

DEPOT DOTS.

The little snowfall of Monday night played hob with the trains and they experienced more difficulty than at any other time during the winter. On Tuesday the up Owen Sound train in the morning got as far as Shelburne and the evening train down was stuck in Niagara's cut for several hours. All trains north of this place were cancelled and the evening up trains returned to Toronto. Snowploughs and gangs of shovellers were working all night to clear the track.

March 2, 1901
Orangeville

ORANGEVILLE, MAR. 7, 1901.

A TOLERANT DEBATE.

It is a credit to the Canadian parliament that the debate on the Costigan motion regarding the King's declaration was conducted on gentlemanly and broad-minded lines. With possibly one exception there was no evidence of bigotry and the speeches both for and against the motion were very temperate. The motion asked the Imperial parliament to remove from the declaration an offensive reference to the Catholic faith so that Catholics would be on the same footing as Protestants and people of other religious beliefs. There probably was an understanding between Hon. Mr. Costigan and Sir Wilfrid Laurier, but the question was not a party issue and the motion was carried by 125 to 19. One Liberal voted against the motion and 18 Conservatives did likewise.

EDITORIAL NOTES.

THE latest estimate places the cost of the Boer war over \$500,000,000.

IN the vote on the coronation oath in the Dominion parliament last week Messrs. R. Johnston, M.P. for Cardwell, R. J. Blain, M.P. for Peel and E. Tolton, M.P. for North Wellington, were among the 19 who voted against the motion, while John McGowan M.P. for Centre Wellington, voted in favor of it.

PITY the sorrows of the prize ring business! Nearly every state in the United States have passed anti-fighting laws and the poor pug will have to go to work or starve to death. Crooked fights are responsible for the decay of pugilism. Fighting is a brutal business and we are glad to see that civilization is bearing good fruit.

REV. Father O'Leary, the R. C. chaplain of the first Canadian contingent, who distinguished himself at the battle of Paardeberg, has once again shown his broad Christianity. A testimonial fund was recently raised for him and as he said. Protestants con-

\$10 07, and the auditors, J. M. Bennett and H. Endacott, \$20 each, were referred for report

NO FREE PHONES

Chairman Wallace read reports from the Finance committee advising that no telephones be placed in the councillors' residence at the expense of the town and that Vets. Perdue and Riddell be paid \$4 each for examining a horse afflicted with glanders. The report was confirmed.

THE PUBLIC LIBRARY.

Mr. Wallace also read a special report of the Finance committee regarding the public library. The report was very long and, divested of its superfluous phraseology, showed that the library was established in 1876, and up to the present had expended \$7,300 in books, magazines, etc. The library is valued at \$3000 and there are 3200 volumes on the shelves. Last year the receipts were \$379 and the expenditure \$413.30. The total deficit is \$300. Messrs. A. Steele and John McLaren, who have been connected with the library for years, were praised, as were the various boards of managers. The committee recommended that a plebiscite be taken at the next municipal election and let the people decide whether the library will be taken over by the town and made a free public library or not. In the meantime a grant of \$100 was recommended. The report was adopted.

AND NOW THE FUN COMMENCED.

When Mayor Still called for unfinished business Councillor Wallace rose and said that he regretted resurrecting an unpleasant incident, but he was compelled to do so in order to set himself right. At the last meeting the mayor said the piano box heater was working well. He made that statement knowing it to be false. His subsequent actions showed that, for the next morning after the council the mayor and Beatty hurried out to the tank with another stove and put on a big fire and burned the thing down. Mr. Beatty, continued the speaker, said I was telling an untruth about the cost of the

Mr. Fish—I rise to a point of order. I don't think this discussion is in order.

Mayor—I rule it out of order. There's not a word of truth in what he says.

Mr. Wallace—1 move, seconded by Mr. Gordon, that the mayor's ruling be not sustained.

The mayor's ruling was sustained by a vote of 4 to 2 and and the scrap came

died in London, leaving him of £31,000. He raised money on this cablegram, the more easily because Mrs. Eliza Adelaide Chadwick did die in London last November, and the notice of her death was published in San Francisco. She had a son Ernest Chadwick, who was killed in South Africa. Cooper, taking this cue, procured legal looking documents, swindled people all around, and eloped with Nora Schneider. The rascal even fooled the British consul with the forged papers. He has not yet been apprehended.

A RAILWAY KID!

BABY BORN ON A TRAIN BETWEEN WOODBRIDGE AND WESTON.

Conductor Campbell Had a Passenger Without a Ticket—Mother and Child Taken to the Hospital and are Doing Well.

Many strange things have occurred on the T. G. & B. branch of the C. P. R., but probably last week is the first time that a birth has taken place on a train on the run between Owen Sound and Toronto.

ANOTHER LITTLE PASSENGER

On Thursday night the train that passes through Orangeville at 6 20 was filled with passengers and Conductor Campbell had hardly time to smile. One little passenger, however, was landed in Toronto without presenting a ticket.

Mrs. Hill, a lady who lives in Elora, boarded the train at Shelburne and her proposed destination was Detroit, but when the train was between Woodbridge and Weston she gave birth to a little girl. Fortunately, Dr. Elliott was on the train and he attended the lady at the Union station and ordered her removal to the Emergency hospital, where she was taken in the police ambulance, and mother and child are doing splendidly.

The other evening at Tarbert W. W. Graham, a former Sunday school worker, was presented with an address and a pair of gloves previous to his return to Swan River, Man.

Glauber salts, sulphur, cream tartar,

MARCH 7, 1901

THE SNOW PLOW LEFT THE RAILS

Three Locomotives Were Pushing
Through a Deep Drift Near Palmer-
ston When It Stuck.

Front Engine Climbed on Top of the Plow
—The Tender Forced Into
the Cab.

Three Trainmen Miraculously Escape
Death—Men Digging Out Wreck
With Shovels.

Mount Forest, Ont., March 21.—The storm of Monday night and Tuesday has so completely blocked railroad traffic that we have not had a train since Tuesday morning's trains, one of which is blocked in Kenilworth and the other unable to leave Palmerston. The cuts are filled in some places to the depth of 20 feet with snow, which has become so hard that it has to be removed with picks. Yesterday a snow plow, with three locomotives, in charge of Conductor Lavelle, left Palmerston to clear the road to Durham and succeeded in reaching within a mile of here, when in a deep cut, with snow 18 feet deep, the plow left the rails. The front engine ran up on it and is now

C BATTERY'S PAY.

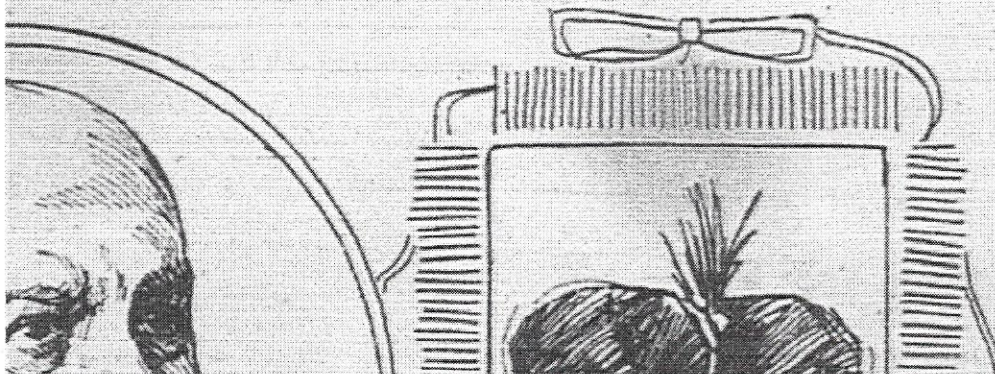
Correspondence on Subject Presented—
No Right to More Money.

Ottawa, March 21.—The correspondence for which E. F. Clarke moved in the house some time ago, respecting the deferred pay of the men of C battery, R. C. A., was presented to parliament to-day. A memorandum from Mr. Borden, accountant of the militia department, states that pay sheets for C battery were prepared and checks were ready to be issued when the Rosslyn Castle arrived at Halifax. When the sheets were distributed for signature by the men previous to paying them off, Col. Vidal was informed by the officer commanding that C battery had been allowed extra pay in South Africa, Rhodesian rates, \$1.25 per day, to the gunners and drivers, and that they would be satisfied with this. No deferred pay was therefore issued to C battery.

"It is a fact," says Mr. Borden, "that many of these men, about sixty, have been paid their deferred pay, 46 cents per day, for a gunner, having assigned it to their families and relatives previous to their departure for South Africa."

"The question as to whether C battery is entitled to these rates of deferred pay depends upon whether the pay they drew in South Africa was imperial pay, authorised by royal warrant, and therefore part and parcel of the royal warrant for pay, as the act of last session clearly states that the deferred pay is the difference between the Canadian rates of pay and the rates laid down by the royal warrant. If the pay in South Africa, on the contrary, was special pay, allowed by the Rhodesian government, and not part

AUSTRIA'S RULER.



1901 3/22

bagman ahead, and that the responsibility rests upon him.

TRAINS LODGED IN DRIFTS

London, Ont., Feb. 17.—The storm here to-day was the severest of the winter. Snow fell heavily and drifted badly, with the result that all the railway lines suffered severely. The London, Huron and Bruce railway was completely blocked, no trains passing over it all day. The London and Port Stanley railway is blocked, shutting out Pere Marquette and Michigan Central trains. An express train that left here at 4 o'clock this afternoon became stalled at Glanworth and seven locomotives are engaged in an effort to pull the train of three cars out of the drift.

TRAINS STALLED

Seaforth, Ont., Feb. 17.—Intense cold and stormy weather all week developed into a raging blizzard to-day, rendering country roads impassable. The early train from Goderich due here at 7:53 a.m. passed east at noon, and one local train from Stratford arrived about noon also, which reached Goderich after a hard struggle. The train which left Goderich for Buffalo at 5 p.m. to-day is stalled two miles east of here, and likely to remain until morning. In addition to a number of passengers for the east the Goderich Hockey team is on board, expecting to have played in Stratford to-night. The train which left Stratford at 3:30 to-night, bringing Toronto connection, is waiting at Mitchell until the stalled train east of here is released.

CATTLE WAS UNLOADED

Detroit, Mich., Feb. 17.—Owing to the heavy snows in Canada, freight traffic is badly handicapped and 55 carloads of cattle bound for the east were unloaded at the Michigan Central stockyards this morning to be fed, until the tracks are cleared again. Among the consignments is one of 45 head of cattle for trans-Atlantic shipment.

LATE TRAINS AT KINGSTON

Kingston, Ont., Feb. 17.—The storm has raged all day, and to-night the snow is coming down thicker than ever. Traffic is almost suspended. The

it protects them from climatic vicissitudes. It keeps the blood in healthy circulation.

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next

G. T. R. train from the east was two hours late this afternoon. The mail train from the west had not arrived at 7:30 o'clock, and the fast express from the west was canceled. The K. and P. express did not go out at noon, as the road between here and Sharbot Lake was blocked. North of Sharbot Lake the trains are running all right, there having been little snow out there.

INTENSELY LOYAL

Lord Minto Points Out One of Canada's Characteristics

London, Feb. 17.—Lord Minto was entertained at a banquet at the Hotel Cecil to-night. He referred to Canada's great possibilities as a wheat-growing country. According to Prof. Saunders, it would be the greatest in the world. He thought this fact gave Canadians an intense national pride. Down in the bottom of every heart was an admiration for the history of Great Britain, pride in the empire and intense love for the flag which it was difficult to explain to those who had not an acquaintance with the great imperial outposts. Mr. Chamberlain's speech on the preference and the South African war had intensified that feeling. Leading statesmen of both parties in the Dominion were absolutely one on the question of British preference. Sir Wilfrid Laurier and Mr. Fielding were both free traders in heart, but both recognised in a new country there must be a certain amount of protection. Both had expressed surprise that the Canadian resolution offering a preference to British goods had not been made more public in the mother country. The inevitable price that would have to be paid for the apparent coldness and the rebuff on the part of the mother country was a loss to imperial trade, and, above all, the loss of that touch with our blood relations beyond the seas, the value of which it was impossible to estimate.

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take all night, and in the morning three more engines ran southward to take water and to relieve the others. But the first engines had started back for Shelburne, and the two sets came together with the above mentioned result. The crews of each of the head engines were prevented from seeing each other by the blinding snowdrifts, and the fifteen or twenty men on the engines were scarcely aware of what was about to happen. Some were thrown out on the snow by the shock and the rest jumped for their lives. The engines were going at good speed. They were stationed at Shelburne with the snowplows, and were trying to open the line north of Shelburne, which is blocked with snowdrifts. The engines which went first to the tank were snowed in all night, and were unable to move till morning. The wreck completely blocked the line, and it was not till early noon yesterday that the auxiliary left Toronto Junction for the scene of the accident.

A number of passenger trains are stalled between Toronto and Owen Sound on account of the wreck.

Local C.P.R. officials state that the engineer of the first set of locomotives had no right to return from the tank without orders, or without sending a flagman ahead, and that the responsibility rests upon him.

TRAINS LODGED IN DRIFTS

London, Ont., Feb. 17.—The storm here to-day was the severest of the winter. Snow fell heavily and drifted badly, with the result that all the railway lines suffered severely. The London, Huron and Bruce railway was completely blocked, no trains passing over it all day. The London and Port Stanley railway is blocked, shutting out Pere Marquette and Michigan Central trains. An express train that left here at 4 o'clock this afternoon became stalled at Glanworth and seven locomotives are engaged in an effort to pull the train of three cars out of the drift.

TRAINS STALLED

Seaforth, Ont., Feb. 17.—Intense cold and stormy weather all week developed into a raging blizzard to-day, rendering country roads impassable. The early train from Goderich due here at 1:13 a.m. passed east at noon, and one local train from Stratford arrived about noon also, which reached Goderich after a hard struggle. The train which left Goderich for Buffalo at 5 p.m. to-day is stalled two miles east of here, and likely to remain until morning. In addition to a number of passengers for the east the Goderich hockey team is on board, expecting to have played in Stratford to-night. The train which left Stratford at 5:30 to-night, bringing Toronto connection, is waiting at Mitchell until the stalled train east of here is released.

CATTLE WAS UNLADEN



HALE and hearty old age means simply healthy organs and healthy functions retained beyond the usual time.

As a rule, at the age of 60 or 70 years, the functions begin to wane and the various organs to lose their natural powers.

This need not occur. At least not in all cases. Many a man and woman have retained their health and vigor much later in life.

We have on file several letters from octogenarians who have found Peruna of priceless value to them as their declining years advanced.

It protects them from climatic vicissitudes. It keeps the blood in healthy circulation.

G. T. R. train from the east was two hours late this afternoon. The mail train from the west had not arrived at 7:20 o'clock, and the fast express from the west was canceled. The K. and P. express did not go out at noon, as the road between here and Sharbot Lake was blocked. North of Sharbot Lake the trains are running all right, there having been little snow out there.

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A RAILWAY YARN!

The Boy Grew Big While the Train Snalled Along

The following story of an actual occurrence on the pioneer railroad in this section appeared in a Toronto paper some years ago and was handed into the Owen Sound Sun this week by Mr. Chambers. It speaks for itself.

Before the gauge of the Toronto Grey and Bruce railway was broadened a trip on that line was like a voyage on the Atlantic ocean. The beginning was known, but the end was beyond the limit of human knowledge. To put it mild, the trains were slow. Stops were frequent, and the gait of the fastest express was little improvement on the speed of a good horse. Conductor Lewis, who is still on the line, which is now second to none in the Dominion, was in command of a train that pulled out of Dundalk station away back in the seventies. Something went wrong that day, and caused a stop shortly after leaving the station. There was a protracted delay, and when the conductor came around his keen eye lit on the stalwart figure of a boy whose mother was trying to run him through at half fare. The lady was indignant that her assertion that the lad was under twelve should be questioned.

"I am his mother, and I surely ought to know the age of my own son."

"You ought to have got that boy shaved before you tried to pass him off as under twelve," said the conductor. "Stand up my man and let me see how big you are."

The boy towered two or three inches above the head of the full grown conductor and his stature settled the case.

"It's all right, Mr. Lewis," retorted the mother as she paid over the full fare "but my boy has grown a lot since he left Dundalk."

~~MARCH 21~~
1901

N MARCH 21
1901

to go west

DEPOT DOTS.

The snow blockade on the Teaswater branch was raised on Sunday morning and a train arrived at that place for the first time since Tuesday. It took a big rotary snowplow about a day to open up the line. The heaviest blockade was north of Mt. Forest.

Last Friday morning a horse belonging to Harry Robinson, a well known cattle buyer, ran away on Mill street and when near the Royal Hotel the animal fell. Thomas Campbell, who was nearby, held the animal down while it was unhitched from the cutter, which was considerably broken.

A message was received here stating that Wesley Walker, a brakeman, and a brother of Conductor Walker, was killed at Farnham, Que., the latter end of last week. The young man was 21 years of age and was well known around here. His people reside at Cardwell Junction. No particulars have been received and the report has not yet confirmed.

Orangeville Sun
MARCH 28 1901

DEPOT DOTS.

The Salvation Army hold meetings once a week at Allen.

Mrs. Wm. Carson was in Melancthon last week seeing her mother in law who is in poor health.

On Monday night one of the firemen became prostrated with the heat and it took some time to bring him around. He was carried to the Royal hotel.

The death occurred Tuesday of Edward, son of Edward Tregaskis, a well known C.P.R. engineer, at Toronto Junction. Deceased was 31 years of age and for several years had been employed in the company's office.

As a heavy through freight train from Toronto, on the C. P. R. was approaching Chateaufort about noon on Tuesday, eight cars were thrown down an embankment. The accident is supposed to have been caused by a turned rail. The engine and several cars passed over the spot safely, but six cars of freight, an empty passenger coach and a van went over the bank. The 120 passenger train up was held by the break and the passengers transferred. No one was injured. The strikers claim that this run-off is directly due to the poor condition of the roadbed owing to the trackmen's strike.

July 4, 1901
Orangeville.

ENGINEER AND BRAKE-MAN KILLED.

Fireman and Another Brake-man Badly Injured—Cars Piled as High as the Telegraph Wires.

A terrible wreck occurred on the O. P. R. near Proton Station, a couple of miles north of Dundalk, at 3:50 o'clock on Saturday afternoon. As a result of the accident two men are dead and two more are in the Owen Sound hospital in a badly bruised and scalded condition. The loss of rolling stock is heavy and will amount to over \$50,000.

The way freight which left Toronto Junction early in the morning had reached Dundalk in safety. Dundalk is the highest point on the line, being 1590 feet above Toronto. From there it is down grade to Owen Sound.

WAS RUNNING FAST.

Behind the way freight at Corbettton was the steamboat express, laden with passengers, and, to get out of the way of this train, Engineer Campbell took advantage of the down grade, and put on full steam in order to reach Markdale. The train was travelling at the rate of about 50 miles an hour, when the engine suddenly left the track, ran into an embankment on the east side, then turned on to the track again, lengthwise, the tender turning on top of the cab and was struck by the cars following, which knocked it on its side and piled up on top of it and around it. One car was thrown on its right side up. Eleven other cars crashed together like tinder boxes, making a pile of debris twenty feet in height.

SCALDED ENGINEER TO DEATH.

William Campbell, engineer, was thrown underneath the engine, water from which scalded him to death instantly.

William McCauley, fireman on the train, was also thrown under the engine, but the other train bands being quickly at the forepart of the train got a board, slipped it under him and drew him out. He was very much scalded on one side. His hands were dreadfully scalded and his ear was cut. At first it was thought he could not recover, but he was removed to Owen Sound hospital and is slowly improving.

William McCraw, a brakeman on the train, was also in the engine at the time of the accident, and was seriously scalded. He died in Owen Sound hospital about 6 o'clock Sunday morning.

John Lancaster, another brakeman, was on the thirteenth car when the engine left the rails, and was thrown into the debris. Here he was imprisoned for four hours until the auxiliary and dug him out. His injuries are internal and his shoulder was also hurt. His chances of recovery are good.

Conductor E. Imrie and W. Blavins, the third brakeman, were in the van, which did not leave the track. There were 21 cars in the train and of these 14 were wrecked.

HE WAS POPULAR.

William Campbell, the dead engineer, was very popular with the railroad men and citizens of Toronto Junction generally, where he never got any other name than "Jumbo" on account of his immense size. He weighed 220 and was 35 years of age. Campbell was unmarried and was one of the best natured men who ever pulled a throttle. His father is station agent at Obolensham and the remains were buried at his old home on Tuesday afternoon. Many members of the Brotherhood of Locomotive Engineers attended the funeral, a special train being run from Toronto.

William McCraw, the dead brakeman, was about 25 years of age and was also unmarried. He boarded at the Occidental hotel, Toronto Junction, and is a son of D. McCraw, postmaster at Craigvale. Interment took place there yesterday afternoon.

CAUSE WAS SIMPLE.

The cause of the accident is very simple. Contractor Thomas Hateshaw has been grading a siding at the spot where the accident occurred and a temporary crossing was laid. Sand and dirt got packed hard between the plank and the rail and it raised the flange of the engine wheels on a level with the rail, leaving nothing to keep the locomotive on the track. A bad smash up occurred near the same place twelve years ago, but no person was hurt.

PASSENGERS TRANSFERRED.

The wreck completely blocked traffic until Monday, when the line was clear for through traffic. In the meantime passengers were transferred. Every section gang between Orangeville and Owen Sound, with the exception of Orangeville Junction, assisted the auxiliary gang in clearing the wreck.

Proton Station

August 15, 1901
Orangeville Sun.

WRECK PROTON
STATION.

FIREMAN IS DEAD!

Another Death is Added to the Preston
Railway Wreck.

After suffering intense pain for over six weeks Fireman William McCauley breathed his last at the General hospital, Toronto, where he was removed from Owen Sound two weeks ago, on Friday afternoon. McCauley was injured in the O. P. R. wreck near Preston Station on August 10 and makes the fourth death as a result of the accident. He was the only son of Alex McCauley, roadmaster of the Ontario & Quebec division. He was 25 years of age.

BURIED AT CHATEWORTH.

The remains of the unfortunate fireman were brought to Chateworth on Sunday for interment. A special train of five cars carried a large number of railway men to that place for the purpose of attending the funeral. A number went from Orangeville.

FROM SWEETHEART TO STEPMOTHER

Young McCauley was shortly to have been married to Miss Barnes, the pretty 20 year old daughter of Conductor Barnes of Toronto Junction, but the Monday before her lover's death, a genuine surprise was sprung on all her friends by her marrying the man, who in the natural order of events, would have become her father in law. It is said the young lady visited her wounded lover while he lay writhing in pain on his cot in the Owen Sound hospital, and expressed her sorrow in loud lamentations. She was also present at the funeral and was dressed in deep mourning.

On the eve of poor McCauley's death he heard from the attending nurse that the woman who was his sweetheart and his betrothed was now his stepmother. The bridegroom is a well known rail roader, and has been a widower for several years. He and his dashing bride have taken up their residence on Hooks avenue, Toronto Junction, where they recently purchased a handsome house and furnished it with the best the city affords.

October 3

1901

Orangeville.

EXPRESS WRECKED!

FOUR CARS TURNED OVER ON THEIR SIDES.

Baggageman Page Injured, but the Passengers Escape—Rolling Stock Not Badly Damaged.

On Friday afternoon the steamboat express from Toronto was wrecked at the gravel-pit between Alton and Charleston, but fortunately no lives were lost. Engineer Boskill, a very careful man, was at the throttle and Conductor Jerry Alton, one of the most obliging ticket-lifters on the road, was in charge of the train.

CARS TURNED ON THEIR SIDE.

The train was running at a very rapid rate of speed when the accident occurred. Owing to some mistake the gravel-pit switch was left open and the engineer did not notice it until he was too close to bring the train to a standstill. The locomotive left the rails and was followed by the baggage-car and three coaches. The engine did not turn over, but the tender and four cars went over on their sides and were dragged along the bank for a short distance. The engineer and fireman escaped unhurt, but Baggageman William Page was considerably crushed about the body and also suffered a broken arm. He was taken back to Toronto. Some of the passengers were shaken up and badly frightened, but none of them were badly injured. The cars were not damaged to any great extent, but it took the wrecking gang thirty minutes to clear the track. As a result the T. G. B. trains were several hours late in reaching Orangeville. Dr. T. H. Heery went down to the wreck and accompanied the passengers to Owen Sound. The C. P. R. provided them with meals at Orangeville and did everything to make them comfortable.

Orangeville Sun
October 17 1901

Steamboat Express
wrecked Alton

DEPOT DOTS.

At 2 o'clock yesterday afternoon Rev. R. W. Dickie performed a marriage ceremony at the residence of Mr. Thos. Peavoy, the principals being Mrs. Jane Nealy of Melancthon and Mr. W. J. Howitt of Grand Valley. After the ceremony a wedding dinner was served and a merry time was spent by those present. Mr. and Mrs. Howitt leave for home today. Congratulations.

We understand that Frank Harrison, who has had charge of the C. P. R. passenger trains plying between Cataract and Elora for the past fourteen years, is to be transferred to the Tecumseh branch. This will be a well deserved promotion for Mr. Harrison and we wish him continued success, but he will be much missed by the people of that vicinity, for by his genial disposition and obliging manner he made many friends.

On the 15th of this month Joseph E. East of this town, who was employed on the ballast train on the Elora branch as foreman of the cable gang, met with a painful accident while at work. As he was handling the plow cable steam was turned on and he was thrown down. The muscles of his legs and back were so badly strained that he had to remain in bed until Thursday last. He is now able to get around again, but it will be some time before he can resume work.

Orangeville Sun
October 31 1901
Thursday.

DEPOT DOTS.

The up train on the Bruce on Thursday night was delayed for a couple of hours at Cardwell Junction owing to the fire of a freight engine coming off. The locomotive was considerably damaged, but no person was injured.

Considering everything the railway officials handled everything pretty well during the big storm on Sunday and Monday. The Owen Sound trains were kept going a little behind time, but Monday morning's Tieswater train did not get down until yesterday afternoon.

February 6
1902
Orangeville Sun

BANK OF HAMILTON

Head Office.....Hamilton
Capital Paid Up.....\$2,000,000
Reserve Fund.....\$1,600,000
Total Assets.....\$17,071,750
J. TURNBULL, H. S. STEVEN.
General Manager, Asst. Gen. Manager
H. M. WATSON.....INSPECTOR.

DIRECTORS.
JOHN STUART, A. G. RAMSAY,
Vice-President, Vice-President
JOHN PROCTOR, WILLIAM GIBSON
GEO. ROACH, MRS. A. T. WOOD,
A. B. LEE, (Toronto.)

Orangeville Agency.

A General Banking Business transacted.
Farmers' Notes Discounted and advances
made on security of Farmers' Sale Notes.
Drafts on all parts of Canada, the United
States, Great Britain and the Continent of
Europe bought and sold. Collections made
on all accessible points on most favorable
terms.

SAVINGS DEPARTMENT.
Deposits received of \$1 and upwards, and
interest allowed thereon.

The attention of depositors is called to the
security offered by this Bank, the Reserve
Fund now amounting to 15 per cent. of
the Paid up Capital.

TRAVELLERS are notified that the
Bank of Hamilton and its Branches issue
Circular Notes of the National Trust
Bank of England, Ltd., which are cashed
at all without charge or trouble in any part of the
world.

J. S. GORDON, Agent.

The Sun

17 DRIVER FOR ALL.
ORANGEVILLE, MARCH 27, 1902.

EDITORIAL NOTES

THE former leader of the Conserva-
tive party in Ontario, Mr. Meier, has
become an independent member and
will contest North Toronto, the con-
stituency which he represents, on this
ticket. Conservatives accuse Mr. Meier
of siding with the Government in favor
of granting privileges to concerns in
which he is financially interested.

Hon. Charles Fitzpatrick and W. F.
Maclean are touting over each other to
give corporations the right to erect poles
on streets in defiance of the municipali-
ties. Fitzpatrick is a Grit and Maclean
is supposed to be a Tory, and if every
man got his due both these fellows
would be left at home when they seek
reelection. Members of parliament
should be taught to respect public
rights.

SAM Hughes, M.P., will not down.
He is laboring under the delusion that
he is the chosen man to end the South
African war and has offered to raise an
army of Canadians two thousand five
hundred strong for that purpose. Of
course he is to be considered a chief,
second to none, etc. In view of the
way in which this man's previous efforts
were received one would think he
would have sense enough to keep his
mouth shut tight. It is needless to say
that Sam's latest is not taken seriously.

FARMINGTON.

REMEMBERED THEN.—On Friday
evening two hundred of the friends of
Mr. and Mrs. Edward Kewick as-
sembled at the residence of Thomas
Hewson for the purpose of showing the
esteem in which they held Mr. and
Mrs. Kewick, who are removing from
the locality. They were presented with
a beautiful parlor suit by Messrs. Darr
and Harty and James Cook, the ad-
dress being read by Counsellor Alex.
Patterson. Happy speeches were de-
livered by Counsellor Ferns of East
Garsrath, Ex-Counsellor Ewing, Mr.
J. H. Armstrong, Mr. Wm. Bruden
and others. After the presentation tea
was partaken of and an enjoyable time
spent. Then the young people adjourned
to the Farmington hall and danced till
morning. The following is the address:
Mr. and Mrs. Ed Kewick.

Dear Friends.—Having learned with deep
regret of your intended departure from our
midst, we, your friends and neighbors, have
taken this opportunity to give expression to
the sincere respect and high regard in which
you have always been held by us. We feel
that we would not be true to the sentiment
which we entertain toward you did we al-
low you to take your departure without
showing in some manner our appreciation
of your most valuable qualities and the
many kind and neighborly deeds which you
have been instrumental in doing during
your residence amongst us. These could

CONS. HELD UP

BEN SHEPPARD WOULDN'T STAY FOR
IT AND LEFT THE TRAIL

Auditors are Begging Knights of the
Punch on the O. P. R.—Conduc-
tors are Compelled to "Check
Up" Before the Passengers—
Looks Like Trouble.

C.P.R. conductors are greatly in-
convenienced at the action of the authorities
in putting checkers or spotters, now
called by the name of auditors, on trains
to see if the ticket-punchers are carry-
ing passengers and not making returns
therefor to the company. A number
of hold-ups have taken place recently,
on local branches and it is said the
Order of Railway Conductors will take
the matter under consideration and
advise the company to remove the suspicion of
dishonesty that seems to be attached to
conductors in general.

BEN WASN'T SHORT.

Ben Sheppard, one of the oldest and
most popular heads on the T.O. & B.
division, was held up by the spotters
between Shelburne and Dundalk on
Monday morning. The auditors got on
Ben's train at Toronto and rode to Or-
angeville. Then they changed cars and
took the Treewater as far as Orange-
ville Junction, where they waited for
the Owen Sound train to come along.
They gave the impression that they
were going up the Treewater branch
when they alighted at the Orangeville
depot. One of the auditors was de-
scribed to a Sun reporter as being "thin
and small and the other fellow had a
whiskey nose." When the train was
between Shelburne and Dundalk the
spotters approached the big good-
natured conductor and demanded his
tickets, punch and cash, which he
handed over to them. They then re-
quested him to accompany them through
the train for the purpose of "checking."
This Ben refused to do and he took a
seat in the smoker while the auditors
annoyed the forty passengers who had
paid a three-cent per mile rate for a
comfortable ride. When they had
completed their task they said to Ben,
"You're short." Conductor Sheppard
told them in plain, easily-understood
English, that he was not "short" and
the auditors found they had made a
mistake in their arithmetic. The sym-
pathy of the passengers was all with
the conductor.

HE QUIT THE TRAIN

When the train reached Dundalk
about 12.15 o'clock Conductor Shep-
pard got off and wired Superintendent
Bridley that owing to the abuse he had
received at the hands of the auditors he
would not take the train through to
Owen Sound and to send on a conductor
to take his place. Conductor Kert-
shire, who was on a freight train near Shel-
burne, was instructed to take Ben's
place and the engine of the freight took
him to Dundalk. Ben bought a ticket
and also boarded the train as a passen-
ger. This is the second time that Ben
has been held up within a year. The
train was delayed an hour at Dundalk.

HE WAS ALL RIGHT.

On Wednesday night of last week
Conductor Ab. Campbell, one of the
most obliging and highly-esteemed
knights of the punch on this division,
was "held up" by the auditors between
Moss Bluff and Watton, but Ab's ac-
counts were found all right and his
suit was returned.

THERE WAS A DEADHEAD

Fate was very unkind to Jerry Al-
ton, a conductor on the Treewater
branch. Two weeks ago his train was
raided by the auditors near Brimpton
and one deadhead was found on the
train. As a result Jerry has been laid
off while the case is being investigated.
It is said the conductor could make a
satisfactory explanation of the matter.

THEY WILL PROTEST

The conductors are again protesting
to the management over the custom of
auditors boarding their trains at dif-
ferent points and compelling them, in
the presence of passengers, to "check
up." Last year this practice was
discontinued by the conductors appealing
to the management that it was very un-
fair to them. If a conductor is doing a
wrong thing he is unanimous in the opinion
that he should be punished. "But,"
said a conductor to THE SUN when
talking over the situation, "it is not
pleasant to be held up by any clerk
who might be sent out from an office
at his secret will. The conductors will
not stand it any longer." Several
resignations of conductors are said to
have been tendered owing to the "check
up" system and it looks as if a challenge

March 27
1902
Orangeville

CARS LEFT THE RAILS

A. C. P. R. PASSENGER TRAIN WRECKED NEAR FLESHERTON.

**Express Messenger Had His Leg Badly
Crushed—Remarkable Escape of the
Passengers—Rails Spread Out.**

Tuesday's up O. P. R. passenger train was wrecked a mile south of Flesherton about noon. The train was speeding along at about twenty-five miles per hour when the accident occurred. The cause of the mishap was the spreading of the rails, which allowed the express, mail and baggage cars immediately in rear of the tender, to leave the tracks. The express car was smashed into kindling wood and the other coaches were turned over.

HIS LEG CRUSHED.

Joseph Corrigan, a Dominion Express Company's messenger, had his right leg severely crushed and James Legate, son of John Legate, west Broadway, railway mail clerk, was badly shaken up. The latter had the remarkable experience of being imprisoned in an upturned car for nearly five hours. Express Messenger Corrigan had a miraculous escape from instant death. When picked up it was found that he was suffering from a crushed leg, caused by the safe in the car rolling over on him. He was taken to an hotel, where a physician attended to his injuries and in the evening was brought to Toronto and conveyed to his home at 179 Lippincott street. Mail Clerk Legate was engaged in sorting letters when the accident occurred and he cannot understand why he was not taken out of the overturned car before five hours had elapsed, unless the crew of the train were not aware of his presence there.

ORANGEVILLE
Sun.
April 3, 1902.

Passenger Train Off the Track.

The C. P. R. express from Toronto due to arrive here on Tuesday at 1.20 p.m. was derailed a little south of Flesherton. The train was in charge of Conductor Henderson and Engineer Shields, and was running, it is said, at a speed of between twenty and twenty-five miles an hour. It consisted of five cars, three being passenger coaches, in which were some forty passengers. The tender left the track first and was followed by the freight and express cars both of which turned over on their sides. The passenger coaches left the track, but was not overturned. The remarkable and most fortunate feature of the accident is that it was attended with comparatively little disastrous results. The express messenger, Joseph Corrigan, of Toronto, was apparently the only person injured, and he not seriously, some article in the car bruising him when it overturned. There was great excitement among the passengers and several ladies suffered severe nervous shock. An auxiliary train was sent down from here and the passengers were brought up during the afternoon, but the mails were delayed much longer. The track was badly torn up for the distance of about a quarter of a mile and traffic was suspended for the afternoon. The overturned coaches were not badly damaged and the entire loss is placed at not more than \$1,000. The evening train arrived here about midnight, not much more than a couple of hours late.

Owen Sound
April 4, 1902.

DEPOT DOTS.

Miss Eva Brownlee, sister of Mrs. Hogg, is visiting Toronto friends.

Miss Pigott of Holand Centre spent Monday night with Mrs. B. Tansley.

Mr. Harold Howard has gone on a month's visit to Winnipeg, Brandon and other places in Manitoba.

Two freight trains collided in the yard behind the Salvation Army barracks on Monday afternoon. The pilots of the engines were wrecked and three cars were pretty badly demolished. The track was cleared in a short space of time and traffic was not delayed very long.

There has been a few changes in the staff at the station here. Hugh Bird has resigned his position as baggage-man and Norman Coulter of Owen Sound has been appointed to the position. H. Howard, who has been in the freight department, has taken a

July 10,
1902.

In Four Figures Now.

Those who remember the little narrow gauge wood burning engines, Amaranth and Kincardine, which did service on the C.P.R., or rather upon the original Toronto, Grey and Bruce Narrow Gauge railway, cannot but contrast them with the ninety ton freighters which come up over the widened gauge today. Each engine is now known by its number, instead of a name, and the growth of the rolling stock is indicated by the arrival here last week of a new locomotive, whole number had reached the four figure mark. They are magnificent machines, built on the most modern principles, and though too heavy for the steel on this division, bring in enormously more tonnage at a train load than the little fellows could haul in a week. It is a remarkable fact, however, that the record run between Owen Sound and Toronto was made on the narrow gauge and by one of the little old locomotives. It has long since doubtless been consigned to the scrap heap, together with the freak double header which had a stack at each end and the cab and coal and water capacity in the centre. Few of the present railway men remember this freak double header. Its life was short, and the junk man fished it out of the pile at the old Queen's wharf, Toronto.—O.S. Times.

ORANGEVILLE
Sun

July 24,
1902

DEPOT DOTS.

Fred Cutting has removed to east Broadway.

Mrs. Wm. Fogarty has given to St. Peter's church the prapery for the openings.

Mr. Frank Malloy, son of Roadmaster John Malloy of Smith's Falls, late of Orangeville, is now a fireman on the C. P.R.

Joe East of Toronto, formerly of Orangeville, is moving to Walkerville Junction, where the C.P.R. has given him another job.

The crew of the freight train from Teesewater were laid up here over Saturday night for rest. The cargo was principally butter and the run from Teeswater to Orangeville occupied fourteen hours.

OCTOBER, 2, 1902.

A C. P. R. PASSENGER TRAIN GOES ON A RAMPAGE HERE

Neither Crew Nor Passengers Were In-
jured—Some Quick Work in Send-
ing Out a Special Train.

While coming into the C. P. R. yard here yesterday morning the passenger train from Owen Sound ran off the track and smashed things generally, but luckily no person was hurt. The baggageman and express messenger were thrown about and the passengers were considerably shaken up and badly frightened.

CARS WERE ZIG-ZAG.

The train was in charge of Conductor Ab. Campbell and Engineer Billy Newman, one of the most experienced and capable men on the line, was at the throttle. He is a brother of George Newman, yard engineer here. The train, which consisted of engine No. 398, a fruit, baggage, smoking and large first-class car, had just passed the roundhouse when it jumped the track. It was going at a good rate of speed, and although Engineer Newman applied the air brakes, the train ran for a considerable distance, tearing up the rails and ties as if they were so much match-wood. Every wheel left the rails except the front trucks of the locomotive and rear wheels of the coach. The cars were zig zag across the yard and some of them were almost toppling over on their sides. The trucks were pulled from under the baggage and smoker and the former was considerably smashed up. The wreck presented a curious sight and was viewed by hundreds of people. The auxiliary arrived from Toronto about 1 o'clock and is still working clearing away the wreck. Supt. Alfred Price is directing operations.

SOME QUICK WORK.

The wreck occurred at a point that did not interfere with traffic. Through passengers were walked across to the Credit train and lost practically no time. A special train was at once made up and dispatched over the Bruce division with the remainder of the passengers. It was quick work and the C. P. R. authorities and Agent Howard are to be congratulated for their activity and consideration of their patrons.

DEPOT DOTS.

A private car passed through here yesterday morning. It contained about seventy shareholders of the Durham cement factory who were on their way to that place to look over the plant, which is about ready to commence work. The party came from Ottawa.

The C. P. R. fast freight had an adventure at Brampton the other morning. When tearing through the yard the engine jumped the rails and ran over the ties for forty yards and then jumped on the rails again. The conductor, who was standing on the rear platform, was thrown off, but escaped injury.

OCTOBER 30,
1902.

The Sun

IT SHINES FOR ALL.

ORANGEVILLE, DEC. 25, 1902.

CEMENT.

THE Superior Portland Cement Co. has made an amended offer to the town regarding the establishment of its works here. Now all that they ask is \$1500 in cash, exemption from taxation for ten years, a free site of eight acres and right-of-way twenty-two feet wide to the cement beds at Caledon lake. THE SUN is always willing to support any move to improve the condition of Orangeville, but sometimes we have to draw the line when the price appears to be high. In this instance it looks very much as if the cement promoters are underrating the intelligence and business sense of the property-owners of this town. Our bonus voting mania has subsided to a certain extent and a cold blooded commercial consideration has supplanted the sentimental idea that sent us out rainbow-hunting less than two years ago. If this fact is borne in mind it will save time, trouble and expense.

DECEMBER 25, 1902.