

Walkerton and Lucknow Ry. Tracklaying  
this line between Proton and Walkerton,  
about 37 miles, which has been under  
construction since Aug., 1906, is practically  
completed, ballasting is in progress, and it is  
expected that the line will be opened for  
traffic early in July. A contract has been let  
for the erection of a station building at  
Walkerton.

June 1908

7399

# CANADIAN PACIFIC

Commencing Monday,  
June 1st,

## INTER-URBAN MOTOR

### TORONTO

Parkdale, West Toronto, Lambton,  
Burlington, Cooksville, Streetsville and

### BRAMPTON

#### SCHEDULE:

Lv. Brampton 7.30 a.m., Arr. Toronto  
8.45 a.m.

Lv. Toronto 1.30 p.m. for Lambton Go f  
Grounds.

Daily except Sunday.

Lv. Toronto 8.15 p.m., Arr. Brampton  
7.40 p.m.

Daily except Saturday and Sunday.

Saturday Only—Leave Toronto at 1.30  
p.m. for Brampton.

Motor Car has handsome Coach and  
Smoking Room. Runs smoothly, makes  
fast time.

#### C.P.R. CITY TICKET OFFICE

COR. KING AND YONGE STS.

Telephone Main 6580

C. B. FOSTER, District Passenger Agent, Toronto

Globe June 1, 1908



## **CANADIAN PACIFIC MOTOR CAR GOES INTO COMMISSION JUNE 1.**

### **Between Toronto and Brampton—Inter- Urban Service Announced.**

The Canadian Pacific Railway has decided to try out the steam motor car, recently brought from Montreal, in an "Inter-urban" service between Toronto and Brampton. The schedule is announced, coming into force next Monday, June 1st. The car will leave Brampton at 7.30 a.m., daily except Sundays, arriving Toronto 8.48 a.m.; leave Toronto for Lambton Golf Grounds at 1.30 p.m., daily except Sundays, on Saturdays, running through to Brampton. Evening trip will be, leaving Toronto at 6.15 p.m., arriving Brampton 7.40 p.m., daily except Sundays.

This, in conjunction with the regular trains, will afford a frequent service that should prove highly satisfactory to residents of Lambton, Islington, Cooksville, Streetsville, Brampton, and intermediate stations.

The car itself is certain to become a favorite with the travelling public. It runs quickly and smoothly, and is handsomely furnished, with all modern improvements, seating forty passengers in the coach and sixteen passengers in the smoking-room. It is practically an entire train, locomotive, baggage car, and passenger coach condensed into one car, carrying a regular crew of engineer, fireman, and conductor. The locomotive portion, with steam generated by coal in the usual manner, is exceptionally powerful, and drives the car at from 50 to 60 miles an hour. Westinghouse automatic airbrakes, especially adapted for this class of serv-

May  
a.m.  
Tul-  
nedy.

C. P. R. officials are confident it will take with the public and prove a success in every way.

Until June 15, the motor car will be an "extra" to the present schedule; after that date, if it has proved successful, it will replace the Chicago express-in-bound, in the morning, and the 5.50 p. m. train outward.

The time-table for the motor car has been arranged as follows:

Out:

Stations	p.m.	p.m.	p.m.
Toronto.....	*1.30	1.30	6.15
Parkdale.....	1.38	1.38	6.23
West Toronto..	1.45	1.45	6.32
Lambton.....	1.48	1.48	6.36
Golf Grounds ..	*1.52	1.52	6.39
Islington.....		1.56	6.44
Dixie.....		2.06	6.52
Cooksville.....		2.11	6.56
Erindale.....		2.17	7.03
Streetsville.....		2.24	7.10
Streetsville Jct .....		2.29	7.15
Meadowvale.....		2.34	7.20
Churchville.....		2.42	7.30

Arrive—

Brampton .....	2.50	7.40
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In:

Leave—

Motor

	a. m.
Brampton.....	*7.30
Churchville.....	7.40
Meadowvale.....	7.48
Streetsville Jct.....	7.52
Streetsville.....	7.56
Erindale.....	8.04
Cooksville.....	8.13
Dixie.....	8.17
Islington.....	8.24
Golf Grounds.....	8.28
Lambton.....	8.30
West Toronto.....	8.33
Parkdale.....	8.40

Arrive—

Toronto .....	8.48
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\*Daily except Sunday.

From Guelph Junction in, it is hoped to have the motor replace the Chicago express, which will cut out its local stops. The express is due at 8.10 a.m.; the motor will be timed to reach the city at 8.48.

Outward, the motor will leave at 6.15 p. m., instead of at 5.50 p. m. These new times are expected to be

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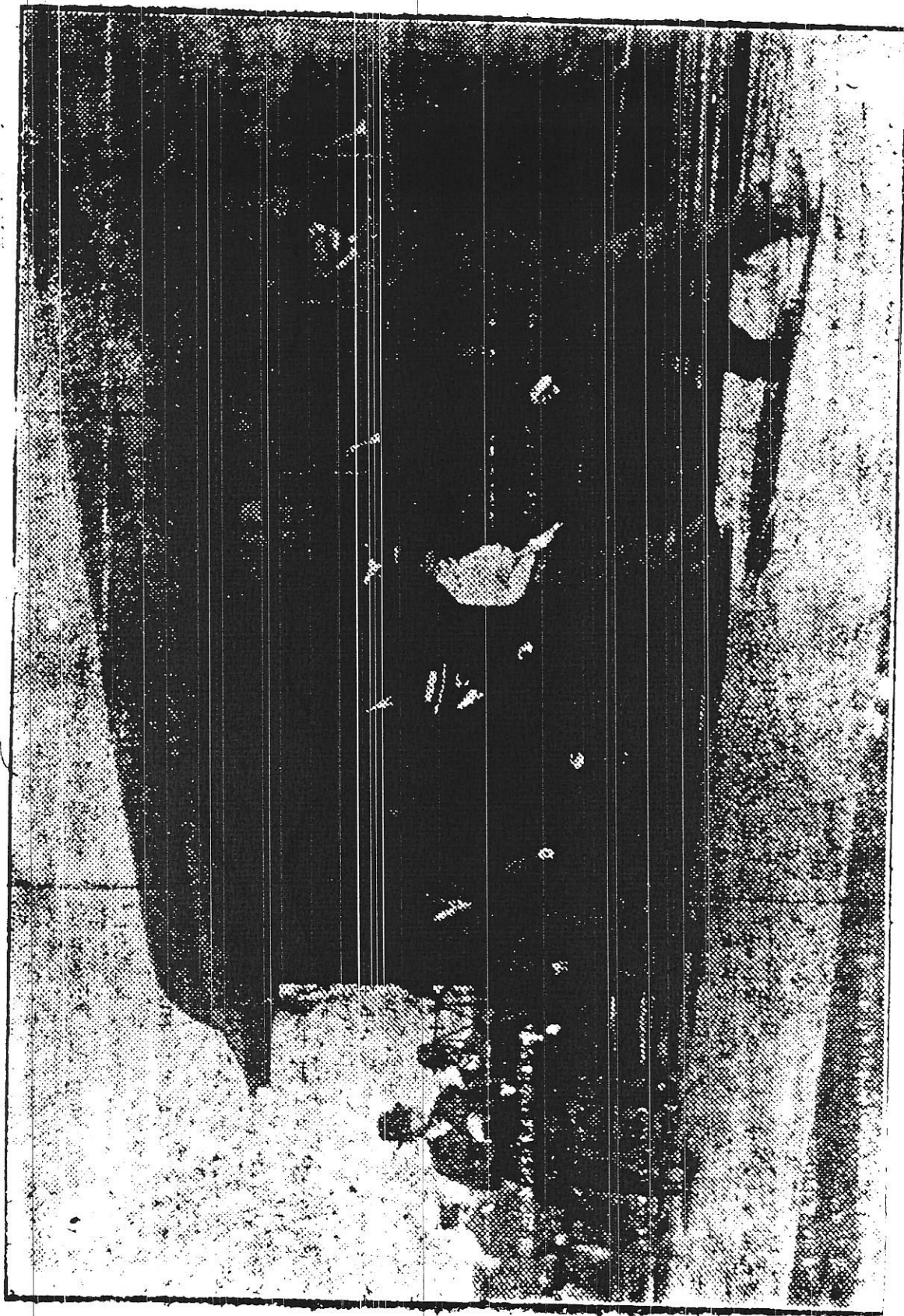
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C. P. R. MOTOR CAR ARRIVING FROM BRAMPTON

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# C.P.R. SUBURBAN SERVICE A SUCCESS A CHEAP RATE WILL COME SOON

X Fifteen days' trial of the experimental suburban motor to Brampton, put on for the benefit of suburbanites, has pretty well convinced the C.P.R. passenger officials of the practicability of the argument that the district between Toronto and Brampton not only required but warranted, the introduction of a special service, says the World. Fifteen days' trial has also given the C.P.R. officials a confidence in the capabilities and reliability of the car that has exceeded their most sanguine expectations, and it would not be surprising if an order for six more cars built on the same design, went forth to Montreal before the summer ends.

X The motor car patronage from Brampton has been gradually increased. Already citizens doing business in Toronto are daily passengers. The car being made up here prevents irregularity in time and ensures sufficient seating capacity and freedom from dust and smoke. The inauguration of the system will no doubt result in the bringing to town several families who find living cheaper and surroundings more favorable than in the city. The rate for daily traffic will be 28 cents for the round trip and commutation tickets at a very low rate will be issued for ten trips and upwards, to be used by any individual or member of his family.

granted by the Grand Trunk Railway. The commutation ticket which cost 50c. return, was cancelled. The expectation was that local trade would be increased. There is no doubt, however, that the people are going to Toronto just the same as before and will continue to do so. Brampton cannot be a competitor with Toronto. The sale of milk, cream, butter and all kinds of farm produce, for which there is such a great demand in the city, compels County of Peel farmers to do business there. It is natural that they are looking for cheap transportation and prompt service. It does not follow that the granting of this advantage will interfere with their patronage of Brampton merchants. Our merchants here are able, on account of lower rents, taxes and other expenses and being in proximity to the wholesale houses, to place goods on the market as cheaply as city dealers. Everything that is calculated to improve the earning facilities of the farmers of the district, and to increase the population of Brampton, adds to the purchasing power of the people who must do the greater part of their business here. The great majority of the people of Brampton and the immediate district have always been loyal to the men who are assisting in building up the town and will continue to be notwithstanding changing conditions which make necessary the step which the railway companies are

Already the southern portion of the



# C. P. R. MO

## PROPOSED SCHEDULE OF MOTOR CAR

Effective June 15

Daily ex Eggleston p.m.	Westbound	Stations	Eastbound	Daily ex Sunday a.m.
	Sat. Only p.m.			
1.30	1.30	Toronto.....	8.45	
1.38	1.38	Parkdale.....	8.30	
1.46	1.46	W. Toronto...	8.20	
1.49	1.49	Lambton.....	8.15	
1.50	1.50	Golf Grounds...	8.14	
	1.54	Islington.....	8.10	
	2.01	Dixie.....	8.08	
	2.05	Cookville....	8.00	
	2.11	Erindale.....	7.52	
	2.18	Streetsville...	7.47	
	2.20	Str'tsville Jct.	7.45	
	2.24	Meadowvale..	7.41	
	2.28	Churchville...	7.36	
	2.35	Brampton.....	7.30	

### FOR CHEAP FARES.

#### The Application of Brampton Has Been Formally Made.

Brampton wants railway commutation tickets between that Town and Toronto, and F. W. Wegonast of Brampton has applied to the Railway Commission for the privilege, urging that it would benefit Brampton. When the application is heard, Corporation Council Fullerton is likely to present the city's version of the case.

Brampton's Council and Board of Trade unite in asking that both the Canadian Pacific and Grand Trunk issue commutation tickets.

BRAMPTON

## Engineer and Mail Clerk Killed in a Peculiar Accident at Owen Sound

Two hours late owing to a wreck at Kilenburg, Friday night's C.P.R. 10.05 passenger train from Toronto was making up time on the down-grade coming into Owen Sound when it came into full collision with a runaway freight engine. William Bouskill, engineer on the passenger, was so severely injured that he died a short time after being taken to the General and Marine Hospital and Robt. E. Curran, mail clerk, succumbed to his injuries Sunday morning. Eight are injured, and many more are badly shaken up.

The runaway engine was running backwards, and the tender was driven into the passenger engine and wrecked completely. The runaway engine is also a wreck. The baggage car was also telescoped by the tender, and all the occupants badly injured. The car was burned, the mail scorched, and the registered letters missing.

### ENGINE GOT AWAY

The runaway engine had arrived at 11.10 in charge of Engineer Griffin, who had just left his engine at the roundhouse and gone to the bunkhouse, when, before the turner, George Williams, took charge, it started slowly away. Williams and his assistants, who were busy with another engine at the time, ran after the engine, but it got away on them. The engine crossed a split switch on to the main track, and gained considerable speed. It had gone about a mile when the accident occurred.

The night passenger train in charge of Conductor McCreary was on a downgrade, and was going at a rate of perhaps fifty miles an hour when the runaway was sighted. The engineer did his best to bring the train to a standstill, but when the crash came it was still going at a good rate.

### THE INJURED

The injured are: M. Wilson, fireman, knee bruised, cuts about the elbow and burned about the head and neck; also scalp wounds. He will recover.

Harry Stone, baggageman, arm broken in three or four places between shoulder and elbow, wrist broken badly, burned all over.

James Bratt, bruised and shaken

up. Mr. Bratt's shoulder dislocated and

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1908



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Harry Stone, baggageman, arm broken in three or four places between shoulder and elbow, wrist broken badly, burned all over.

James Bratt, bruised and shaken up.

Mr. Bolduc, shoulder dislocated and bruised.

James Bates, injured internally.

Wm. Dockrill, express messenger, inhaled steam while endeavoring to rescue Engineer Bouskill.

Edward McCreary, conductor, bruised and cut, but not seriously.

Chas. Munro, foreman W. Kennedy & Sons' Foundry, Owen Sound, ribs broken.

### THINKS SOMEONE STARTED IT

Chas. Griffin, engineer of the runaway engine, was seen this morning and cannot understand how his engine fully 20 minutes and gone to the bunk house, when he was told the engine had started down the track. He is of the opinion some one must have started his engine, as the throttle was in firstclass shape, and everything about it secure. He said: "I was so positive about this that before leaving the engine I crawled over the top of the wheels of the engine in order to do some little work on the engine. I certainly would not have done that if I had thought there was any danger of it moving off."

George Williams, the turner, is equally positive that no one was near the engine. He was busy on another locomotive when 1490 arrived, and was just preparing to start when it moved away. The opinion expressed among those at the round house is that the throttle was not secure or that a leaky valve might have been responsible.

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1908

# Fatal Railway Wreck

The overwrought nerves of the people of Owen Sound, kept at high tension during the greater part of the week by the atrocious tragedy that Tuesday morning, received another wrench about midnight on Friday by a railway wreck, which cost two more lives and left a half a dozen injured as its toll. The accident, which is almost unprecedented, took place in the yards of the Canadian Pacific here, and while these occurrences are not unfrequent in the records, coming so near home the effect was incalculably greater in view of the overstrung nerves of the people. The train involved in the wreck was the Canadian Pacific express, due here at 10 o'clock. Through some delay it was over an hour and a half late and as it swung around the curve and down the grade from Murray's cut, it was going at a good swift clip. With terrific suddenness it came to a stand-still in front of the Imperial Cement Company's mills. The passengers in the first-class coach were thrown about and bruised but lost no time in getting out to find out the cause of the terrific jolt they received. The scene that met their gaze in the dark night was appalling. Rain was falling in torrents, but on making their way to the front of the train they found that a collision with the rear end of a locomotive tender was the cause. They had little time to wonder for out of the window of his locomotive cab he discerned the form of the Locomotive Engineer, William H. Boskell, held tight by the telescoping of the cab by the boiler of his engine. On the left-hand side was Fireman Matthew Wilson in a less precarious condition. Beneath the end of the tender of the passenger, which had been forced in to the end of the express and mail car, was James Batt, a young man of twenty-five, who had been stealing a ride with a companion. William Bouldoc, a lad of seventeen, in the express car with packages all around him was Express Messenger W. V. Dockrill, while on the floor of the mail car stunned from some blow was laying Robert E. Curran, the mail clerk. Pinned down by baggage in the next car, which was the combined baggage and smoker, was Harry Stone the baggage man. The passengers at once started to rescue the men, one of the first to get out being express messenger Dockrill. He with others made at once to the assistance of the imprisoned engineer and amid the hot steam and smoke he was extricated from his position, badly scalded about the head and upper portion of his body, while his hands and arms were burned and

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conveyances and doctors. The crowd at the wreck was soon augmented by residents, while hundreds hurried down through the dark and rain from town. An alarm was sent in from box 35, and the fire department made a splendid run. The ambulance was soon on the scene while Drs. Lang and Rutherford were amongst the first to reach the wreck from up town. Expressman Dorkrill though badly shaken up, was the first to run to the engine and ascertain the whereabouts of the engine crew. It was while endeavoring to release the engineer that the plucky young expressman received the burns and scalding about his head. Baldoc was able to release himself and slid out from under the end of the tender and was able to walk, but his companion with a shoulder blade broken and badly bruised and cut was only rescued by the use of a fence post as a lever to secure his release. How either of these two riders escaped being crushed to death is the most marvellous incident of the event. Mail clerk Curran, who was in a dazed condition when found on the floor of his car, was carried out without difficulty and laid on the side of the road to await conveyance to the hospital, which had been notified to prepare for wreck victims. But it was in the baggage car that there was a strenuous effort made. The baggage had been forced in on Baggage man Stone in such a way that he was crowded to the floor on his hands and knees. A heavy box had fractured his arm and made it useless to aid him in releasing himself. The fire in the express and mail coach, which had telescoped the baggage car half way in, was burning fiercely and there was the increasing danger that before the prostrate man could be released the fire would reach him. As a last resort it was suggested that the arm should be amputated, summarily, to save the man from the burning car. A strenuous effort, however, prevented this resort and the injured man was pulled free from the load.

By this time the fire department had two streams pouring on the burning car, but as only about ten per cent of the water they were using got inside, the time taken to put out the blaze was longer than if the nozzles had been taken to the doors and the water poured in. The fire did not get through the roof to any great extent, but when it was at last got under control the contents of the express end of the car were destroyed, while in the mail car much of the mail matter was damaged by water and fire. The letters in the regular mail bags which escaped were badly soaked, some of the bags were destroyed practically all of the heavy mail of Toronto evening papers were destroyed either by water or fire.

(continued on page 4.)

Owen Sound

JUNE 4  
1908

# Fatal Railway Wreck

(Continued from page 1.)

Amongst the matter destroyed or missing were two or three registered mail packages. These were supposed to be in Mr. Curran's satchel, but that has disappeared, and whether burned or stolen, is not yet known. The only vehicle saved from the express car was the safe, and Express Messenger Dockrill stated afterwards that it was he who threw out the safe. In the smoking compartment the jolt threw Conductor Ed. McCreary over against a seat. When first he recovered himself he found that he had a cut on his face and that his arm as he thought was badly sprained. It was after he had spent the night in pain at his hotel that he found next morning that a bone in the right forearm had been fractured and he had to have the fracture reduced. The jolt to the passengers was not less severe and the ones who escaped bruises and aching bones were few indeed. It was in the passenger car that Mr. Charles Munroe, the mechanical foreman of the William Kennedy & Sons, limited, who had been at West Toronto, was thrown violently against the end of the car and he sustained a fractured arm. He was about to get ready to leave the train at the depot and was standing up when the short stop up came. Mrs. (Dr.) Wells, of Port Elgin, was a sufferer to an unpleasant experience, having been thrown violently against the end of a seat where she received injuries in the face. Other passengers were severely shaken up. The ambulance was speedily on the ground. The first to be removed was Engineer Bouskill who was hurried to the hospital. Harry Stone followed in a second trip and mail clerk Curran third. Conductor McCreary, Mr. Munroe, Boulder and Batts were taken over in carriages. Dockrill was driven up in a buggy to the Puterson House, while the ambulance made its final trip about 3 a.m. and carried over Fireman Wilson whose injuries were so severe that he had to be kept under an opiate for some time. At the hospital it was readily seen that Engineer Bouskill's condition was hopeless. The flesh on his hands and face was literally cooked. He died about 1.30 a.m., retaining consciousness almost to the last. At the hotel Dockrill was found to be

June 4  
1908

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bury, after viewing the remains, ad-  
journed until to-morrow evening.  
The body was then placed in a cask-  
et and were taken to Toronto. Con-  
ductor John Anderson and Mr. A. J.  
Veale, of Toronto, arriving on the  
1.05 train to take charge of them.  
Sunday morning the remains of Mail  
Clerk Curran were removed to his  
late residence on Murdoch street,  
where his grief stricken wife, a bride  
of scarcely eight months, received  
them.

### THE CAUSE.

While the rescue work was in pro-  
gress there was little time to ascer-  
tain the cause of the loss of life and  
injuries to limb and property and  
thus to an extent it must remain a  
mystery as it will doubtless never be  
known how the engine, which caused  
all the trouble, got to the point  
where it met the incoming express.  
The locomotive 1490 with engineer  
Charles Griffiths and fireman Pook, of  
West Toronto, pulled into the C.P.R.  
yards about eleven o'clock with a  
heavy train of through freight. Un-  
coupling from the train the engine  
was switched over to the track lead-  
ing from the main line to the turn  
table. A few minutes later Night  
Turner George Williams heard steam  
escaping from the stopcocks of the  
cylinders of the engine, while he had  
another of the night gang were work-  
ing in another engine. Looking up he  
saw 1490 backing off down the track.  
He made a race to get on and  
stop the runaway, but the increasing  
speed made that impossible. Instant-  
ly thinking of the incoming passen-  
ger train he ran to the bunk house  
and telephoned the operator at the  
station to hold the express at Chats-  
worth to avoid the collision. In  
this he was too late as scarcely had  
he finished when with a noise like  
the explosion of a steam boiler and  
a flash of light the two rapidly mov-  
ing forces came together and the  
damage referred to above was a fact.  
The speed of the train was probably  
thirty miles an hour and it is pro-  
(Continued on page five.)

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1908

## The Market Reports

Owen Sound, June 4, 1908.

GRAIN	
Red Wheat, per bushel	\$1.40 to \$1.50
Barley	0.50 to 0.55
Oats	0.50 to 0.55
Powder small	0.50 to 0.60



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# Fatal Railway Wreck

(Continued from page four.)  
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The wreck of the passenger engine and tender with the mail and baggage cars was complete. Not only were the bodies of the cars splintered into matchwood, but the trucks were bent and twisted. The wreck of engine 1490 was more thorough, the tender being reduced to a mass of scrap, the front truck being driven far under and the steel top bent and broken. In the rebound from the collision the locomotive ran as far as the table factory, about half the distance it had travelled in its destruction-bent race. All the working parts were stripped and the trucks twisted by the force of the impact. Saturday morning Superintendent C. Murphy, Mechanical Superintendent George Preston and Travelling Engineer Jos. R. Spragge came up to investigate the cause. Their closest scrutiny failed to settle how engine 1490 got away. Engineer Griffith stated positively that when he left his engine he was so satisfied that everything was alright that he crawled under it to make the usual inspection. That he would not have done this may be accepted had the valves of the operating levers been defective or leaky. He stated to the officials that he had reached the bunk house, adjoining the round house, less than half a minutes' walk—

Tues water on Monday afternoon for interment. A funeral service was conducted at his late residence, Murdoch street, at which Rev. G. A. Woodside, M.A., of Division street church, of which deceased was a member, officiated. There were a number of very beautiful floral tributes, including a wreath from the Superintendent and railway mail clerks, of Toronto division, a wreath from other mail clerks, spray from Postmaster and Mrs. Ross, as well as many others. The pallbearers were Messrs. D. C. Taylor, Wilfred Brown, John McQuaker, A.C. McPhee, G.N. Elliott and Conductor Matt. Grimes, a brother-in-law of deceased, who with Mrs. Grimes, a sister of Mrs. Curran, came up on Sunday night. Both Engineer Bouskell and Mail Clerk Curran had many friends in Owen Sound who sincerely deplore their deaths.

## THE INQUEST.

On Saturday morning an inquest was opened by Dr. C. Ma Lang, associate coroner, with the following citizens as jurors: John Grunsell, J. B. Straith, J. T. Wilson, John H. Silverthorn, Robert Sivil, R. B. Paterson, R. J. Hurry, A. Benner, J. T. McInnis, J. R. Johnston, J. R. Grant, M. N. McDowall and John.

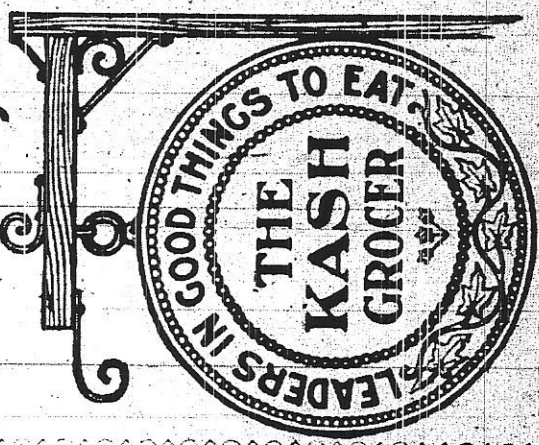
# Pineapples Pineapples

Now is the time to preserve your Pineapples, while the price is at the lowest, the quality at its best, and the fruit full of juice.

Order now, \$1.60 per dozen

## THE KASH GROCER

Phone 319 Vickers' Block



Legate foreman. Mr. H. G. Tucker railway commission, was in town yesterday and made an examination of the location of where the wreck occurred and the ground over which the runaway engine ran, and also had all the C.P.R. employees who were on duty Friday night up for examination. There was no new light thrown on the cause of the runaway.

## THE INVESTIGATION

Mr. McColl of Ottawa, the investigator of railwrecks for the Dominion

June 4  
 1908



twisted by the force of the impact. Saturday morning Superintendent C. Murphy, Mechanical Superintendent George Preston and Travelling Engineer Jos. R. Spragge came up to investigate the cause. Their closest scrutiny failed to settle how engine 1490 got away. Engineer Griffith stated positively that when he left his engine he was so satisfied that everything was alright that he crawled under it to make the usual inspection. That he would not have done this may be accepted had the valves of the operating levers been defective or leaky. He stated to the officials that he had reached the bunk house, adjoining the round house—less than half a minutes's walk—sometime before the turner ran in to telephone. While there is a slight discrepancy as to the time which elapsed between his leaving the engine and the telephoning, there is no question but that he was away from it when it started. The night crew are positive that none of their number were on the engine to start it, and the question was raised whether some mischievously inclined person had not started the engine. The more probable construction is that the valve was defective and under the heavy steam pressure and possibly high water in the boiler, the valve gradually opened and the engine sped away on its errand of destruction. The fact that there is a safety switch leading, made it only the easier to reach the main line.

#### THE LINES CLEARED.

Gangs of men were put at clearing the wreck about one o'clock. The local auxiliary dumped the trucks clear of the tracks, while such of the rolling stock as could be moved on the wheels was hauled up into the yards. Monday the Toronto auxiliary plant came up and the broken tenders were loaded on flat cars and with the other wreckage that could be moved on its wheels left for the shops at West Toronto. Sunday hundreds visited the scene and the snapshots were numerous. The A.O.F. excursion billed for Saturday morning was delayed until after nine and the crowd was so small as to make it a complete failure.

#### THE FUNERALS.

On Monday afternoon the funeral of Engineer William H. Bouskill took place from his late residence, 13 Northcote Avenue. There was a short private service at the house, at which only the relatives and near friends attended, after which a public funeral service was held at St. Ann's Episcopal church. Many beautiful floral offerings were sent as tokens of sympathy by friends of the family, and the different railway men's organizations. The Brotherhood of Locomotive Engineers attended in a body. The pallbearers were all relatives. The interment took place in Prospect cemetery. The remains of Mail Clerk Robert E. Currin were taken

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ple were killed and 22,520 injured.

### Quit Work,

The track-laying gang left here on Tuesday forenoon, and will not be back for two weeks. There is a lot of work to be done in removing clay around the Bend before the rails can be laid. In the meantime the work is being pushed on the water-tank and station but it will be many a day before the road is ready for business.

### Howis--Ernest.

A marriage took place at the Catho-

JUNE 4, 1908

WALKERTON



# TRAINMEN PLUNG- ED TO DEATH

## Power Dam at Port Arthur Gave Way With Fatal Results

PORT ARTHUR, May 28.—In one of the worst disasters that has ever been experienced in this country five men were killed and hundreds of thousands of dollars' worth of damage done at Current River, on which the corporation has its water-power.

This stream got on the rampage last night, and today practically the whole system, that has cost the city thousands of dollars, is demolished. The park has been torn up, and large streams of water now run through it in several places.

### BURST THE DAM

Last night about 11 o'clock a great torrent of water caused the breaking open of one of the system of dams on the river, and in a short time a vast volume of water was on its torrential way down to the lake carrying everything before it. The river overflowed its banks at all points, and soon the whole channel was filled with logs and debris.

### FREIGHT TRAIN PLUNGES IN

When the torrent of water struck the bridge a C.P.R. freight train was just pulling into Port Arthur, with orders to meet the passenger train. She was running at a good speed. Just before striking the bridge she went into the undermined track. The locomotive turned completely over and five cars went over with it. It was thought impossible for any person to live through the wreck, as in a moment it was under water and the flood flowed over the top of it.

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### **The C. P. R.**

The other day a C. P. R. engine with five or six cars attached came slowly steaming down the track and came to a standstill almost opposite the dam. There it stayed all day in plain view of the town. It strikes one as odd to see a railway train standing out by itself in an open field, but it will not have to do that for long as work on the new station is progressing rapidly. The Sudbury branch was opened on the 15th, and now that this line is off their hands, it is anticipated that things will begin to move herein earnest.

### **Gunpowder Accident**

JUNE 18, 1908  
Walkerton



# June Smiles on Happy Brides

## Hunter-Hiscox

A very pretty wedding was celebrated at the residence of Mr. and Mrs. Robert Pitt Hiscox, John St. when their only daughter, Mae Elizabeth, was united in wedlock with Mr. William Edward Hunter of the Copeland Chatterton Co. and son of Mr. and Mrs. Wm Hunter, residents of Brampton. The bride, who was attired in silk with veil and carried a beautiful bouquet of orchids, roses, lily of the valley, was attended by her cousin Miss Bessie Caswell in embroidered Swiss muslin, carrying a basket of sweet peas. The wedding march was played by Miss Nina Bickle Toronto, Mr. J. Todde also sang a solo, Oh Fair, Oh Sweet, Oh Holy, while the register was being signed. The ceremony was performed beneath an arch of smilax and marguerites by Rev. Dr. Burns, pastor of St. Paul's Church. A company of some forty invited guests sat down to a dainty dejeuner followed by the usual complimentary speeches after which the bride slipped away to don her travelling suit of Wedgewood blue worn with a bloom of Cluny lace with hat to match. The groom's present to the bride was a solitaire pendant, and to the flower girl a pretty engraved gold bracelet. The large array of wedding gifts bespoke the esteem of an extended circle of friends. Mr. and Mrs. Hunter left on the evening train to spend their honeymoon at Muskoka.

Photograph by Z...

his daughter, Miss Etta Fickham to Dr. Arthur E. Snell, of Toronto, son of the late Samuel Snell, of Bolton, was prettily celebrated, five bridesmaids attending the bride, and Dr. Hendricks, of Toronto, supporting the groom.

A large number of out of town friends were present at the ceremony, including the groom's mother, his sister, Mrs J. S. Brown of Toronto, his sister Mrs W. H. Bowles and Dr. Bowles of Orangeville, Mr. and Mrs. George Evans and Mr. and Mrs. W. P. King, Toronto.

Dr. and Mrs. Snell will on their return from their honeymoon trip, live in 678 Spadina avenue.

## Jackson-Gray

Last Wednesday the marriage of Miss Mildred Gray, daughter of Mr. L. Gray, Bathurst street and Dr. Alexander A. Jackson, Bolton, Ont., was solemnized by the Rev. Dr. Wilson, Trinity Methodist church, at the residence of Mr. J. F. Gray, of Madison av. Tor. The bride was given away by her father and wore a pretty dress of pearl grey colienne de sole and blue and gray crin toque. A gold necklace, with pearl pendant, the gift of the groom was also worn and a cluster of white roses carried. There were no attendants and after the ceremony Dr. and Mrs. Jackson left for the east. The bride, who was former superintendent of the Hospital for incurables received many beautiful and valuable presents.

## C.P.R. SUBURBAN SERVICE A SUCCESS A CHEAP RATE WILL COME SOON

Fifteen days' trial of the experimental suburban motor to Brampton, put on for the benefit of suburbanites, has pretty well convinced the C.P.R. passenger officials of the practicability of the argument that the district between Toronto and Brampton not only requires but warrants the introduction of a special service, says the World. Fifteen days' trial has also given the C.P.R. officials a confidence in the capabilities and reliability of the car that has exceeded their most sanguine expectations, and it would not be surprising if an order for six more cars built on the same design, went forth to Montreal before the summer ends.

The motor car patronage from Brampton has been gradually increased. Already citizens doing business in Toronto are daily passengers. The car being made up here prevents irregularity in time and ensures sufficient seating capacity and freedom from dust and smoke. The indagation of the system will no doubt result in the bringing to town several families who find living cheaper and surroundings more favorable than in the city. The rate for daily traffic will be 26 cents for the round trip and commutation tickets at a very low rate will be issued for ten trips and upwards, to be used by any individual or member of his family.

A boarder the suburban motor...

granted by the Grand Trunk Railway. The commutation ticket which cost 50c. return, was cancelled. The expectation was that local trade would be increased. There is no doubt, however, that the people are going to Toronto just the same as before and will continue to do so. Brampton cannot be a competitor with Toronto. The sale of milk, cream, butter and all kinds of farm produce, for which there is such a great demand in the city, compels County of Peel farmers to do business there. It is natural that they are looking for cheap transportation and prompt service. It does not follow that the granting of this advantage will interfere with their patronage of Brampton merchants. Our merchants here are able, on account of lower rents, taxes and other expenses and being in proximity to the wholesale houses, to place goods on the market as cheaply as city dealers. Everything that is calculated to improve the earning facilities of the farmers of the district, and to increase the population of Brampton, adds to the purchasing power of the people who must do the greater part of their business here. The great majority of the people of Brampton and the immediate district have always been loyal to the men who are assisting in building up the town and will continue to be notwithstanding changing conditions which make necessary the action which the railway authorities are...

JUNE 18, 1908  
Brampton



## Railway Doings.

Rapid progress was made on the C. P. R. station last week, but on Monday word came to the men to pack their tools and go over to Durham. The gang accordingly quit work here, and will not likely be back for a week or more. It appears that the contractors are straining every nerve to get the line finished as far as Hanover by the first of July. There is a celebration in Hanover on the first, and the new railway will run an excursion between Flesherton and Hanover. After the first the whole gang will be put on between here and Hanover, and a month or two ought to be sufficient time in which to put the finishing touches on this end.

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E. C. Monkman, of Nortonville, formerly of Castlederg, is the president.

—Peel Farmers' excursion to Guelph will take place on June 18th. See ad.

—Four cars of a freight train were wrecked near the third line crossing on Friday afternoon last, but no particular damage was done. The wrecking crew had all fixed up by the next morning.

—Through traffic to the West on the new railway will commence on Sunday next.

—Dried apples at Extence & Co.

—The C.P.R. has transferred its passenger business to a box car near the site of the proposed new station. It is therefore necessary if you wish to catch a train to start a little earlier than usual.

—Quite a number of horses were brought to town on Tuesday but Roch Marien did not put in an appearance.

—H. A. R. & Son have a few gallons

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