

Walkerton and Lucknow Ky. — The second section of this line from Hanover to Walkerton, Ont., 18 miles, was opened for traffic Aug. 10. The station building at Walkerton is nearly completed.

September 1908

p ~~58~~ 623

## C.P.R. ROUNDHOUSE BURNED

TWO FIRES AT TEESWATER:  
SAWMILL WIPED OUT.

Seventy-five Thousand Dollar Loss at  
Calgary—Soap Works Destroyed  
—Several Farmers Lose Build-  
ings.

(Special Despatch to The Globe.)

Teeswater, Sept. 21.—The C. P. R. roundhouse and the W. H. Thompson Company's sawmill, the one at the southern extremity, and the other near the north end of the town, were burned to the ground on Saturday night. About 10:55 o'clock the roundhouse, a frame structure, was discovered to be on fire. An alarm was turned in and there was a quick response of the fire brigade, but in a few minutes the whole building was wrapped in flames, and all that could be done was to prevent it from spreading. In this the fire-fighters were successful. A freight engine that had come in a few hours before was destroyed, and a snowplough standing on the track was scorched. This is the third roundhouse to be burned on this site. It was a substantial building, erected two years ago to replace one destroyed by lightning. There is no accounting for the fire. By 1 o'clock the fire had burned out, and a number of men were detailed to watch if other fires should be started by the millions of cinders that had fallen all over the town.

At 1:20 a.m. fire was seen at the Thompson Company's sawmill, about a quarter of a mile away from the roundhouse. The fire brigade again did excellent service, there being splendid water pressure, and again the fire was kept within narrow limits. Besides the sawmill the company have here a large flour-mill, a waterroom and drying kiln. Only the sawmill and kiln were burned, most of the lumber being saved. The loss Mr. Thompson estimates at between five and six thousand dollars. There is insurance of \$2,500 in two companies. Mr. W. F. Thompson, manager of the company, says they will rebuild.

Calgary, Alta., Sept. 21.—(Special.)  
—The Standard Soap Works was gutted by fire yesterday, and damage to the extent of \$75,000 was done.  
Chatham, Sept. 21.—At noon yester-

Toronto  
GLOBE

September 28, 1908

issued by the Grand Trunk Railway System, to the following points at very low rates,—Vancouver, B. C.; Seattle, Wash.; Spokane, Wash.; Portland, Ore.; Los Angeles, Cal.; San Francisco, Cal.; Mexico City, Etc. For further information and tickets apply to any Grand Trunk ticket agent.

### FREIGHT CARS DITCHED.

Eight steel coal cars, forming part of a north bound extra C. P. R. train, were derailed just outside the station yard at Tottenham at an early hour on Saturday morning. The train consisted of about twenty cars, but the engine and the first ten or twelve cars did not leave the rails. No person was injured and the damage to the roadbed and cars will not exceed \$300. It is said that the derailment was due to a broken wheel flange on one of the ditched cars.

### DROVE FROM SOUTH RIVER.

Wm. Linklater, an East Luther farmer, passed through town yesterday morning driving a span of horses attached to the two front wheels of a wagon. Linklater has been in the lumbering business near South River, Parry Sound, all winter and was on his way home to put in the spring crop on his farm. He drove the entire distance, coming south as far as Tottenham and then west via Orangethorpe.

### LAWN BOWLERS ORGANIZE.

The annual meeting of the Orangethorpe Lawn Bowling Club was held in Council Chamber on Tuesday night. There was a large turnout of members and the indications are that the present will be the most successful season in the Club's history. The

A. Scott, of Mono Centre, is ill with typhoid fever in the hospital in Cranbrook, B. C., 2nd. He is recovering and home as soon as he is well enough to travel.

—If you are thinking of insuring your buildings against fire, storm, M. Wilkins & Son will be glad to quote you rates. They are agents for a strong Insurance Company.

—A good tea at 40c. per pound, just as cheap as one that costs more money, because it requires less in the making and you get a fine flavored tea that is sure to please. Try a pound of our Tea. F. H. Arkell & Son.

—The wise farmer will insure his buildings against damage from fire, storm or tornado. Rates by M. Wilkins, & Son, Orangeville.

—Mrs. S. A. McCartney, Mrs. A. H. McCarty and Mrs. Robert H. McCarty, who have been seriously ill with the peculiar influenza that has been prevalent in town, are all improving and their recovery seems assured.

—A West Ward citizen has had his horses, which some neighbors allowed to run at large, led over his lawn the other day, mowing it badly. Parties, who allow horses and cattle to run at large, particularly at this season, should be severely dealt with.

—Last Friday morning Wm. Richardson, of East Orangethorpe, was exercising a colt, that he was showing at Grand Valley show, the animal turned and kicked him, breaking the bones of the right hand. Dr. J. H. Smith, of Grand Valley, attended the injuries.

Fire did \$75,000 damages at the Standard Soap Works, Calgary.

Fire underwriters have raised the rates in London, Ont., owing to the shortage of water.

The C.P.R. roundhouse and the W. R. Thompson Company's sawmill at Teeswater were burned.

George Gibson, while driving home from Chatham, was struck by a train at a M.C.R. crossing and killed.

Saturday's nominations: — Liberals, East Grey, Mr. E. Raymond. Conservatives, South York, Mr. W. F. Maclean; Leeds, Mr. George Taylor; North Waterloo, Mr. R. Reid; East Elgin, Mr. D. Marshall.

A freight train broke through a bridge between Hamilton and Brantford, on the T. H. & B. Three men, Robert McFadden, Edward Brown and William Maloney,

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Globe September 28 1908

#### CHILDREN ON COWCATCHER.

After all has been said and done, children of tender years still find their way to the C.P.R. depot. On Friday night last while the north-bound Owen Sound passenger train was waiting for the Teeswater (which was very late), two of A. W. Bradley's children, ages 3 and 4 years, had successfully seated themselves upon the cowcatcher. F. L. White, staff reporter of THE SUN, was just leaving the north end of the platform to go up town, when to his horror and amazement he noticed the tiny tots in their dangerous position, apparently enjoying themselves. He at once rescued them and asked them what they were doing there. They answered, "Just goin' for a ride." It was only a minute after they were taken off the cowcatcher that the big mogul was on her way to the Sound. The children were at once sent home, but only a few minutes elapsed when their father and sister appeared, having looked in vain for the youngsters. This all happened at fifteen minutes to eight, when everything was in complete darkness. Parents should keep a closer watch on their children and not run the risk of having them mangled by the cars. In this case it was certainly a close call, for had they not been rescued when they were, there is no doubt what the result would have been.

*Kids again*

October 1 1908  
Orangeville Sun

# FATAL HEAD-ON COLLISION AT ISLINGTON

## Two C.P.R. Freights Crash in a Dense Fog --Engineer and Fireman Crushed to Death Before They Could Escape

### KILLED

James Kendall, Chatham, fireman of the east-bound freight, crushed between tender and engine. Body still in wreck.

### INJURED

Albert Eaton, Willoughby avenue, West Toronto, engineer of east-bound. Engineer Bell, West Toronto, engineer of west-bound freight.

### TIME

4.30 a.m., before daylight Saturday morning.

### PLACE

Near Islington, on the C.P.R., one mile northwest of the Union Station, between West Toronto and Chatham.

### CAUSE

East-bound crew missed switch in dense fog and two freights met, and on.

### RESULT

Fireman killed, two engineers injured. C.P.R. line between Toronto and Chatham completely blocked, no trains going all forenoon.

Saturday morning at 4.30, in a fog dense that to the straining eyes of engineers nothing but an impenetrable wall of black lay ahead of their engines, two freight trains crashed together at Islington, on the main line of the C.P.R. west, and Fireman James Kendall, of Chatham, had his crushed out.

The engineer, Albert Eaton, of Willoughby avenue, West Toronto, was slightly injured, as was the engineer on the other freight.

### TRAINS WERE TO PASS

Eaton and Kendall were on the engine of an east-bound freight, and were slowing down from a 30 mile an hour as they reached the Islington switch.

Engineer John Bell and Fireman Fred Woodman, with a west-bound freight, were to take the switch at this point to let Eaton's train pass.

### MISSED THE SWITCH

Unable to get their position in the fog, the west-bound train crew passed the switch, and were on the main line as Eaton's train swung into Islington.

Muffled in fog, the east-bound freight crashed into Bell's train. Bell and Fireman Woodman jumped as the engines met and received but slight injuries, Bell's leg and side suffering in the fall.

### FIREMAN CRUSHED TO DEATH

Eaton and Kendall had no warning, the former was little hurt, but poor Kendall was pinned between the engine and tender and his life crushed out. His body could not be removed for some hours till the arrival of the wrecking train from West Toronto.

### DAMAGE TO TRAINS

The west-bound engine was not badly damaged. Eaton's engine had the pilot smashed off and the front of the boiler badly battered. Both engines stayed on the rails.

A car loaded with sugar behind Eaton's engine was telescoped, with the tender and the contents strewn over the wrecked engine.

In the west-bound train the first two cars behind the engine remained intact, the third car loaded with beef and lard flew apart and the meats were scattered over the rails. A number of cars behind it were derailed.

### TIED UP THE LINE

The wreck completely blocked the line, and the auxiliary from West Toronto was sent out at once, but owing to the fog at that early hour could do nothing.

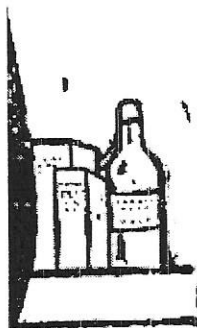
October 1  
1908  
Orangeville  
Sun

The Toronto Street Railway is building funeral cars. This should be good news to the C.P.R. officials, they having had a great deal of trouble the past few winters in removing their many dead engines near Orangeville.

October 8, 1908

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House on Thursday, Oct. 22nd, under  
auspices of the Citizens' Band.

### Why Not In Wingham.

The O. P. R. round house at Teeswater was destroyed by fire a few days ago and it will be necessary for the company to rebuild. Would it not be a good idea to make a move to have the round house built in Wingham. This town would be as convenient a terminal point as Teeswater and if an effort were made the company may be induced to come to Wingham. If this town were made the terminal point it would mean several new residents for this town and a large amount of money to be spent with our merchants. This is a matter the Town Council or Board of Trade should consider without delay.

NEW RUBBERS.—Every pair bright, clean and fresh. Read our ad. on page 5. WILLIS & Co., sole agents in Wingham for Victoria Shoes for ladies and Albert Shoes for men.

### C. P. R. Strike Settled.

The big C. P. R. strike, which has been agitating labor circles for the past two months, is at an end. It was settled Saturday night, and the men return to work under conditions against which they struck two months ago. By the terms of the settlement the men agree to accept the finding of the majority of the Arbitration Committee. This is what they refused to accept before. The C. P. R., on their part, simply agree to take back the men as they find room for them on their staffs. They also agree that there shall be no discrimination against the men who went out.

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WINGHAM  
TIMES  
October 8  
1908

**Walkerton and Lucknow Ry.** The first section of this line from Saugeen Junction, near Proton, on the old Toronto, Grey and Bruce Ry., to Hanover, Ont., 27 miles, was opened for traffic July 1. The line passes through Princeville, Durham and Allen Park. The portion of the line between Hanover and Walkerton, 18 miles, is expected to be opened for traffic Aug. 1.

# SLEEPING BRAKEMAN ROLLED OFF TOP OF FREIGHT CAR

**Peculiar Accident to a C.P.R. Employee—He Was Badly Shaken Up, and Remained Unconscious for a Day, But Will Recover**

On Monday afternoon brakeman Logan of the C.P.R. met with an accident that might have ended his career. A long freight train in charge of Conductor Eddie Carson left Orangeville and passed Orangeville Junction without stopping.

## ASLEEP ON CAR.

Agent W. E. Brawley of the Junction noticed that the front brakeman was lying on his stomach as if asleep on top of a car. He telegraphed Shelburne to be on the lookout, but before that station was reached the brakeman had rolled off the car. Section Foreman McKittrick found Logan lying beside the track near that station. He was in an unconscious condition. The unfortunate man was taken to Toronto and placed in a hospital. Strange to say no bones were broken, but his body was considerably bruised. It is almost miraculous that Logan was not instantly killed, as the train was running a high speed when he rolled off. He was unconscious for a day, but he is now recovering as rapidly as can be expected.

NOVEMBER 12

1908

Orangeville.

## WHILE ON TRACK

### Four Animals Slaughtered Between Arthur and Kenilworth by the Teeswater Train

Four horses were on Friday evening, 30th ult., killed by the evening train on the railroad track between Arthur and Kenilworth where the track passes through the property of Mr. C. Hawkins. The four horses, with one other which escaped, were pasturing on Mr. Hadland's farm. They broke out of their field and wandered up to the track where it crosses the road, commonly called the old race course. There they turned and wandered up the track to the farm of Mr. Hawkins where they were struck and killed. The horses were owned by Messrs. H. Wales, J. Green and J. Lynett who owned two of the animals. The animal which escaped was owned by Mr. Green. Although the accident is accompanied by much loss to the owners of the horses, a much more serious result might easily have occurred if the engine or any of the cars had left the track.—Arthur Enterprise.

## CHARGE TWO YOUTHS WITH THEFT OF TEAM

### Fred Hale and Wm. Runham, Arrested at Coldwater, Look Like Deserters From Mimico School

BRAMPTON, Nov. 17.—On the night of November 4th a team of horses were removed from the stable of David Dale, a Woodhill farmer, and on the following day were found in a yard at Kleinburg, where they had been left. No clue was found to the thief at the time, although it was known that two Mimico Industrial School boys had escaped and were prowling around the neighborhood. High Constable George Broddy followed up the case with the result that two boys—Fred Hale and William Runham—answering to the description of the deserters, were arrested at Coldwater and practically admitted their guilt. They were brought to Brampton jail this morning, and will come before the magistrate on Thursday. The boys are sixteen and seventeen years of age.

## PASSES AWAY

### W. J. Lewis, One of the Narrow Gauge's First Officials, Dies Very Suddenly at Owen Sound

Mr. Wm. J. Lewis, one of the old residents of Owen Sound, and a veteran railroader, died very suddenly yesterday at his residence, Boyd street. He had been, to all appearances, in his usual good health, and, was down town yesterday afternoon, but while going homeward he was seized with weakness. However, a few minutes' rest served to restore his strength, and, he was able to walk home unassisted. There he went about his usual chores, and returning, lay down on a couch. Five minutes later he had passed away.

Mr. Lewis was born in the county of Armagh, Ireland, in 1830. At the age of sixteen he came to Canada and settled in Mono township. In 1856 he was married to Miss Agnes Boyd Lewis, daughter of the late (Rev.) Alexander Lewis, of Mono Mills. She, with three daughters, is left to mourn the loss of a loving husband and father. The children are Mrs. James M. Wilson of Owen Sound, Mrs. R. J. McKinney of Toronto, and Mrs. (Dr.) J. G. M. Sloane of Edmonton, Alta.

When the building of the Toronto, Grey & Bruce Railway was commenced, Mr. Lewis, who had for some years owned and operated a stage line between Orangeville, Brampton and Toronto, entered the service of the railway company. He assisted in the building of the road and was one of its first conductors. He had the unique distinction of bringing into Owen Sound the first passenger train taking out the last passenger train over the narrow gauge, and bringing in the first passenger train over the present broad gauge line. He left the road about thirteen years ago, and for six years was with the Owen Sound Portland Cement Co., holding a responsible position at Shallow Lake. At the end of that time he returned to Owen Sound, where he has been living quietly.

Mr. Lewis was a man of quiet and retiring disposition, sterling character, and a true friend to those who knew him best. He was a member of North Star Lodge, A.F. & A.M. The funeral will take place on Sunday at 2.30 p.m.—Friday's Owen Sound Sun.

11/19  
1908  
November 19  
1908

# BIG FREIGHT RUNS WILD DOWN THE CALEDON GRADE

Forty-Six Cars Too Much for One  
Locomotive--Brakeman's Hero-  
ism to Save the Caboose

With a heavy freight train of 46 cars running wild down the grade the dangerous Caledon horseshoe curve, only a kindly Providence on Saturday night staved off a disaster that seemed inevitable.

At least that is what a cattle drover who involuntarily made the run says, though the C.P.R. officials at Union Station averred that it was all news to them.

"It was an awful sensation while it started and I've been nervous ever since. I dreamed of it all last night," said our informant, who told of the thrilling heroism of a brakeman that worthy of highest praise.

The train was made up of 46 cars freight and live stock, being two trains, one from Teeswater and another from Owen Sound, that were linked together at Orangeville. From there they were sent away with only one engine.

When the Caledon grade was reached--the scene of the dreadful wreck of

18 months ago--the icy rails and the great weight of the train were too much for the single locomotive to combat. In spite of the efforts to "down brakes" the train momentarily gained momentum and was beyond control.

"The train went down that grade at anywhere from 60 to 90 miles an hour and the flight was marked by a streak of blue fire from the rails," says the drover. "It rushed past Mono Road station at full speed and it was fully a mile and a half on the level before the train could be stopped.

"But in the meantime the brakeman on the caboose performed a daring feat of bravery and strength. Realizing that we were in a runaway and fearing that a wreck was certain he climbed down and uncoupled the caboose.

"When he clambored to the brakes and struggled with them until the blood came from beneath his finger nails because of his exertion.

"His efforts were successful, inasmuch as we were soon left behind and stopped in a comparatively short time."

JANUARY 14

1909

Orangeville.

# PIE, ROGERS & CO.

## -Taking Over!

### Red Hot Specials

### and up the Month.

Lacy Organdie Muslin, regular 20c.  
Clearing at per yard, 10c.

Muslin, regular 25c. & 35c. for 15c.

Prints, light colors, regular 12 1-2c.  
for 9c.

adies' Kid Gloves, regular \$1.00,  
at per pair, 50c.

Flannellette Night Gowns, in White,  
d Blue, clearing at 65c. each.

annellette Blankets to clear at a  
price.

of our Wool Blankets, your choice  
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mnants, Wool and Cotton Goods, to  
half price.

TAKEN AT HIGHEST PRICES.

PIE, ROGERS & CO.

#### DUFFERIN CONSERVATIVE ASSOCIATION.

Editor Mortimer Resigns Secretaryship after Twenty Years Service.

The annual meeting of the Dufferin Conservative Association was held in the town hall, Shelburne, on Monday, Jan. 11th, 1909. There was a fair attendance from the different municipalities but it would have been much larger had the date not conflicted with the first meeting of the municipal council which took place on the same date.

Paul Gallagher, president of the association, presided. The usual routine business was taken up, then followed the election of officers. Before any nominations were received, R.L. Mortimer, who has held the position of secretary for twenty years, tendered his resignation and asked the association to relieve him of the office.

The election of officers resulted as follows:—Hon. President, G. M. Vance; president, Paul Gallagher; vice-president, Win. Pacey; secretary, treasurer, Dr. B. C. Campbell; vice-presidents, Melmethon, R. Fawcett; Shelburne, Dr. T. Babe; East Luther, S. C. McKee; East Garafraxa, Robt. Simpson; Grand Valley, Thos. Watson; Orangeville, John T. Lawson; Mulmur, Archie Greer; Mono, Geo. Holmes; Amaranth, S. J. Brown.

After the business of the association was concluded interesting addresses were given on Dominion and Provincial affairs by Dr. Barr, M.P., and C. R. McKee, M.P.P., John A. Best, G. M. Vance and S. E. Legate.

A resolution of confidence in Sir James P. Whitney, premier of Ontario, and Mr. R. L. Borden, leader of the Dominion House, was passed with applause.

A vote of thanks was tendered R. L. Mortimer, the retiring secretary for his services since the formation of the Association.

The annual meeting will be arranged in future that it will not conflict with any other meeting of the township councils.

The meeting closed by singing the National Anthem.—Free Press.

There is no Quinine, nothing whatever harsh or sickening in Preventies. These little Candy Cold Cure Tablets act as by magic. A few hours and your threatening Cold is broken. Candylike in taste, Preventies please the children—and they break the feverishness, always. And least of all, the economy. A large box—48 Preventies—25 cents. Ask your druggist. He knows! Sold by T. Stevenson.

#### SHELBURNE OFFICIALS.

Shelburne Council has appointed the following municipal officials for the present year:—

B. Allen, clerk, \$175 00  
H. Falconer, Treasurer, 75 00  
Wm. Cameron, Assessor, 50 00  
Wm. Robertson, Collector, 45 00  
Joseph Thompson, Constable, 350 00  
Robt. White, special const., 15c. per hour.  
Geo. Wattam, special const., 15c. per hour.

Jonah Allen, Cemetery, 200 00  
Jos. Thompson, Trustee, 16 00  
A. Landshoro, Sanitary Insp., 20 00  
Jos. Thompson, Weighmaster, 65 per cent.  
H. H. Walker, Auditors, 15 00

#### BRAKES WOULDN'T WORK.

The train crew of the south bound freight and Messrs. J. R. Bates and E. E. Rosevear, of Shelburne, had a very exciting time on Saturday evening, Jan. 16th. The train consisted of 15 cars of freight and live stock and in going down the horse shoe curve at Cataraugus the air brakes refused to work and the train ran away. The hand brakes on the van were set and the fire was flying from the rails at the rear end in all directions. When the engine lost control of the train the fireman and engineer left the engine and climbed back on the top of a box car. They had orders to stop at Mono Road to pass the up passenger train but the runaway train went on at a rate of 65 miles an hour. Fortunately the north bound train was late or there would have been a serious collision and the passenger train would have been demolished. The runaway came to a stop near Bolton and the passenger train was lagged in time to avert a collision. The freight engine was useless and could not draw the train, hence there was quite a delay before the passenger train could resume its trip to Owen Sound.

Womanly pains, head pains, in fact any pain anywhere can be completely stopped in 20 minutes with one of Dr. Shoop's Pink Pain Tablets. Ask your Doctor or Druggist about the box. It is printed on the box and it can't be bettered. Try one and be convinced. Box 25c. Sold by T. Stevenson.

Buy your school supplies from McGuire & McKittrick.

#### WHY NOT DAM CREDIT?

This is a matter which has attracted the attention of power owners along the line of the Credit River. The suggestion made by the Credit River people that dams can be constructed to profitably conserve surplus water brought down by spring freshets is practicable there is no more easily dammed than the Credit at different places in this county.

Mill owners from Alton to E. Dale are interested and, we are formed, ready to bear their share the cost. If the scheme can shown to be feasible it is suggested that at the narrow place on the river between the hills immediately in of Cataraugus a dam could be constructed at comparatively small cost. Land adjoining, which would be required to guard against loss to mers by reason of the back water could also be purchased at a price, and the power, which at present is quite substantial, practically doubled. There are thirteen or fourteen firms interested as follows Messrs. Dods and Algie, of All Deagle, of Cataraugus; Graham, of Glewood; Barber & Bro., of S. and Ainsley, of Glen Williams; R. le, Norval; J. McLurey, of Huville; Dracass, of Streetsville Ward, of Erindale.

The first step would be to see thoroughly competent engineer to examine the river and surround and to report upon the wisdom of proposed undertaking. A govern engineer will, we understand, be cured and a report obtained in near future.—Conservator.

Windsor's new buildings in 1908 tallied \$297,780.

## No Honing--No

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There is a reason why CARBO MAGNETIC

TWO WORDS TELL THE

## ELECTRIC TEN

This method of tempering which is OUR EXCLUSIVE SYSTEM CARBON is the steel blades, whereas tempering by 1 DESTROYS IT. CARBO MAGNETIC Razors NEVER need use. Do you realize what this means? Remember the --THE RAZOR WITH AN EVERLASTING EDGE.

Adamson & Sproul, Loc

TORONTO DAILY STAR NOW IN FIRST PLACE.  
An epoch in Ontario newspaper development has been recorded during the last year when The Toronto Daily Star jumped into first place in circulation, thus furnishing another climax in a record of growth that is quite

#### JUST WHAT IS CLAIMED FOR THEM.

That's What Joseph Macklin Says of Dodd's Kidney Pills.

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October 1 1908  
Orangeville Sun

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### TIME

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### PLACE

Near Islington, on the C.P.R., one mile northwest of the Union Station, between West Toronto and London.

### CAUSE

West-bound crew missed switch in dense fog and two freights met, and on.

### RESULT

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The west-bound engine was not badly damaged. Eaton's engine had the pilot smashed off and the front of the boiler badly battered. Both engines stayed on the rails.

A car loaded with sugar behind Eaton's engine was telescoped, with the tender and the contents strewn over the wrecked engine.

In the west-bound train the first two cars behind the engine remained intact, the third car loaded with beef and lard flew apart and the meats were scattered over the rails. A number of cars behind it were derailed.

### TIED UP THE LINE

The wreck completely blocked the line, and the auxiliary from West Toronto was sent out at once, but owing to the fog at that early hour could do nothing.

October 1  
1908  
Orangeville  
Sun

Islington  
wreck

## DUFFERIN CONSERVATIVE ASSOCIATION.

Editor Mortimer Resigns Secretaryship after Twenty Years Service.

The annual meeting of the Dufferin Conservative Association was held in the town hall, Shelburne, on Monday, Jan. 11th, 1909. There was a fair attendance from the different municipalities but it would have been much larger had the date not conflicted with the first meeting of the municipal council which took place on the same date.

Paul Gallagher, president of the association, presided. The usual routine business was taken up, then followed the election of officers. Before any nominations were received, R. L. Mortimer, who has held the position of secretary for twenty years, tendered his resignation and asked the association to relieve him of the office.

The election of officers resulted as follows:—Hon. President, G. M. Vance; president, Paul Gallagher; vice-president, Wm. Pacey; secretary-treasurer, Dr. E. C. Campbell; vice-presidents: Melanethon, R. Fawcett; Shelburne, Dr. T. Babe; East Luthier, S. C. McKee; East Garafraxa, Robt. Simpson; Grand Valley, Thos. Watson; Orangeville, John T. Lawton; Mulmur, Archy Greer; Mono,

## BRAKES WOULDN'T WORK.

The train crew of the south bound freight and Messrs. J. R. Bates and A. E. Rosevear, of Shelburne, had a very exciting time on Saturday evening Jan. 9th. The train consisted of 46 cars of freight and live stock and in going down the horse shoe curve in Caledon the air brakes refused to work and the train ran away. The hand brakes on the van were set and the fire was flying from the rails at the rear end in all directions. When the engine lost control of the train the fireman and engineer left the engine and climbed back on the top of a box car. They had orders to stop at Mono Road to pass the up passenger train but the runaway train went through at a rate of 65 miles an hour. Fortunately the north bound train was late or there would have been a serious collision and the passenger train would have been demolished. The runaway came to a stop near Bolton and the passenger train was flagged in time to avert a collision. The freight engine was useless and could not draw the train, hence there was quite a delay before the passenger train could resume its trip to Owen Sound.

Womanly pains, head pains, in fact any pain anywhere can be completely in 30 minutes with one of

## WHY NOT DAM CREDIT?

This is a matter which has attracted the attention of power owners along the line of the Credit River. The suggestion made by the Grand River people that dams can be constructed to profitably conserve surplus water brought down by spring freshets is practicable there is no more easily dammed than the Credit at different places in this county. Mill owners from Alton to Eldon are interested and, we are formed, ready to bear their share of the cost. If the scheme can be shown to be feasible it is suggested that at the narrow place on the river between the hills immediately north of Cataract a dam could be constructed at comparatively small cost, and adjoining, which would be required to guard against loss to millers by reason of the back water could also be purchased at a price, and the power, which at present is quite substantial, practice doubled. There are thirteen or fourteen firms interested as follows: Messrs. Dodds and Algie, of Alton; Deagle, of Cataract; Graham, of Deagle; Barber & Bro. and S. and Ainsley, of Glen Williams; R. J. Norval; J. McMurchy, of Hutville; Dracass, of Streetsville; Ward, of Erin Dale.

The first step would be to secure thoroughly competent engineer to

JANUARY 21 1909

Walkerton and Lucknow Ry.--During 1905 tracklaying was completed on this line from mileage 26.2 to Walkerton, Ont., 11.5 miles, enabling the whole line from Saugeen, Ill., to company's Owen Sound line, to Walkerton, 77.7 miles, to be opened for traffic. The contractor was Randolph MacDonald of Toronto.

FEBRUARY 1909  
P109

# GRAIN ELEVATOR FALLS A PREY TO FLAMES

Pioneer Structure Belonging to Clarke & Hannah Burns Down---Much Grain Destroyed, But Loss Is Partly Covered By Insurance---Firemen Have a Hard Fight

Between 2 and 3 o'clock Friday afternoon the big grain elevator of Clarke & Hannah at the C.P.R. depot caught fire and was almost totally destroyed. The fire started in the top of the building, probably from an overheated box. They had been elevating grain all day and it is supposed one of the boxes through which the shafting runs became heated and started the fire.

The fireman got to the scene in very quick time, but they experienced great difficulty in fighting the blaze. Small stones in the pipes, breaking of hose and lack of system combined to delay and hamper them in their efforts. Three streams played on the fire, but when an elevator is going it is next to impossible to get it out.

## MUCH GRAIN DESTROYED

The elevator was filled to the top with grain, mostly oats, rye, wheat and barley, valued at \$12,300 on which there was an insurance of \$10,000. The building was valued at about \$3,000 and was insured for \$2,000. Clarke & Hannah estimate their net loss at about \$3,500.

The elevator was erected about 35 years ago when there was any amount of timber in the country and was built for the old firm of Gilchrist & Kent. Great beams were used in its construction and they were reinforced by hundreds of iron rods. It stood the times well and made a picturesque scene as the leaping flames licked it up.

Scores of farmers are drawing away the damaged grain for feed.

Clarke & Hannah state that they will rebuild in the spring.

MARCH  
11  
1909

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## WRECK AT CARDWELL.

A broken wheel on a freight caused the derailment of eight cars of an extra C.P.R. freight at the tank at Cardwell Junction at an early hour on Saturday morning. No one was injured, but, as there is an embankment at that point considerable damage was done to the rolling stock. The line has been cleared.

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APRIL 29, 1909

July 7 1909 Shelburne. 7/6.

The tender and baggage car of  
the steamboat Toronto - Owen  
Sound express jumped the tracks  
today about two miles south of  
Shelburne. Smashing about  
two hundred feet of ties and  
adjacent cattle guards.

24



SHINES FOR ALL!

# Sun.

E, ONTARIO, THURSDAY, OCTOBER 21, 1909.

## Trains Crash Together Head-on

### Passengers Have a Close Call For Their Lives Near Melville Last Night

At three minutes to 7 o'clock last night a head-on collision took place between two C. P. R. R. passenger trains a little this side of Melville Junction and three miles below Orangeville. Fortunately no person was seriously hurt, but it was only a miracle that prevented a horrible calamity.

#### TRAIN WAS LATE.

The Credit Valley from Teeswater was late in leaving the station here. It was in charge of Conductor Joseph Lappin and engine No. 85 was manned by Engineer William Stewart and Fireman John Henry. The up T. G. & B. train from Toronto, in charge of Conductor William Wilson, Engineer George Johnston and Fireman George Barker, had arrived at Melville Junction and should have waited until the Credit train had arrived. There is no operator at that point now, the agent having been removed from there several months ago, and dispatching is done by telephone. Conductor Wilson evidently understood that the other train had already passed, as it would have had it been on time, and he gave the signal to Engineer Johnston to pull ahead. The train had not got under full head when the headlight of the down train was seen.

#### HE SAW IT TOO.

Engineer Stewart, who had the right-of-way, was speeding along at a good clip, also saw the bright electric headlight of big engine No. 826, but at first he thought it was standing to let him pass. A few seconds later he discovered that the other train was moving. Both engineers seemed to find out at the same minute that there was going to be a collision.

#### JUMPED FOR THEIR LIVES.

At the same moment they applied the emergency brakes and Engineer Stewart and Fireman Henry jumped for their lives. It is well they did so, for had they remained it is likely they would have been crushed and scalded to death. The engines came together with a bang and crash that could be heard a long distance away, but the speed had been so greatly reduced by the emergency brakes that the engines did not mount each other. The Bruce engine is a big heavy one and the train was also much heavier than the other. The Credit engine, being much lighter, got a good deal the worst of the argument. The pilot and smokebox were completely stove in and rested on the other engine and the cab was hoisted over the dome. The tender was pushed clean up against the boiler and the driving wheels were knocked off the rails. It is expected the auxiliary will have the track cleared this morning.

#### PASSENGERS SHAKEN UP.

There were not many passengers on the up train and none of them were hurt, but the down train was crowded, many people coming home from the Grand Valley fair and some were standing in the aisles. When the crash came there was a general mix-up, and passengers were piled in heaps.

The most seriously injured was Miss Rhoda Frazee, a young girl who lives on College street, Toronto. She had her right arm badly sprained or dislocated. Dr. T. H. Henry attended to her and later on she continued her journey to Toronto.

Conductor Joe Lappin was just entering the coach when the collision occurred and was shot half-way through the car. He struck his hand on the door or one of the seats and sustained a painful gash.

W. Simpson of Hillsburg got a crack on the back of the head that knocked him senseless, but he came to in a few minutes.

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Miss Essie Beatty of Inglewood was in the aisle of the coach and was thrown with great force against the side of the car and hurt her knee severely.

Dr. Gier and W. Hull of Erin were hurled against the end of the smoker, but escaped unhurt.

D. Campbell of this town had his hand gashed and was shaken up, but otherwise escaped injury.

Mrs. John Scott of Teeswater and her little baby girl were passengers on the down train and when the engines came together the baby was flung up the car, but it didn't even cry and when The Star reporter saw the kid she was busily engaged in getting outside of a bottle of milk.

John Wilson, a former Orangeville boy, was newsy on the up train and he and his goods took a tumble when the trains collided.

A bride and groom from up the line were on the down train and for a time the bride was in danger of hysterics, but when the danger passed she regained her composure.

The yard engine was sent down from here and pulled the Credit cars back and at 10 o'clock special trains took the passengers to their destination.

October  
21  
1909  
Melville  
wreck



# Su

IT SHINES FOR ALL!

ORANGEVILLE, ONTARIO, THURSDAY, OCTOBER 28, 1909.

## TRAIN CONDUCTOR MADE A MISTAKE

Admits Responsibility For Wreck at  
Melville Junction Last Wednes-  
day Night

Conductor William Wilson, who was in charge of the north-bound train when the collision occurred Wednesday night near Melville Junction, admits that it was caused by his mistake and assumes all responsibility. It was at an investigation held by the railway officials Thursday, to determine the cause of the collision, that Conductor Wilson made his statement. Briefly, it was that on arriving at Melville Junction, he stepped into the station and looked at the register to see whether the Credit Valley train had passed. The register apparently showed that it had; but there were three registers lying on the desk, and he either looked at the wrong book, or mistook the date and read Tuesday's entries instead of Wednesday's. He called Orangeville on the telephone, told them that No. 24 (the Teeswater train) had passed, and was told to proceed. His train had just passed the switch when the collision occurred.

Conductor Wilson is well known on the Owen Sound branch, and highly esteemed as a courteous and capable official. Gen. Supt. Osborne speaks very highly of him and considers him one of the most trustworthy of the company's servants. "Conductor Wilson," says Mr. Osborne "has always enjoyed a most enviable reputation for carefulness and sobriety. He has had 21 years' experience in railroad work and has never, during that time, had an accident."