

Brave Railway Men:

TORONTO, Jan. 12.—The order prohibiting railway officials from giving intelligence to the press has nearly prevented the heroic courage of two men from being acknowledged. At two o'clock on Tuesday morning a Toronto, Grey and Bruce Railway freight train was approaching Parkdale, and the engineer whistled for brakes, as the train stopped at the other side of the Queen street crossing. Receiving no response, the engineer reversed, and did all in his power to stop, but the train swept down the incline towards two open switches at the rate of twenty miles an hour. Reuben James, signal man, and Mr. Smith, night operator, simultaneously discovered the danger. The operator reached the northern switch just in time, and the signal man by desperate efforts turned the other switch just as the engine dashed on to him. James was speechless with excitement for some time afterward. The conductor and brakeman were asleep in the caboose. They have been suspended.

Halifax Herald.

JANUARY 18, 1882.

ACCIDENT ON THE RAIL.

Yesterday afternoon, at 8.30 o'clock, a Toronto, Grey, and Bruce train, bound for Toronto, ran off the track at a point a mile south of the town of Owen Sound. The passenger car, postal car, and two freight cars were precipitated into the ditch. After the train had run over the tank a scene of the greatest consternation and terror ensued, some of the passengers shrieking, others rendered by the shock insensible, and lying apparently dead. There were about thirty persons on the train, a number of whom were seriously injured. Of those injured were: Mrs. Kelso, residence unknown; Mrs. Jones of Brampton; and Mrs. Olgive, of Shelburne. Mr. Parker, commercial traveller, was also badly injured. The accident happened through the spreading of the rails, but the wreckage was shortly afterwards removed and the track left clear.

OTHER ACCOUNTS.

Mr. Stinson, of Vickers' Express, sent the following despatch to the Company's office in this city.—“Bad smash-up on the road. Not likely to get in to-night. J. Brinkson.”

Mr. Heywood, baggage-master of the T., G., and B. Railway, was interviewed at a late hour last night, but stated that he would be ignorant of the accident until the arrival of the branch train from Teeswater, which contained the baggage and express matter of the collapsed train. He apparently was unwilling to give any information concerning the accident.

Another Accident on the T. G. and B. Railway.—While a freight train on the Toronto, Grey, and Bruce railway was coming eastward on Saturday night the cars jumped the track a few miles this side of Orangeville. one of the employes named Doherty received serious injuries to his right thigh, the muscles of which were severed almost to the bone. He was conveyed to the city at an early hour yesterday morning. And taken to the hospital. It is supposed that no bones are broken, and that the injured man will likely recover. Neither his Christian name nor his place of resi-

Markdale
Standard

January 27 1882

The Markdale Standard

January 27, 1882

Yesterday afternoon at three o'clock, the TG&B train bound for Toronto ran off the track at a point a mile south of the town of Owen Sound. The passenger car, , postal car and two freight cars were precipitated into the ditch. After the train had run over the bank. The accident happened through the spreading of the rails.

April 14, 1882

The TG&B intend to put on a fast train between Teeswater and Toronto, to run the trip in two hours.

May 4, 1882

The TG&B are building a new bridge near Toronto.

May 4, 1882

Mr Hendrie, President of the TG&B, says this line is not mixed up with the fusion of the Grand Trunk and the Great Western Railways. The line is clear now and we intend to keep it so.

May 11, 1882

Ratepayers voting a bonus for a siding midway between Shelburne and Dundalk. The TG&B refuses to build the siding.

May 11, 1882

The condition of the railway yard at Markdale is a disgrace.

July 13, 1882

A complimentary excursion was given to Merchants and Bankers.

The Markdale Standard

July 13, 1882

The facilities for both passenger and freight on the TG&B are very much improved and increased. Shipments are now made to Prince Arthurs Landing (Thunder Bay) and the CPR to Manitoba.

September 2, 1882

Mr Wragge, the General Manager of the TG&B passed over the railroad.

September 22, 1882

Steel rails are being distributed along the line of the TG&B from Wingham Siding to Teeswater. Traffic returns for the TG&B ending September 2nd (1882) is \$7038.52 an increase of \$1,580.07 over the corresponding week last year.

November 30, 1882

Hendrie versus the Grand trunk, who shall control the TG&B which has pended for one year will come before the Court on 12th, December (1882).

December 7, 1882

A year ago last Saturday, the guage of the TG&B was changed from 3'6" to the present standard guage. The bridges have all been replaced with substantial stone and iron structures, the track ballasted, more ties put in, and steel railed throughout, new rolling stock, stations remodelled and painted.

March 8, 1883

The Railway Gobble. The Grand Trunk will control the Northern Railway, the Hamilton and Northwestern and the TG&B Railways.

The Markdale Standard

March 22, 1883

A new style of snowplough is being built for the TG&B.

April 26, 1883

A monster snowplough has been built at Rochester for the TG&B which was tested near Orangeville on Monday last. Snow being shovelled on the track in a cut to the depth of six feet for the purpose. The trial proved entirely satisfactory.

August 2, 1883

The Toronto Grey and Bruce Railway to the Canadian Pacific railway, at a meeting of the TG&B Directors at Toronto last Thursday signed a lease of the road to the Ontario and Quebec Railway (the CPR) for 999 years for \$140,000 per year.

September 20, 1883

A train robbery, the cashier's box had been jimmied open.

October 11, 1883

The directors met on Saturday and it is believed that Mr Sutherland Taylor was appointed General Manager pro term. It is said that the \$250,000.00 which the Ontario and Quebec were to give for the lease of the road has not been paid, though the amount is overdue.

October 18, 1883

Mr Wragge entered upon new duties Thursday last as Manager of the Western Division of the Grand Trunk Railway.

THE C. V. R. STATION.

SOME weeks ago, when it was announced that the T. G. & B. railway had been leased to the O. & Q. railway, it was feared that, as the C. V. R. was leased to the same company, the station of the C. V. R. here would be immediately closed. We find, upon looking into the matter, however, that it rests with the people of Orangeville to say whether the C. V. R. station shall be closed. When the leases were given to the C. V. R. by the town the Company covenanted and agreed to keep open and maintain a station here during the running of the line. The Act of the Ontario Legislature of last session, authorizing the C. V. R. Company to amalgamate with or lease the line to the O. & Q. R., declares that all agreements made by the C. V. R. with any municipality in reference to the location and maintenance of stations shall be binding upon the amalgamated company, and that, where there are such agreements, they can be altered only with the consent of the municipal councils of the interested municipalities. We have such an agreement with the C. V. R., and it is to our interest to retain our consent to its alteration. Our present and future representatives will, we trust, think less of their own interests and more of those of the town than did the gentlemen who were in the council when the first agreement was made with the C. V. R. We need not speak more plainly.

The T. G. & B. R. Company will likely be seeking legislation at the next session of the Provincial Parliament, which will give it the control of all the rail roads of Canada. Owing to the non-existence of the T. G. & B. station here, it is not likely that there is any intention to close it, but as the maintenance of the station is unnecessary and very costly to the company it is not improbable that some scheme is in contemplation whereby Orangeville will be deprived of one of its stations. It will, therefore, behoove us to carefully scan all bills introduced during the coming session, and to call our parliamentary representatives' attention to

November 16

1883

Orangeville Sun

2

CVR station
Orangeville

The Markdale Standard

November 1, 1883

Mr Whyte, the new General Manager of the TG&B and Credit Valley, and the Ontario and Quebec railroads passed through.

January 10, 1884

Railway Consolidation: A meeting of the Shareholders of the Ontario and Quebec and the Canadian Pacific Railways was held at the offices of Osler and Hammond yesterday, the purpose of leasing what is known as the Ontario and Quebec to the Canadian Pacific for 999 years. The lease had not been prepared for signing so it was adjourned.

January 10, 1884

A runaway snowplough on the TG&B caused considerable excitement at Parkdale recently. The plough was taken up the track to clear the road of snow and when being brought back to the city the coupling pin broke and the plough commenced the journey on its own account. The agent at Parkdale was notified by telegraph to look out for it and throw it off the track. The plough however passed the station before the agent could take action to check its mad career. It made the journey safely until it reached the roundhouse where it crashed through the doors and would have doubtless committed much greater damage had not the turntable been a foot or two off the track allowing the runaway to fall into the pit. A man who was working in the roundhouse at the time only escaped by hanging to the pipes at which he was working.

April 17, 1884

The Ontario and Quebec offices moved to the U.E. Club on King Street.

The Markdale Standard

April 17, 1884

Owen Sound. Around the station the railway authorities are making extensive improvements and alterations in preparation for the opening of navigation increased by business through Owen Sound this season. The esplanade south to the present depot is being prepared for a coal dock and extensive sheds are being erected. The marsh is also being graded and a gravel train is at work filling it up so as to make more room for sidings, and other facilities for handling freight. The Elevator is progressing rapidly and will be ready for the reception of grain shortly after the opening of navigation. The Canadian Pacific boats are expected to leave Port Colburne for Owen Sound as soon as ice will permit.

May 15, 1884

By a general order of CPR General Manager William Van Horne on the 1st instant the Ontario and Quebec Railway, the Toronto Grey and Bruce and the Credit Valley Railways will be managed as part of the Canadian Pacific Railway. The old names will disappear to be known as the Ontario Division. The last rail of the Ontario and Quebec Railway was laid on Monday.

THE C. V. R. OUTRAGE.

PUBLIC MEETING OF CITIZENS.

The last official act of Dr. Henry as Mayor was to call a public meeting of ratepayers to consider what action should be taken in reference to the closing of the C. V. R. station here. The meeting was held in the town hall on Monday night, and was poorly attended, not fifty persons being present. The majority of those who had signed the requisition to Dr. Henry to call the meeting were conspicuous by their absence.

The chair was occupied by Dr. Henry, while Mr. G. H. Galbraith acted as Secretary.

The Chairman, after stating the object of the meeting, called upon

Mr. E. MYERS who delivered a short and pithy speech. He pointed out that the preliminary step should be to place the correspondence between the C. V. R. Company and the town, the by-law and the agreement with the Company before some competent person in order that the legal aspect of the matter might be considered. He offered a number of valuable suggestions, and concluded by remarking that the men who occupied seats at the Council Board when the agreement was made owed the public an explanation of their careless action. (Hear, hear and applause.)

Mr. PATTULLO considered the closing of the station a gross breach of faith on the part of the Company. He thought the town should ascertain its rights before taking any legal action. He read a letter from Mr. Whyte, of the C. V. R., in which it was stated that the closing of the station was not a violation of any of the terms of the Company's agreement with the town.

Mr. MYERS here suggested that if the town were to commence an action against the Company the bonuses might be returned. He thought it would be better to get our money back than to compel the company to run trains.

Mr. LEIGHTON was in favor of having recourse to law if the Company could be compelled to re-open the station, and run trains. If, however, the Company were not at present violating any agreement it would be useless to institute legal proceedings. (Hear, hear.)

Mr. GEO. ISLAND came to the meeting to elicit information, and not to contribute any himself, for he had no opportunity of being informed on the various points of the case. He thought if the town were to petition Parliament strict justice would be done as between Oranmore and the C. V. R. Company. (Hear, hear.) He would, therefore, move that this meeting request the town council to inquire into and consider the matter of the stoppage of the running of trains on the C. V. R. here, take legal advice on the subject, if necessary, and report their opinion of the proper steps to be adopted and that after such report a further public meeting be called.

This motion was seconded by Spence Avison, and was carried unanimously. The meeting then broke up.

Re closing
Credit Valley
Station.

January
24, 1884

✓ THE ONLY REMEDY.

On Monday night a mass meeting of citizens was held in the Town Hall to protest against the closing of the C. V. R. station here, and to consider what steps should be taken either to compel the company to reopen the station or to return to the town treasury the enormous sum which it has received in bonuses from Orangeville. There was a general feeling of indignation among those present against the C. V. R. for its mean and high-handed action, but the meeting broke up without having accomplished anything. Fine rhetoric may be very pleasing to the ear, but it will not bring an unfeeling and monopolizing railway company to its senses.

The fact has suddenly dawned upon the people of Orangeville that they cannot, by any legal proceedings, compel the reopening of the C. V. R. station, or the return of their bonuses. Some weeks ago we were assured by Dr. Henry that our agreement with the C. V. R. prevented the closing of the station, but we find upon inquiry that this information was incorrect. The men who work in the council when the agreement was made barely neglected the interests of their constituents. The C. V. R. Company was then willing not only to keep a station permanently opened here, but to erect a large elevator in the vicinity of the station. The majority of the council had, however, personal interests to serve, and exhibited that petty insularism which is the curse of Orangeville. They, in their selfishness, thought the building of an elevator would bring grain merchants here who would compete with them, and make them pay fair prices for products brought to the Orangeville market. The C. V. R. was, therefore, given our thousands of dollars without having entered into any agreement beneficial to the people of Orangeville. We are to day reaping the fruits of past neglect and carelessness, while one of the men who, for the benefit of a relative, joined in the fraud which is now working to our ruin, is at the present moment, at the head of the town council, and carries a pass over the C. V. R. in his pocket. He, at least, has received some substantial benefit for his labors.

What are we to do under the present sad circumstances? There is no one going to law, for the law is all against us. No one but the lawyers would profit by a law suit with the C. V. R.

There is, to our mind, a course to be taken, which will either secure the reopening of the C. V. R. station or the return of our \$25,000. The C. V. R. and T. G. & B. R. lines now both belong to the C. P. R. monopoly, which is again asking assistance from the people of Canada. The C. P. R. company has spent a good deal of its energies in getting control of lines which have nothing whatever to do with the great national railroad for which we are being taxed. Were it not for the C. P. R. the C. V. R. and T. G. & B. R. would today be rival lines, and the people of Orangeville would not be depleting the loss of \$25,000 or \$30,000. We hear a

entered into any agreement beneficial to the people of Orangeville. We are to day reaping the fruits of past neglect and carelessness, while one of the men who, for the benefit of a relative, joined in the fraud which is now working to our ruin, is at the present moment, at the head of the town council, and carries a pass over the C. V. R. in his pocket. He, at least, has received some substantial benefit for his labors.

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We believe if the people of Orangeville make a bold and united effort in the way we have indicated they will experience no trouble in securing their rights. The C. V. R. station will be reopened, or the bonuses, on which we are paying heavy interest, will be returned to us. Messrs. Oron and White cannot in decency refuse to assist us, and their influence and exertions will be sure to effect much. Perhaps it would be better if the town council were to send a petition of its own to Ottawa. Let there be immediate action if there is to be action at all. Let there be no more talk of law, when the law is all on the side of the grinding monopoly. The C. P. R. is now on its knees

Closing CVR station by the CPR

January 24, 1884

FAITHFUL FATHERS OF 1879!

WHERE ARE OUR LOST THOUSANDS?

THE C. V. R. SWINDLE.

"Their names shall shine through the halls of time,
And swell through the deep profound."

"The representative who vigilantly looks after the interests of the people * * * who, in fine, nobly does his duty, receives a reward in the contemplation of his work, and in the applause of all honest men."

"The officer who betrays his trust, whether the betrayal be due to corrupting influences or to any other cause (selfishness and gross negligence, for instance) is unworthy the name of Man."

THE C. V. R. has proven a rascally swindle. That is now demonstrated beyond all doubt. The council of 1879 advised the ratepayers to vote large bonuses to the swindling corporation, but the council submitted the by-law to a vote without having made any agreement worthy the name with the railway Company. It is the council, and not the C. V. R., that the people of Orangeville should call to account for our lost money. The C. V. R. was willing to make any sort of an agreement with the town, but the council was quite indifferent to the interests of the public, and allowed the bonuses to be voted and the debentures to be handed over to the C. V. R. without having secured any favorable terms for the town. Surely the members of such a council deserve an undying reputation! Their names should be inscribed in flaming characters in the temple of Fame. They should be asked to sit for their portraits, and the portraits should be placed in prominent parts of the Council Chamber! They should be banqueted by the people of Orangeville, and orations, poems and songs delivered and sung in their honor! Indeed, if the town treasury would stand the draw they should each be voted a considerable sum in recognition of their invaluable services. Four years ago they induced us to incur liabilities amounting to \$48,000 for the C. V. R., and to-day the C. V. R. is not worth five cents to Orangeville. We again call the attention of the public to the composition of the town council of 1879. Read the names of those who deserve free railway passes over the C. V. R. during life, and gorgeous funerals, magnificent monuments and lying Latin epitaphs after death:—

MAYOR—D. L. Scott.
REEVE—F. C. Stewart.
DEPUTY REEVE—John Green.
NORTH WARD—Dr. Henry, J. M. Skelton.
SOUTH WARD—R. McKewen, W. H. Robinson.
WEST WARD—Dr. Carbert, James Bennett.
EAST WARD—H. Haley, G. B. Ryan.
De facto Mayor and town solicitor—Jos. Pattullo.

We again ask the foregoing gentlemen to explain their apparently shameless neglect and betrayal of the public interest. If any of them stood up for the town and objected to the execution of the agreement in its present shape they should take sufficient interest in their own good name to make the fact known. A week ago we requested Mr. F. C. Stewart to

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POLITICAL NOTES.

THE elections for the Commons in Kent, Ont., and York, N. B., have resulted in the return of the Conservative candidates.

THE Ontario Legislature has at last got down to work. The debate on the Address was concluded at 2:30 A. M. yesterday, when the first division of the session took place. The Mowat Government was sustained by the very small majority of 12.

ON Monday Mr. W. H. Hammett, M. P. P., made a very practical and forcible speech in the Legislature. He detailed to the House the means by which the Gents had endeavored to defeat him in Cardwell, and said that the License Act was used to terrorize the Conservative hotel keepers of the constituency. He also criticized the management of the Education Department and the Circumstances Act of last session, which act he declared was practically useless in its present shape. Mr. Hammett's maiden effort created a very favorable impression, and he resumed his seat amid loud cheers.

IN the House of Commons on Tuesday, Sir Charles Tupper moved the adoption of the resolutions authorizing

THE C. V. R. STATION.—The Committee which was appointed by the town council to enquire into the closing of the C. V. R. station has not yet reported. Mr. Pattullo says it may find time to report at the next council meeting. This is negligence so gross that many will suspect that the council of this year is likely to be as careless about the real interests of the town as was the council of 1879. What we should like to know is preventing the Committee from reporting? The council can find time to report about a twelve hundred dollar matter, and to send a deputation to Ottawa at the public expense, but it refuses to take immediate action on a question in which the loss of \$48,000 is involved. This is the sort of a council the people have elected. The Mayor cannot be the only Father who has a pass over the C. V. R.

CVR station
closing.

February 7
1884

In deputations are ever justifiable the C. F. R. outrage furnishes an instance where they would be emphatically so. If a deputation to Toronto or Ottawa, or to both, would be likely to do any good whatever the council should make a noble forthwith. We are in danger of losing the enormous sum of \$14,000 through the infamous corporation which we beaused. Gentlemen of the town council, if you think any possible good can be done by a deputation to the Dominion or Local Government don't have any hesitation in incurring the necessary expenditure. The ratepayers will willingly lose \$100 or \$200 in an effort to compel the railway monopoly to do justice to Orangeville. The affair cries haste, and speed should answer it.

February 28, 1884

RAILWAY MONOPOLY.

It was an evil day for Orangeville when the C. V. and T., G. & B. Railways passed under the control and management of the great C. P. R. monopoly. The outlying municipalities whose market is Orangeville will also very sensibly feel the evils wrought by the infamous policy of aggrandisement upon which the C. P. R. has entered. Freight rates have gone up, and, of course, the price paid for produce on the Orangeville market is not as high as before the C. V. R. and T., G. & B. R. passed over to the C. P. R. It is the farmer, not the merchant, who will suffer by the imposition of the increased rates. The following list shows the present and past rates of the C. V. and T., G. & B. The lines are now under the same management, and both charge the same freight rates:

	Former rate.	Present rate.
Wheat, per 100 lbs.	7 1/2	16
Sugar do	16	20
Rice do	16	20
Barley do	16	20
Boots & Shoes	20	26
Seeds do	16	20
Tea & Coffee do	20	26
Dry Goods	20	26
Tobacco do	20	26
Liquors	16	22

It will be seen that a very large increase has been made in the freight rates. The freight on wheat is 1 1/2 cents per bushel more than formerly. In other words, the farmer of Caledon, Mono, Amaranth or Garafraxa who brings a load of wheat to the market will receive a cent and a half per bushel less for it than he would under the old freight rates of the C. V. and T., G. & B. When he comes to purchase goods he will find that a dollar will not buy as much as in the good old days. The merchants are not public benefactors, they are anxious to make some profit on the goods they have bought in Toronto, Hamilton or Montreal.

The attention of Messrs. White and Orton is called to the sad condition of things in this quarter. The people of Orangeville and vicinity want to live and prosper, and will not tolerate the state of things inaugurated by the C. P. R. Company. We cannot understand what the town council means by its delay in moving in this matter. Messrs. White and Orton would, no doubt, assist us if requested, but in a few weeks both Parliaments will be prorogued, and then little or nothing can be done by our Parliamentary representatives. We again urge the Fathers to action while there is yet time to do something for the benefit of the town. A few weeks more, and the golden opportunity will be gone, perhaps, forever.

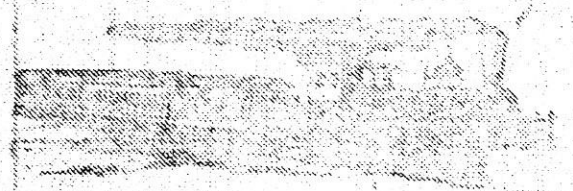
MARCH 6, 1884

Our \$48,000, granted to the C. P. R. monopoly, have evidently gone "where the woodbine twineeth." That excessively funny Irishman, Mayor Pat Uilo, waited until both parliaments had been pronounced, and then came along with a \$10 opinion from Mr. Moss. THE SUN told the Fathers months ago that our only hope lay in an appeal to Parliament, but the Fathers, with Pat at their head, killed time by talking about an opinion which was always coming, but never came until both parliaments had adjourned. And now Pat and his companions tell the ratepayers that the only thing the town can do is to knock at the doors of Parliament. THE SUN said the same thing in the beginning of January, but the council would not heed us. If they knock at the Parliament doors now the only answer they will receive will be the echoes of their own rap. Orangeville town Fathers have always had a very funny habit of getting into a fuss after the steed was stolen.

MAY 1, 1884

RAILWAY ACCIDENT.—A very serious accident happened to Mr. William Bremner, of lot 18 con. 9, Amaranth, on Thursday evening last. He was proceeding home in his sleigh from Walden, and when crossing the T. G. & B. near Luther village, was struck by the evening express train, bound for Toronto. The snow had been shovelled very high on both sides of the track, and Mr. Bremner, when nearing the crossing, was unable either to see or hear the approaching train. The horses had crossed the track, and in a second more Mr. Bremner would have been safe. Too late, however, for the train came dashing along, and the engine struck the sleigh, throwing it and its occupant off the track. One of the horses was drawn under the engine, and killed. The cars were stopped at once, and Mr. Bremner picked up, and taken to Luther village, where he was attended by Dr. Caviler. Dr. Henry, of Orangeville, was also summoned. It was found necessary to amputate one of Bremner's arms. He was also badly cut about the head and face, and received other injuries which may yet prove fatal. He has been removed to his home in Amaranth.

August 14, 1884



Ontario & Quebec Railway.

Change of Time.

Commencing Saturday, March 1, 1881.

TORONTO, CNEY & BRUCE DIVISION.

GOING NORTH.

	A.M.	P.M.	A.M.
Toronto	7:25	4:00	8:30
Streetville	8:00	4:35	9:05
Brampton	8:15	4:50	9:20
Fergus	8:45	5:20	9:50
Elora	9:00	5:35	10:05
Milton	9:15	5:50	10:20
Galt	9:30	6:05	10:35
Woodstock	9:45	6:20	10:50
Ingersoll	10:00	6:35	11:05
St. Thomas	10:15	6:50	11:20

GOING SOUTH.

	A.M.	P.M.	A.M.
St. Thomas	7:15	3:45	7:30
Ingersoll	7:30	4:00	7:45
Woodstock	7:45	4:15	8:00
Galt	8:00	4:30	8:15
Milton	8:15	4:45	8:30
Elora	8:30	5:00	8:45
Fergus	8:45	5:15	9:00
Brampton	9:00	5:30	9:15
Streetville	9:15	5:45	9:30
Toronto	9:30	6:00	9:45

NOTICE TO PASSENGERS. The Ontario & Quebec Railway Company has the honor to announce that the time of its trains has been changed from the 1st of March, 1881, to the 1st of April, 1881, for the purpose of more conveniently meeting the requirements of the public. The new time-table is published in this notice, and it is requested that passengers will be guided by it. Any person who has a ticket for travel on the Ontario & Quebec Railway, and who has not yet used it, will be required to present it to the General Agent of the Company at the time of his departure, and to have it cancelled. Any person who has a ticket for travel on the Ontario & Quebec Railway, and who has not yet used it, will be required to present it to the General Agent of the Company at the time of his departure, and to have it cancelled.

ANDREW HENRY

Ontario & Quebec Railway

Change of Time.

Commencing Saturday, March 1, 1881.

CREDIT VALLEY DIVISION.

GOING WEST.

	A.M.	P.M.	P.M.	P.M.
Toronto	7:15	1:30	5:10	2:30
Streetville	8:40	2:15	6:14	1:55
Brampton	9:15	2:40	6:43	2:20
Fergus	10:45	3:10	8:33	2:50
Elora	11:00	3:25	8:40	3:05
Milton	11:15	3:40	8:55	3:20
Galt	11:30	3:55	9:10	3:35
Woodstock	11:45	4:10	9:25	3:50
Ingersoll	12:00	4:25	9:40	4:05
St. Thomas	12:15	4:40	9:55	4:20

GOING EAST.

	A.M.	P.M.	P.M.	P.M.
St. Thomas	5:00	12:30	2:50	6:30
Ingersoll	5:50	1:19	3:39	7:20
Woodstock	6:00	1:26	3:48	7:30
Galt	6:17	1:43	4:02	7:45
Milton	6:30	1:56	4:15	8:00
Elora	6:45	2:11	4:30	8:15
Fergus	6:57	2:23	4:42	8:27
Brampton	7:08	2:34	4:53	8:38
Streetville	7:40	3:06	5:25	9:10
Toronto	8:40	4:06	6:25	10:10

W. WRYTE

Gen. Supt.

D. McNICOLL

Gen. Pass. Agent

ORANGEVILLE SUN

SEPTEMBER 11, 1884

A WATER-TANK IS BUILT AT CROMBIES FOUR
MILES SOUTH OF SHELBURNE.

FIFTEEN CREDIT VALLEY TRAINS CAME
THROUGH FROM ST THOMAS CARRYING
MATERIAL FOR OWEN SOUND ANDN THEN ON
TO THE NORTH-WEST

A special freight colided with a wood train at
Berkeley wrecking the engine and several cars.
The train [crew] escaped by jumping.

MARYDALE STANDARD
September 30, 1886

On Tuesday last three trains of the returning volunteers passed through on their home trip, when Markdale did honor to the brave boys in a most enthusiastic manner. At eleven o'clock a.m. every avenue and nook in and around the station was crowded by anxious mothers and maidens, to catch a glance of those who had so nobly defended their honour and homes. Our citizens had erected a very neat arch on the triumphal style of Roman architecture, the centre being adorned with a Royal Standard, in all its gorgeous hues of the Royal Scarlet, while on either side were its unison emblems of Union Jacks. A centre motto adorned the arch with the words "Welcome Home;" while other suitable mottoes adorned the pillars of the structure. Some disappointment was felt by the audience at the short delay by the railway train; but, we must pay all due regard to the energy of our persevering station master, Mr. Caesar. Indeed every citizen lent their best energies to the work. The following address was delivered by John Lyons, Esq.: /To General Middleton, officers and men under his command, comprising the "Queen's Own" and "Tenth Royals," Canadian Volunteers:/ General,--Permit us, the residents of Markdale, County of Grey, Ontario, Dominion of Canada, to offer you an humble /address,/ and trust that the spirit in which it is given will be a token of the interest taken in National Affairs by your representatives. Your Military Skill has earned for you an undying [fame] in the estimation of all loyal Canadians, and the noble officers and men under your command, and who successfully [exerted] [?] orders, will win our everlasting appreciation. The [?] of your arduous labors have been [remainder of speech unreadable] Lient.-Col. Grasset, who was in command, gave a short impromptu reply, thanking the citizens of Markdale for the honor conferred upon the troops. Boquets were served by the ladies in large quantities, for which they received in exchange all sorts of tokens of friendship, such as hard tack, bullets, calling cards, buffalo teeth, etc., etc., besides various trinkets, picked up at the capture of Batouche and an occasional kiss. The locomotive gave a snort, and the boys were whirled away to their respective homes. The people of each station along the line turned out to welcome the boys, but when they reached Toronto the number of people, the decorations of the city and the enthusiasm would be impossible to describe. 100,000 people were in the street, and each one boiling over with enthusiasm. Some of the Volunteers said that the excitement at the capture of Batouche was nothing to that in Toronto on their return.

Markdale Standard

July 30, 1885

/From the Shelburne Economist./ Yesterday morning, Sept. 23rd, Geo. Thompson, a brakesman on the way freight going south, was fatally injured at Shelburne station. He was cutting off the train as usual in order to make a passage through from the station to the mail and passenger train bound north, the trains having to cross here. By some means his foot got caught between the brake on the car in front of him and the platform as he was coming out after drawing the coupling pin, throwing him down, two of the wheels passing over his legs below the knees. The accident greatly shocked those who were standing on the platform waiting for the train from the south, among whom were a number of ladies. The unfortunate young man was drawn from under the car and laid on the platform and Dr. Morton, who was sent for, arrived. The sufferer was then conveyed to Jennings' hotel. The doctor deemed it advisable, in the hope of saving his life to amputate the injured members. One leg was amputated at the knee joint and the other a few inches below the knee. Before the operation was concluded, however, it became apparent that the young man's chances of recovery were small. New-found friends did all they could to make him as comfortable as possible, but either the shock was so severe or the injuries so great that he died at 3:30 in the afternoon. The friends of the young man have been notified.

Marlboro
Standard

October 1, 1885

Terrible Accident.—Patrick Ryan, a former resident of Orangeville, and son of Mr. P. Ryan, sr. of this town, met with a terrible and fatal accident on the C. P. R., near Alton, on Monday afternoon. The accident appears to have happened in this manner: Ryan was employed as a brakeman on a freight train in charge of Conductor Haesard, running between Toronto and Owen Sound. As the train was approaching Alton on Monday afternoon it was found necessary to switch a portion of it on a side track, and for this purpose Ryan got down between two cars to draw the coupling pin. By some means or other he appears to have lost his footing, and fell between the cars, eight of which passed over him, crushing and mangleing his body in a horrible manner. He was not missed, however, until the arrival of the train at Alton station, and when picked up by his comrades was found to be dead. Both legs were amputated above the knee, his arms terribly cut and bruised, and his head crushed to a jelly. His remains were conveyed to Orangeville station, and placed in the freight shed. Dr. Henry was summoned and decided it was not necessary to hold an inquest, and the body was removed to his late residence near the station. The deceased was only 27 years of age, and leaves a wife and two children to mourn his loss. The funeral which took place for the Forest Lawn Cemetery at 10 o'clock yesterday morning was amply attended. The friends and relatives of the deceased have the sympathy of the entire community in their sad bereavement. It was on this train with Ryan aboard, that brakemen Phillips, Jones and Clark met their death—making a total of four killed within the past few months.

Orangeville
Sun
December 3
1885

ORANGEVILLE SUN

SEPTEMBER 11, 1884

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September 30, 1886