

R. Allen, org., J. Corbett; 412, R.
McGrath; 5th, R. Black.

Big Storm.

The first real storm of our very mild winter commenced business on Saturday afternoon and continued all day Sunday with unabated fury. Quite a lot of snow fell and the wind drove it into big drifts. The C. P. R. had snowplows going early Monday and kept the lines open. Freight trains were cancelled, but passenger trains were all pretty well on time. Monday and Tuesday were quite cool, but the balmy weather held sway again yesterday.

—o— JANUARY 10
"The Town That Forgot God." 1924

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ABOUT

C. P. R. Agent Leaving.

H. A. Hannington, C. P. R. agent here for the past six years, has been appointed to a similar position at West Toronto and will assume his new position tomorrow. Mr. Hannington's departure is to be regretted as he made many friends here. We understand that James Cassie, C. P. R. agent at Shelburne, has about made up his mind to accept the position here.

Cold Weather.

February 1
1924

Last week was pretty cold all the way through and considerable snow fell. The C. P. R. had quite a job keeping its lines open, but succeeded in running passenger trains pretty well on train. The mercury dropped from 10 to 13 below zero several times and those who had to go out found it pretty nippy. A break came on Monday and Tuesday and yesterday were very mild with a drizzling rain.

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STORM TIES UP TRAINS

Little Blizzard Fills Up Cuts and
Blocks Up Rural Roads

About noon Tuesday this district
was swept by a blizzard of respectable
proportions. The storm covered a
very wide area and continued until
early yesterday morning. A consid-
erable amount of fine snow fell and
it was piled up in big drifts by a
cutting wind from the northeast.

All Traffic Suspended

It was not long before all the cuts
on the C. P. R. lines were filled up
and traffic had to be suspended. The
evening Owen Sound train got
through to that place all right, but
the train for Teeswater got as far
as Grand Valley and is held up there.
All yesterday's trains were cancelled
and it will be late tonight or this
morning before the lines between
Orangeville and Toronto will be
open. A plow, pushed by three big
engines, left Owen Sound yesterday
morning and was bravely battling
her way through 15-foot drifts on
many points on the line. From Fraxa
north to Owen Sound the snow is
piled up beside the track higher than
the coaches.

Country roads are also badly
blocked and it will be a few days
before they are opened up for
traffic.

If there should be much more
snow and no big thaws the railways
will have their hands full before we
whiff the first signs of spring.

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All Trains Running Again.

The big storm which we wrote about last week continued all Thursday and the greater part of Friday and tied up traffic completely. On the C. P. R. snowplows were kept running all the time and the Owen Sound branch was kept open, but the Teeswater branch was sealed up tight and two or three snowplows were stuck for two days and several engines went dead. On Saturday morning a big rotary plow was sent up to open the road and it succeeded in reaching Teeswater all right. Country roads are being opened and the rural mail couriers are able to get through once more. Very few farmers were in town last week and business was very dull.

License Will Be Cancelled.

MARCH
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Better Live Stock Train.

On Monday morning the better live stock train arrived in town and remained all day. The train started out on its itinerary on March 10th, and to date has been through most of the counties in south and west Ontario, where huge crowds have met the train at every stop. The train, which consists of fourteen cars, besides carrying live stock for demonstration purposes, also carries exhibits of wool, milk and milk products, light and water supply. The train was visited during the day by a large number of farmers from all over the country and many townspeople took advantage of the opportunity to inspect the exhibit. All were well repaid for their trouble and undoubtedly the farmers of this vicinity will be greatly benefitted by the visit of this remarkable train.

DASTARDLY CONDUCT

April 3

1924

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SEPTEMBER 4, 1924.

NO. 36

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PERSONAL

Scully has recovered
serious illness.

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of his old friends.

e McLeod and Susan
ilton spent the week-
W. Dean, Zina street.

Harrison, a former
ie Sterling Bank staff,

AROUND US

Duncan McArthur, 86, a pioneer of
Glenslg township, is dead.

James Henderson of Bolton is con-
fined to his bed with paralysis.

James Campbell, born in Toronto
83 years ago, died at Brentwood.

Capt. John M. Sime, Barrie's old-
est citizen, celebrated his 90th birth-
day.

Collingwood property-owners paid
\$122,006.89, the first instalment of
taxes.

Bolton Orangemen will decorate
the graves of their brethren next
Sunday.

Orval Byers, a well-known drug-
gist of Brampton, died in a Toronto
hospital, aged 41.

M. J. Crottie, a former resident of
Bolton and a native of Kleinberg,
died at Toronto, aged 67.

R. H. Williams, a former mayor
of Regina, is dead. He was born
near Creemore 72 years ago.

A Port Colborne man named Fos-
ter will establish a motor bus line
between Brampton and Toronto.

Joseph Moore, 50, brother of Will
Moore of Flesherton, was killed in a
street car accident at Winnipeg.

A. W. Beardsley, court house
messenger at Barrie, is dead. He was

NARROW ESCAPE FROM DEATH WHEN TRAIN HITS AUTO

C. P. R. Toronto-Owen Sound Train
Struck Auto at Berkeley

Mr. and Mrs. James Rodman of
Euphrasia had a close call on Tues-
day evening when the car in which
they were riding was struck by the
four o'clock train. They were driv-
ing west on the sideroad at Berkeley
and did not notice the approaching
train until they were close to the
track. Mr. Rodman, who was driv-
ing, put on the brakes but the dis-
tance was too short in which to stop
and the auto got partly onto the
track. The engine of the train struck
the right front wheel, and turned the
auto to one side. Mrs. Rodman was
thrown out and fell to the ground
between the moving train and the
station platform. She was pretty
badly shaken up and had several ribs
broken. How she escaped more seri-
ous injury is a miracle. Mr. Rodman
escaped unhurt. Dr. Ego was sum-
moned and attended to Mrs. Rod-
man's injuries and she was removed
to the home of Mrs. Dodds in Berke-
ley where she is resting comfortably.

The auto was not badly smashed
and after being in the hands of
George Alton of the Jackson Garage
Markdale, was driven away on its
own power.

The crossing where the accident
took place is a dangerous one as the
track is hidden from view in ap-
proaching from the east.

September 4, 1924

implements, etc., on Tuesday, Jan. 20. Included in the livestock is a herd of Hereford cattle.

New Roadmaster.

George Sproule of the Kingston & Pembroke division of the C. P. R. has been transferred to the Teeswater division and will make his headquarters at Orangeville, and J. McCarthy, who has filled this position, will go over to the Owen Sound division. G. A. Owens, who has been roadmaster on this division, has been transferred to Farnham, Que.

Won First Prize.

The many Orangeville friends of George E. Marshall of Toronto will be pleased to learn that he was successful in winning the first prize in a contest staged recently by the General Motors Ltd., of Oshawa. The contest was open to the Toronto salesmen for Chevrolet cars. George sold the largest number and was awarded the beautiful silver trophy cup.

Primrose Lodge Officers.

The following are the newly-elected officers of L. O. L. No. 1277, Primrose: W. M., Perry Lindsay; D. M.; Chas. Foster; Chap., B. Summerfield; Rec.-Sec., Norman Lindsay; Fin.-Sec.; Robt. Dermott; Treas., Robt. Lindsay; D. of C., Robert J. Little; Lecturers—H. Walker and H. Dick; Committee-men—W. J. Henry, Albert Little, Herb. Lindsay, Albert Horner, Maitland Thompson.

Snowplows Working Steadily.

Last week and the early part of this week the C. P. R. has kept snowplows out north and west of Orangeville in order to keep trains running on time. There is considerable snow on the Owen Sound and Teeswater branches and the plows had to be brought into use very much earlier than usual. If it continues to snow a little every day, as it has been doing for the past three weeks, traffic conditions before spring will undoubtedly be bad.

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January 8,
1925

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CONDUCTOR'S SUDDEN DEATH

Popular C. P. R. Trainman Passes
After Booking In

One of the most popular passenger conductors on this division of the C. P. R., John E. Milne, died very suddenly at his home, 254 Indian Road, Toronto, on Friday morning last. The late Mr. Milne, who was in his 68th year, had been in good health until the time of his fatal seizure, which occurred shortly after he returned home on Thursday night from his run to Owen Sound on this line of the C. P. R. The late Mr. Milne, who was born in Aberdeen, Scotland, began his railway career as a brakeman on the Credit Valley and Toronto, Grey and Bruce Railways. He entered the service of the C. P. R. as brakeman at West Toronto on October 6, 1891, and became a conductor on the Bruce Division on May 22, 1898. He was held in the highest esteem by a wide circle of friends and was popular with the many patrons of the road. He is survived by his wife, one son and three daughters.

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KICKS UP RACKET ON RAILWAY TRAIN

Dundalk Cattlebuyer Pays Saucy For Interfering With C. P. R. Con- ductor

Two weeks ago, while on his way from Toronto to Dundalk, William H. Thompson became boisterous, and when the train arrived here he was taken in charge by Provincial Constable Dodson, and next day fined \$10 and costs for being intoxicated. Yesterday afternoon he appeared before Police Magistrate Hugh Falconer charged with "obstructing a conductor in the execution of his duties," the C. P. R. being the plaintiff. The fine imposed was \$25, and costs amounting to \$48, due to the entire train crew being present as witnesses. Several years ago Thompson assaulted Conductor Scanlon and was fined \$200 and costs.

The adjourned B. O. T. A. case against George Coffee of Mono laid by License Inspector Thomas J. Robinson, was also tried. Although the Crown called five witnesses, their evidence was not convicting, and the case was dismissed. H. B. Church for defendant.

WAS PAINFULLY INJURED

Dr. Graham Met With Accident On

**GUELPH MAN IS ARRESTED
WITH GIRL OF FOURTEEN**

Young Couple Were in Town on Way to Freedom—A Serious Charge

After being missing for two weeks, Leonard Walsh, aged 21, and Annie Couling, aged 14, both of Guelph, were arrested Tuesday afternoon by Provincial Constables Herbert R. Dodson of Orangeville and S. Melville of Guelph, Walsh being wanted in that city on charges of perjury and seduction. The young couple secured a marriage license in Guelph, and were married by a minister at Shelburne last Wednesday. Since then they have been stopping at a farm four miles south of Shelburne, where they were taken into custody. The young girl, who appeared much older than her years, is very attractive in appearance. They were taken Guelph by Constable Melville.

SUNDAY FIRE AT VILLAGE OF HOCKLEY

A Hurry-up Call Brought Help From Town—House and Stable Are Destroyed

Fire completely destroyed the house, shed and large stable of John Reid at Hockley Village, 12 miles northwest of here, on Sunday afternoon. Reid, who is a blacksmith,

April 9, 1925

Mrs. Hill received cuts on her knee, and Mr. Hill lacerations of the head.

Cutting Through Caledon Mountain.

The Jupp Construction Co. has a large gang of men at work on the Caledon mountain and rapid progress is being made in cutting through the hill. A steam shovel is being used to dig out the earth and a light railway will be built and dump cars used to haul the dirt. At present horses are being used for that purpose. At the foot of the hill a fill of about 20 feet will be made. It is proposed to make a 6 per cent grade. When the work is completed it will eliminate the dangerous ascent around the mountain.

Harvest the Weeds.

Weeds should now be cut on all properties, in fence corners and along the roadside and not be

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July 31
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LOCAL NEWS

Heavy Passenger Traffic.

Holiday traffic on the Owen Sound branch of the C. P. R. was unusually heavy on Saturday night. The regular passenger train could not make the Caledon mountain and an engine had to be sent from Orangeville. The train arrived here two hours late.

Crops Were Good.

In renewing his subscription to THE SUN J. W. Rowan of Delisle, Sask., says that the crops in that district have turned out first-class, but that threshing was a long and tedious operation owing to rain and snow.

Caught In Potato Digger.

The little 5-year-old son of Mr. and Mrs. Gemmell of Camilla had the misfortune to have his hand caught in a potato-digger and two fingers were badly mangled. Dr. Leach found it necessary to amputate one of the fingers. The little patient is at Lord Dufferin hospital and is doing as well as can be expected.

Ran Into Engine.

"Ty" Silk of Shelburne, a member of the Weston lacrosse team, was motoring to the latter place on Monday evening. At Caledon the engine of the Weston way freight stopped on the crossing and Silk's auto ran into it. The locomotive was not damaged, but the auto had its radiator stove in, headlights smashed and the bumper was broken in two. The brakes of the car would not hold, which was responsible for the accident.

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NOVEMBER
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Hanover, Ont., Board of Trade is asking the Canadian Pacific Ry. to improve the service on the branch line from Saugeen Jct. to Walkerton, 37.6 miles, the operation of a self-propelled car being suggested, also the removal of Hanover station to a more central point.

Canadian Railway
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Marine World.

January 1925 p27

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cents a box, from The Dr. Williams' Medicine Co., Brockville, Ont.

A LARGE SHIPMENT

Beatty Bros., of Fergus, Send 24 Cars of Their Products to Western Canada.

The largest shipment of hardware ever made in Canada left the plant of Beatty Brothers, Fergus, on Saturday afternoon in a special Canadian Pacific train of 24 cars, and was composed of more than 2,000 iron farm pumps, 1,000 step and extension ladders, and 1,000 electric and hand washing machines and barn equipment, for spring delivery to 700 dealers throughout Western Canada. The invoice price of the shipment was more than \$150,000. The train was in charge of R. McKillop, Superintendent of the Bruce Division, accompanied by Marsh Brown, District Freight Agent of the C. P. R.

Better conditions and development in the West, the trend toward dairy and mixed farming, particularly in Manitoba and Alberta, economy in construction, and because they design all their own implements and products, with a view to simplicity, were reasons given by M. J. Beatty, Secretary of the company, for this huge shipment, the sales of the company having increased 30 per cent. over last year. A brother and partner in the firm, W. G. Beatty, production manager, has himself designed and patented more than 100 products and improvements.

The firm, which is a pioneer in sanitary barn equipment, began business in 1874, being established by George Beatty, who learned his trade at Haggart's implement works in Brampton. When his brother Matthew died he carried on the business, and on his death the two sons successfully expanded it into an important manufacturing concern, employing from 400 to 500 people in Fergus, where there are two plants. There are also two plants in London, Ont., and branch offices in the principal Canadian cities and London, England. The firm plans to extend their Fergus plant.

ORANGEVILLE
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FEBRUARY 26,
 1925

Feb 26
 1925

WORK UNDER WAY ON INTERSWITCHING ON FRIDAY FOLLOWING COMMISSION'S COMPLETE APPROVAL GIVEN THURSDAY

Chief Commissioner McKeown and Commissioner Lawrence Heard Explanation of Situation Here and Confirmed Plans Agreed On

BOTH RAILWAYS ARE STARTING WORK

Matter of Division of Costs for Extra Trackage Required by the Canadian Pacific is to be Decided on by Commission Within Few Days

It did not take the Board of Railway Commissioners of Canada very long to settle the matter of the application of the City of Owen Sound for interswitching facilities between the Canadian National Railway and the Canadian Pacific Railway, regarding which there were some differences, when all the facts were presented to them at the special sitting held at the council chamber in the City Hall on Thursday afternoon, and as a result the construction of the interswitching tracks will be proceeded with at once, with every probability of being completed before the end of the year.

"You can say that the work will be proceeded with immediately, and with all possible haste," said Mr. J. P. Pratt, Assistant Regional Counsel of the Canadian National Railway, at the conclusion of the hearing, and this was confirmed by the other officials present.

The only matter held in abeyance is the question of the apportionment of the costs to all parties because of the changes made from the original order of the Board, and this will in no manner hold up the starting of the work, and the city and the two railways were assured that the question of costs would be announced in the course of a day or two.

After a number of meetings, an arrangement which was agreeable to both was arrived at between the city of Owen Sound and the C. P. R., but the C. N. R. objected on the ground that they were helping to pay for something which would be beneficial to the C. P. R. and that was really the sticking point in the whole affair. The C. P. R. contended that it was not them that had asked for interswitching in the first place, that they had more to lose than to gain by it; that they were satisfied with the arrangement arrived at with the city's authorities, and did not think that they should be asked to be assessed anything further than on the basis of one-sixth of the cost as in the original order.

Three private parties were heard in addition to the city and the railways, Fred W. Lyons, who owns the property on the corner of 12th street east and Marsh street, and who claims that his boarding house business would be ruined by the construction of tracks between his place and the C. P. R. station and intimated that he would enter an action for damages; M. R. Duncan, M. P., who claimed that the construction of tracks at the rear of his store would injure his business and contending that the plan known as the Tigne plan, was a better and cheaper one for both the railways and the city, and the Dominion Transportation Co. asked the Board not to consent to any charges which would in any way interfere with the conduct of their business on 1st avenue east. They had no complaint to make un-

(Continued on Page Five)

FIFTY MEN AT WORK ON C.P.R.'S SECTION OF INTERSWITCHING

Ten Days Required for Canadian Pacific to Do Their Part of the Work

The Canadian Pacific Railway lost no time in getting busy in carrying out their part of the interswitching arrangement once the Railway Commissioners had made their official award and approved of the plans as agreed upon by them and the city. The material for the work has been in the yards here for a week, and promptly at 8 o'clock on Friday morning 50 men were put to work, and 30 more were put on the job in the afternoon.

The first thing the C. P. R. is doing is to construct the interchange tracks on 1st avenue east, and to extend their present track which has been used as a team track, as far south as 12th street. The ties and rails for this work have been unloaded at the south end and are all ready. In addition to the extension of the track to 10th street a second track will be constructed alongside of it and this is the track to be used as the interchange track. When this work is completed, the rail track to run down Marsh street on the east side of the station and across 12th street will be laid, and this will complete their part of the contract.

Roadmaster McCarthy, of the Bruce Division, arrived in the city on Thursday night and immediately started in to hire the men he wanted for the work, and had no difficulty in getting the right kind. It only in getting the right kind. It is expected everything goes well it is expected that the C. P. R. will have its part of the interswitching completed in about ten days. This is showing real enterprise on the part of the C. P. R. and goes to show that once they are satisfied that everything is all right they are ready to go ahead. They realize the value of inter-switching and will no doubt get their full share of the grain that comes into the elevator, as well as other merchandise from local manufacturers.

The Canadian National Railway will not be able to get their part of the work completed so quickly, but they are right on the job, and will see to it that no time is wasted, as they are most anxious to get their work done. The heaviest part of their work is of course in connection

INTERSWITCHING

(Continued from Page One)

der the present conditions, and wanted no change made.

Those Present

The members of the Dominion Railway Board present were Messrs. E. A. McKeown, Chief Commissioner, and C. Lawrence, Commissioner. With them were T. L. Simmons, Chief Engineer, and Geo. Spencer, Chief Operating Officer.

The C. P. R. was represented by Messrs. H. C. Grout, General Superintendent; J. D. Spence, Solicitor, and R. McKillop, Divisional Superintendent.

The C. N. R. was represented by R. H. Fish, General Superintendent; W. J. Piggott, Divisional Superintendent; J. P. Pratt, Assistant Solicitor; V. Snell, Divisional Freight Agent, and E. J. Hewson, Divisional Engineer.

Mr. C. S. Cameron, K. C., City Solicitor, represented the City of Owen Sound, and Mr. J. F. P. Birnie represented the Great Lakes Elevator Co., while Mr. W. S. Middlebro, K. C., was present on behalf of the Dominion Transportation Co., and F. W. Lyons and M. R. Duncan, M. P., were on hand on their own account.

The Case

C. S. Cameron, K. C., opened the case by reciting the circumstances which led up to the request by the city of Owen Sound for interswitching, and referred to the original order of the Board dated April 27, 1933, which provided for the interchange tracks being laid on 1st avenue west between 10th and 11th streets. The application now was to have the interchange tracks transferred from 1st avenue west to 1st avenue east on the opposite side of the river, an arrangement having been reached between the city and the C. P. R. with regard to this, but regarding which the C. N. R. was not a party. Mr. Cameron contended that 1st avenue west was one of the busiest so far as traffic was concerned in the city and that it would be detrimental to the city and to the whole scheme to have the tracks there.

Mr. Spence, C. P. R. solicitor, said there was no objection to the new arrangement provided there was no extra cost to his company beyond

December 4 1925

Owen Sound.

BOTH RAILWAYS ARE RUSHING WORK FOR INTERSWITCH PLAN

Grading Gangs at Work on
Both Sides of the Harbor
on Monday

Interswitching operations are under full swing on both sides of the harbor, with the C.N.R. and C.P.R. having large gangs at work, the arrival of the snow having no deterrent effect on the progress of the work. The C.P.R. have rails laid to within 50 yards of 10th street, and the men are busy ballasting from the north end of the construction. On the west side of the harbor the C.N.R. grading gang is hard at work along the boulevard on the east side of 1st avenue west, and good headway is being made.

The two German guns which were in the small park on the west side, have been removed from their concrete bases, as they were both on the right of way of the interswitching tracks, but their future location has not yet been settled. The military authorities are desirous of having them removed to the lawn surrounding the new armories on 10th street west, and it is more than likely they will go there, as no suggestions have been made for taking them elsewhere.

Owen Sound

December 7
1925

C.P.R.'S PORTION OF INTERCHANGE COMPLETE; C.N.R. MAKE PROGRESS

Canadian Pacific Rail-
way Completed Its Job
in Five Days

SNOW IN THE WAY

As Yet No Work Has
Been Done to South
of 10th Street

The two railroads, while they have made rapid headway in their carrying out of the instructions of the Railway Board with regard to inter-switching, are hampered to some extent today owing to the heavy downfall of snow, although they still are proceeding with the work, and there will be no let-up until the work is completed. The C.P.R., so far as the actual tracks are concerned, finished the job on Wednesday night when they ran their tracks right to the roadway on 10th street. They have got in the switch for the second track on 1st avenue west, and the ballasting all done, so that there is no hold up in that direction. They are now directing their attention to the laying of the rails for the track to run from 12th street down 1st avenue east on the east side of the passenger station, this track to run across 12th street to connect up with their tracks north of that street.

The C.N.R. on Wednesday night had their rails laid from the point of intersection with the Kennedy siding right up to the edge of the water on the west side, but have not done anything on the east side south of 10th street. There is the surfacing to be done on the west side, and the material for this is ready on the ground, but the large gang of men were put to work on Thursday morning clearing away the snow, and this caused a slight delay. On the east side there is some obstructions to be removed by the city before they can proceed, but this work will be done at once.

December 10
1925

NEW TRACKS BEING LAID VERY THOROUGHLY ON BOTH SIDES

Tracks are Being Laid
as Far South as
9th Street East

GOOD PROGRESS

Bridge Across the River
to Arrive in Owen
Sound Shortly

In spite of the fact that the snow interferes to some extent with the work, excellent progress is being made with the laying of the inter-switching tracks by both the C.N.R. and the C.P.R. The latter are working at the present time in putting down the tail track on 1st avenue east between 11th and 12th streets, opposite to the passenger station, but they have not carried the tracks across the latter street, nor will they do so until the work is completed right up to that point, as they do not want to interfere with the traffic to and from the station, especially at this time of the year, when travel is fairly heavy. Their interchange track is completed and they are waiting until the C.N.R. carry their tracks across 10th street before joining up at this point.

The C.N.R. gang are still busy south of 10th street on 1st avenue east, the tracks being continued right through as far as 9th street, and the work is being done in a very thorough manner, and when finished the tracks will be on a level with the roadway, so that vehicular traffic will not be interfered with in any way whatever. Divisional Superintendent W. J. Piggott was in the city early in the week and assured the merchants and city officials that the roadway across 10th street will not be torn up for the laying of tracks until after Christmas, and then when the work is undertaken it will be hurried through so as not to interfere with business in that section.

There has been no word of the arrival of the bridge to be erected across the river north of the 10th street bridge, but it is understood to be in the hands of the manufacturers and is likely to be along any day. No time will be lost in getting it into position, and after that inter-switching will be an actuality in Owen Sound.

December
17
1925

The Jan.-25th Year. The Tim

C.P.R. AND CITY TO PAY EXTRA COST FOR NEW TRACKS

Board of Railway Commis-
sioners Make Their Final
Award

EXTRA TRACKAGE

One Matter, Not Decided at
Sitting of Board Here,
is Settled

The official report of the Board of
Domestic Railway Commissioners in
connection with the interswitching
arrangements at Owen Sound and
the cost thereof of those interested
has been made, a copy having been
submitted by the Great Lakes Elevator
Company this week.

The award makes reference to the
decision before the Board on De-
cember 1st, and approves of the ar-
rangement of the tracks as agreed
upon by the City, Canadian National
and Canadian Pacific Railway,
upon by the City, Canadian Railway
which provides for the C. P. R. load-
ing tracks to be moved farther north,
with a tail track on 1st avenue east,
and the interchange tracks on the
west bank of the harbor instead of
the west, these tracks having already
been constructed.

The important clause in the award,
and the one matter which was not
settled at the sitting of the Board
here, is the one relative to the cost
of the extra trackage occasioned by
the change. This clause provided that
the cost be equally divided between
the City of Owen Sound and the
Canadian Pacific Railway, and reads
as follows:

"That the Canadian Pacific Rail-
way Company be, and it is hereby,
authorized to construct team tracks
on Marsh street (1st avenue east),
as shown in plan dated November
25th, 1925, and that cost of such
tracks be kept separate from the
cost of the interchange facilities,
and to be paid for by the Canadian
Pacific Railway Company and the
City of Owen Sound, as they may
agree. Any dispute between the
parties to be referred to the Board
for settlement."

The award is signed by M. A. Mc-
Keown, Chief Commissioner of the
Board of Railway Commissioners.

Owen Sound.

December 24
1925