top of the elevator.

Mr. Hartford is of the opinion that the fire must have originated from a lighted cigarette or cigar stub thrown carelessly on the wharf. He told The Sun last night that he had frequently put out little fires along the wharf from the same cause in the years he has been in the employ of the company. It was reported through the crowd that Mr. Hartford had not been seen since the fire started and there were many fears that he had been on one of the top floors when the fire broke out and that all means of getting out had been cut off. But Mr. Hartford was found by The Sun

moored with her stern close to the Elevator "A", within a few feet of the point where the fire started. On the Athabasca the fires were low and there was no steam to move the engines. With no tug in sight the citizens early on the scene took hold of the lines and crowded along the side of the vessel and shoved and pulled the steamer a short distance along the wharf out of immediate danger. She was moved in the nick of time for in a few minutes she would have been doomed. The tug Hammill got on the scene a few minutes later and took the Athabasca further down the harbor to a place of safety.

The Str. Keewatin also had a very narrow escape. She was lying on the north side of the elevator "A" and opposite elevator "B" with her bow close to the place where the fire started. Fortunately steam was up in the boilers of the engine of the Keewatin and Capt. McPhee who was early on the scene took the boat astern under her own power to a safe spot near the entrance to the harbor. The other C. P. R. liners were lying along No. 1 and 2 sheds and were not in danger at any time. The steamers Matchless and Crowe were lying in the slip with steam up ready to pull out on a moment's notice.

FIREMEN'S CLOSE CALL

Several of the firemen had an exceedingly narrow escape from death pressing up to elevator "B" when a line gang was attempting to direct a stream into the heart of the blaze, which was roaring up the empty but the south-west corner. As they approached the towering wall about one hundred square feet of the side of the building suddenly fell out from the top, and with the weight of several thousand bushels of wheat, was driven to the ground with terrific force, missing the firemen by inches.

THE ENGINEER'S ESCAPE

Mr. Geo. F. Sainsbury the engineer of the power plant had a close call when the roof of the power house fell in. Mr. Sainsbury was on the scene a few minutes after the alarm was rung, and immediately started the pumps in the power house, and turned on the flooding system all over the two elevators. Water was pumped all over the building at a rate of 40,000 gals. an hour, but without any apparent effect. Mr. Sainsbury stuck by his post for over an hour—keeping the pumping plant working. The fire got into the pumping house and when leaving he had to jump across a stretch

other reason for the fire.

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Four cars of the auxiliary train which were on a siding close to the burning buildings were completely destroyed. Since Wednesday last the night yard engine was discontinued for the winter and when the fire broke out there was not an engine in the yard with steam up. As soon as one was got into shape all other cars in the yard were shunted to the north end of the yard to safety.

The south range lighthouse which was situated immediately to the West of the large elevator is a wreck. The frame work of steel is badly wrecked and the lamp house at the top and the oil house below, both of which took fire early, were completely destroyed.

The oil storehouse held a large supply, which burned fiercely most of the night.

FULL OF GRAIN

The buildings were both well filled with grain. The total amount in both elevators was 887,000 bushels, of which there was 229,000 bushels of wheat, and the balance of barley and oats. The large elevator was practically full and the smaller building "B" had also a large amount in storage. The chief owners of the grain are the Quaker Oats Co., of Peterboro; Richardson and Son, of Kingston and Toronto; and Carruthers and Co., of Toronto. It is understood that both grain and buildings were well covered by insurance.

Shakespeare at the Open Lit Thursday December 21st.
Come all ye jolly burghers,
And listen all of you,
How gentle Portia rescued
Antonio from the Jew.

Cut in Electric Light and Gas Rates

The town is saving you money in electric light and gas bills by burning McL. coal etc. Take the hint and save money by using our standard coal in your home, factory or shop

J. K. McLauchlan Supply Co., Ltd.

Branch Offices -- At J. Herb. Brownlee's and Langand Gilchrist Drug Stores.

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Money if you buy before seeing our stock of Hand Bags, Toilet Cases, Ebony Hair Brushes and Military Brushes, Xmas Perfumes, Etc.

Look around before you examine our stock of Leather Hand Bags. We have a line which cannot be equalled and offer them at a Price which will not allow cutting

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CLEARING AWAY- ELEVATOR RUINS

**Workmen Busy Removing Grain
and Wreckage of Burned Ele-
vators—Rumor that Railway
Will Build Concrete House**

A mountain of charred and smoke-stained grain, through which the blackened remains of bins protrude, is all that remains of Elevator B. A smaller heap marks the spot where Elevator A once stood. And even these remains are disappearing for the grain is being taken away as quickly as possible. Much of it is utterly spoiled by water and smoke, but a surprisingly large quantity is practically undamaged. This is being dug out and taken away as quickly as it can be moved; and it is quite a picturesque sight to watch the gangs of men swarming over the still smoldering pile, shovelling the good grain into bags which are carried or carted away to cars for removal to their destinations. The grain was abandoned to the insurance companies, but a good share of it has been disposed of by them to dealers here and elsewhere.

Though the spectacular part of the blaze ended Tuesday morning, the fire is by no means out. In the piles of grain and frame work of the bins it is still alive, smouldering away and from time to time bursting out at some new point. The firemen are still on duty, with the steam fire engine, which has been doing very useful work. If a heavy wind were to spring up there would be plenty of work for the firemen. It is only now, when the whole thing is over and one has a chance to look over the ground, that it is possible to appreciate how hard they worked and how well. Close to the burning buildings on both north and south sides were piles of coal on the wooden wharf. If the fire had gained a foothold in these, it is impossible to say what the end would have been. But the firemen fought bravely, amid heat and smoke, exposed to the danger from falling timbers; and they won. They are to be thanked that the freight sheds are standing.

The principal owners interested are Jas. Richardson and Son, of Kingston who had 225,000 bushels destroyed, Jas. Caruthers and Co., Toronto, whose loss fortunately is covered by insurance, and Furnish and Heimbecker, who lost 100,000 bushels, with insurance of only \$30,000. Messrs. Richardson and Son's loss is covered by \$300,000 insurance. A rumor was current that Mr. W. A. Inglis of Owen Sound was a heavy loser; but we find that he was not interested in a bushel of grain in the elevators.

The insurance companies interested, as far as can be ascertained at present, are British America, Employer's Liability, German American, Hartford, London and Lancashire, National of Pittsburgh, New York Underwriters' Agency, Royal Exchange, Springfield Western.

Superintendent Jas. Osborne, Divisional Superintendent W. K. Thompson and Mr. Dunlop, general insurance manager of the C. P. R., came to town Wednesday, and spent considerable time going over the ground and looking into the cause of the fire. It seems to be pretty well decided that the cause was as stated in our first report, a cigar or cigarette stub carelessly thrown on the wharf near the foot of the marine log of Elevator A. The officials state that the buildings were fully insured.

As to rebuilding, nothing, of course, has been decided as yet. A persistent rumor, however, is in circulation that the company will build a steel and concrete structure, and this seems not improbable.

Will Visit Owen Sound

Next summer it is expected, Owen Sound will have an interesting visit from the Delegates of the International Marine Association, who will be on a trip around the lakes, touching at the most important ports en route. After attending the Conference at Philadelphia in July, the delegates, who will be the representatives of all the leading marine interests of the world, will be the guests of the Canadian Government, who will provide for them a tour of the Great Lakes and St. Lawrence waterways, visiting Port William, Owen Sound, Toronto, Kingston and Montreal. An estimation of \$20,000 will be placed in the estimates for the coming year to defray the cost of the trip through Canadian waters. It is a tribute to the importance of Owen Sound as a harbor and a city that it has been chosen as one of the stopping places.

The Winter Quarters Line-up

Though the aspect of the harbor is the reverse of wintry, in that there is no sign of ice or snow, in another way it has assumed its winter appearance, being filled with boats, whose crews are busy laying them up. The river holds quite an imposing fleet including twenty-four steamers of different types and sizes. Starting at 10th Street, we find moored just below the bridge the usual cluster of small boats. In this bunch are the yachts Venetta and Wawona, and tugs Cynthia, Minnie, Clark, Lucas, Evelyn and Sea King. At the dock is the tug Keenan, while the Harrison, Hamill and Mantland are moored further down the river. Tied up at McLaughlin's wharf is the big freighter Turret Crown; and opposite the C. T. R. freight sheds the steel freighters Iroquois and Algonquin complete the west side line-up. On the east side at their own wharf lie the D. T. Co's steamers Caribou and Manitou and the City of Montreal. The C. P. R. Steamers Alberta, Manitoba and Athabasca are in front of No. 1 shed and the passenger wharf, the Assiniboia is opposite No. 2 shed, and the Keewatin lies north of where the elevators used to be. In the slip between the big steel freighters W. D. Matthews and Geo. R. Crowe, quite a respectable lot of boats, not as many as we have had in some years, but still a goodly list.

Pleased With Mr. MacKay's Victory

The Liberal Leader, Mr. N. W. Rowell, K. C., had the following comment on the result of the elections:

"When we look at the whole position," he said, "and when we realize that on September 21 the Liberals secured only thirteen seats in the Province, and had a popular majority of over 60,000 against them, the results of yesterday's fight must be considered very gratifying. It shows that the Liberals are getting together again." The Liberal Leader was particularly pleased at Hon. Mr. MacKay's success. "I am sure," he said, "that Liberals throughout the Province will be very gratified at the splendid victory of Hon. Mr. MacKay in North Grey. The Liberal party could not afford to lose his ability and experience in the Legislature. His majority shows that he possesses in a peculiar degree the confidence and esteem of both parties in the riding."

Owen Sound Market

Bad roads are holding up the farmers to some extent; but in spite of the drawbacks a fair amount of business is being done on the local market. Poultry is rather plentiful and of good quality. Prices are: Turkeys 18c., chickens 14 to 15, Ducks, 11c., Geese 11, Eggs, strictly fresh, 30 cents; butter 25 to 26 cents. Greens are steady peas somewhat high and strong at \$1.00 to \$1.05, wheat steady at 92c.

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Next summer it is expected, Owen Sound will have an interesting visit from the Delegates of the International Marine Association, who will be on a trip around the lakes, touching at the most important ports en route. After attending the Conference at Philadelphia in July, the delegates, who will be the representatives of all the leading marine interests of the world, will be the guests of the Canadian Government, who will provide for them a tour of the Great Lakes and St. Lawrence waterways, visiting Port William, Owen Sound, Toronto, Kingston and Montreal. An estimation of \$20,000 will be placed in the estimates for the coming year to defray the cost of the trip through Canadian waters. It is a tribute to the importance of Owen Sound as a harbor and a city that it has been chosen as one of the stopping places.

The Winter Quarters Line-up

Though the aspect of the harbor is the reverse of wintry, in that there is no sign of ice or snow, in sheltered places, being filled with boats, whose crews are busy having them up. The river holds quite an imposing fleet of different types and sizes. Starting at both ends, we find moved just below the bridge the usual cluster of small boats. In this bunch are the yachts, Venetia, and Wawona, and the fishing boats, Blimey, Clark, Clues, Eichen and Sea King. At the foot of the lake, the tug Keweenaw, while the tug Hamilton and Marlborough are mounted further down the river. The tug McLaughlin's wharf is the big freighter Turner Crown; and opposite the C. T. R. freight sheds the steel freighters Inexpolis and Algonquin complete the west side line-up. On the east side at their own wharf are the H. T. G's steamers Carleton and Manitow. The City of Montreal, the C. P. R. Steamers Algonquin, Marjorie and Athabasca are in front of No. 1 shed and the passenger wharf. The Assiniboia is opposite No. 2 shed, and the Keweenaw lies north of where the elevators used to be. In the ship yard the big steel barges W. H. Matthews and Geo. R. Crowe float a respectable lot of boats, not as many as we have had in some years, but still a goodly list.

Pleaded With Mr. MacKay's Victory

The Liberal leader, Mr. N. W. Rowell, K. C., had the following comment on the result of the election: "When we look at the whole position," he said, "and when we realize that in September 23 the Liberals secured only thirteen seats in the Province, and had a popular majority of over 60,000 against them, the results of yesterday's fight must be considered very gratifying. It shows that the Liberals are getting together again. The Liberal leader, who particularly pleased at him, Mr. MacKay's success. I am sure," he said, "that I Liberals throughout the Province will

A FAIR COMPARISON

With wearisome iteration the bar-advocates ring the changes on the old theme "Local Option causes more drinking." We fail to see why, if that be so, the ex-license-holders, the brewers and the distillers are fighting so hard to do away with Local Option—to go back to license, which they claim to be the only infallible system for making and keeping men sober.

In support of their assertion they quote Police Court figures—most of them garbled, like those published last week in the Listowel papers, over the signature of an Owen Sound barrister—from which they argue that Local Option has changed Owen Sound from a sober, law-abiding town to a bive of drunkenness and crime.

Why do they not make fair comparisons? Owen Sound in 1903 and over 12,000, are not to be compared. Too many factors—population, increase of business, law enforcement—enter into the calculation to make the comparison fair.

But compare Owen Sound with other towns in the same class. Port Arthur and Port William are fair subjects for comparison—both seaport towns, both about the same size as Owen Sound. Take the Police Court figures for a sample month. For August, 1911, the showing is:—

	Drunks	Assaults	Total
Port Arthur Popu. 11,216	145	7	152
Port William Popu. 16,459	125	18	143
Owen Sound Popu. 12,555	18	1	19

Port Arthur and Port William are License Towns. Owen Sound is under Local Option. Need any more be said?

County Court And Sessions

The following cases were heard at the County Court and General Sessions this week:—

THURTELL vs. C. P. R.—This was an action for injuries received owing to an accident by the train colliding with the Plaintiffs' rig in January last. Case settled out of Court. Markay, Tedford and McDonald for the Plaintiff, Angus MacMurphy, K. C. for the Defendant.

SMITH vs. HARRISON.—An action for damages for injuries received in the fall of the Defendants while operating a trimmer saw. Verdict for the Plaintiff, Mackay, Tedford and Macdonald for the Defendants.

REX vs. HUGG.—An action for misrepresentation in the sale of Bonds of the Railway stock in the Township of Desprey. The complainant, Mr. Irwin for railway stock on condition that they be applied on actual construction in Desprey. The notes had been disposed of and sued. This led to stands over, notes to be returned, and proceedings. The trial for the Crown, A. G. Mackay, K. C. for the defence.

Two Cars Impaled

STR. LADY LAKE

The freighting to Lakes, owned and piloted by a man of Thorbar about two miles from Christian Islands near Owen Sound and has been making a round trip for several seasons every week. The boat from Thorbar to Port Arthur was lost, Captain his brother were the board the boat when it was being towed by another show spring water began to pour in and the two men dived. The two men in the boat were rescued by the carrying with her the men landed safely at Owen Sound. In addition to the supplies which Captain was taking to Port Arthur he had on board flour and feed from mills as well as about \$5,000 worth of flour. The Captain, Ray McCo, of Meaford, which fully insured. The value of the cargo was estimated at \$5,000.

May Locate Here

A Toronto business man on Wednesday local situation with a view to locating a factory in the city. The inventor of a new machine for the manufacture of pulp furniture, which he has been making for two years, has been shown a San Francisco, a thickness of pulpboard then the quarter inch on the outside covers. With grain of the two different a very strong and durable result, and in addition is very much lower in cost than the present process in use. The inventor proposes to establish a factory for the manufacture of the pulp furniture for the trade. When he was in Owen Sound he was offered the opportunity to locate here.

Letter Box Mistake

You'd hardly believe that in this modern age, and in this up-to-date town, as persons so ignorant or so stupid as not to know what a letter box is; but such seems to be the case. Elsewhere we mention the attempted posting of a letter in a fire alarm box, but fire alarm boxes are not the only receptacles mistaken for letter-boxes. Mr. J. C. Ryan, of Ryan Bros., informs us that a good many citizens apparently think the letter slot in the front door of their store is a public letter box, for scarcely a day passes without several letters being dropped in it. One morning recently he found twenty-four, and another day seven or eight. He would like the public to know that these letter-slots are not a public receptacle, but for the use of the firm. For the benefit of those who do not

Big Value in Diamonds

In order to reduce our stock of diamonds we are two weeks only, a special discount in all diamonds, our store, our very large assortment of rings, brooches, pendants, etc., as at very low prices. Men's Diamond Stick