

OLD ENGINEER MAKES LAST RUN

**Ben Fallis, Who Graduated From the
Old T. G. & B., Retires After
Long Service—Forty-Four
Years on Job**

When Benjamin Fallis, Canadian Pacific engineer, residing at 47 Melbourne avenue, Toronto, pulled into London at 11.15 Thursday morning, he completed forty-four years of continuous railway work. Mr. Fallis, who is 68 years of age, had been at the throttle for 39 years. It is customary for an engineer to leave the ranks at the age of 65 years, but Mr. Fallis, who is a powerfully-built man apparently possessing the best of health, remained in the employment of the Canadian Pacific three years longer, and has now retired of his own free will. He will draw a pension.

While Mr. Fallis has encountered a few of the hazards of a railroad engineer, he has been very fortunate, not having received a scratch, so to speak, in his career. When retiring from the service, his superintendent gave him a letter expressing the esteem in which the Canadian Pacific holds Mr. Fallis.

As with all railway men, Mr. Fallis started his career in a minor capacity in the shops of the old Grey & Bruce railway, located at Orangeville. He worked his way up to fireman, then to engineer. When the Grey & Bruce railway was absorbed by the Canadian Pacific railway in 1882 Mr. Fallis retained his position.

During the last few years he has been engineer on the fast runs between Toronto and London. He has had the distinction of being at the throttle when nobility and high officials were being conveyed over the road.

JANUARY 6,

1916

Orangeville
Sun

CEMENT WORKS WILL GO.

The deal for the Superior Portland Cement Co.'s plant has been completed and the works will soon reopen, but not to make cement. Another product, of which potash will be a by-product, will be manufactured. Work will be started at once to get the plant in shape and it is thought about 60 hands will be employed in a month's time. This is indeed good news for Orangeville.

MARCH 23, 1916

WILL C. P. R. REDUCE RUNNING TIME ?

Fast Train to Melville Jct. Would Cut Hour Off Toronto-Owen Sound Time

In a group of men who on Thursday were waiting for the Toronto dailies to arrive, over half-an-hour late, one of the party intimated that he had heard that the Canadian Pacific had under its consideration the placing of a fast through service over the Credit Valley section to Cataract Junction, that would cut at least an hour off the running time between Toronto and Owen Sound. On the face the suggestion looked so improbable that the remark passed without discussion, as so little traffic from the Owen Sound division goes over that section of the roadway that few were able to discuss it further than to express the fervent hope that the report was true. Later in the day the Times called up J. R. Cunningham, the local agent of the company, and was informed that he had never heard of such a proposal. However, he took the trouble to look up the time table, and on a close scrutiny said he thought that such a schedule might be worked out. Examination showed that by putting on a through train through Streetsville Junction to Cataract Junction where the Elora branch connects, a quickservice could be secured without adding to the number of trains. Alton, between Cataract and Orangeville would be the only point affected, and it could be covered by the local without serious difficulty. The schedule would have to be arranged to have simultaneous arrivals of the Owen Sound and Teeswater trains at Melville Junction. This, however, would be a matter of detail which the traffic department would have to develop in the event of the inauguration of a fast service on the C. P. R. from Orangeville, which would correspond with that given from Palmerston, the junction point on the Grand Trunk for trains in and out of Toronto.—Owen Sound Times.

MARCH 30,
1916.

APRIL 6, 1916.

STATION HOURS SHORTENED UP

**Agents North And West of Orange-
ville Off at Six—Buy Tickets
on Trains**

The C. F. R. has started pruning the salaries of nearly all the station agents between Alton and Owen Sound and Teeswaterf ...Salaries are not being reduced, but the same thing is being accomplished by shortening the hours. From last Saturday until further notice Alton and all stations to Owen Sound with the exception of Orangeville, Fraxa and Proton on the Bruce branch and Mt. Forest, Harriston and Wingham on the Teeswater branch will be closed from 6 p. m. to the public. Passengers getting on trains at closed places will have to purchase tickets from the conductor on the train. We understand express and baggage will be carried through to terminals and be delivered on the down trains the following morning. The new rule is already meeting with much opposition by travellers, who are put to much inconvenience by the new rule.

HEAVY RAIN WASHED RAILWAY TRACKS AWAY

Great Havoc Caused by Storm in
Owen Sound Vicinity

Owen Sound, June 18.—That Friday night's storm was the worst in reaching town from the country west years is the information that is and south. At Arnott, a flag station on the C. P. R., about ten miles south of this place, the rainfall amounted to a miniature cloudburst. So heavy was the rainfall that Section Foreman Crowthers found that for a distance of fifty feet the railway bed had been washed out, leaving the ties suspended about eighteen inches above the ground. A special train was sent out about 1.30 a. m. with a gang of men and material for repairs. The passengers were transferred from the stalled Owen Sound train, which had been flagged, and reached here at 3.45 in the morning. Repairs were effected in time to the morning express pass, but a lot of work had to be done over quite a length of track before it was again in condition. Lightning did considerable damage. The chimney on the brick residence of Stewart Shouldice in the Shouldice settlement was struck, and the lightning, following down the stovepipe, threw Shouldice and the chair he was sitting on near the stove some distance. Beyond a slight shock he escaped injury.

JUNE 22, 1916
Orangeville Sun

BUILDING THE NARROW GAUGE

Champayne Charlie Tells of Strenuous Days—Some Towns Wouldn't Move and are Sorry

Wm. Hyde, of Toronto tells of working on a track-laying gang on the old T. G. & B. Railway, running up from Toronto through Orangeville to Owen Sound, years ago, around 1869 to '71.

They were wild, rough days when the new country was being opened up and in the construction gangs were many "odd sons," misfits from the Old Land, sent out to escape the consequences of folly, or to reform themselves in the colony. Misfits at home, they were often little better here, and became hard as nails every way you took them—quite unlike the sons of Dukes or Lords that they often were.

Whiskey flowed freely then, and Mr. Hyde, in the comfort of his home over a meditative pipe, recalls with a meditative smile that in those days he was known from Cornabus to Orangeville as "Champagne Charlie," and was popular for his rendering of the then popular and timely song, "The Slave Holder."

The questioner remarks, "You were not married in those days?" To which his good wife, with a merry twinkle in her eyes, vigorously declares, "You bet he wasn't married! He wouldn't have got so many horns if he was!" It's quite true, too!

While the gang was at Shelburne they had a "Yellow Jack." What is it? Well, we have different terms for it today. For instance, we may call it a blind pig. Some of the "boys" broke into Jelly's hotel cellar and extracted painlessly and effectually a keg of good whiskey, which was cached in the woods nearby. Needless to say there was a sudden revival of interest in the beauties of evening, and in the dusk many woodland strolls were taken. Devious, also, were the paths followed in returning home, and whether it was the fresh air, or what not, headaches

The railway, little narrow gauge thing that it was, was a powerful affair, and even went so far as to move a village. Another refused to move and has paid the price.

For various reasons railway routes are arbitrarily laid down, and in this case it located Dundalk station about a mile from the village, which was on the gravel road. All Dundalk heard was the whistle of the old wood burning locomotive, and being a chummy sort of a place it picked up and came over to see the trains come.

Several hotels and a few other buildings made up the entire village, and a Mrs. Pate was the first to move her hotel in to the station. Others followed, a cooper's shop was built, a sawmill came, an enterprising grocer followed, and soon an important village had come into being.

The grocer, a good Scotch Presbyterian in a young man as "meenister." Service was held in the baggage room of the hotel, and rough as they were, the railwaymen turned out in full force—terian, was instrumental in bringing and religion was safely launched in the now staid and self-respecting Dundalk.

But the village that refused to move—Flesherton—was then, along with Shelburne, one of the most important villages between Orangeville and Owen Sound. When the line ran a mile and a half from the village the latter sat tight—and is still sitting. A bus still runs out and meets all trains, as it has for the last forty years.

Markdale, or Cornabus as it was called then, was only half a mile or so from the railway and, so it merely chose to grow down, and today straggles along, having effected a compromise.

Cornabus got its name through the excessive drinking done there. In the country thereabouts were many hotels of bad reputation. Mr. Hyde recalls that work on the tracklaying was stopped by the snow, and he had to walk several miles north of the village to get some of the gang and take them back south. The hotel where they were staying was on the top of a hill and a few years ago there were traces of it left in shrubs and a part of a cellar remaining.

The snow was so bad that no team could get through, and so the gang had to walk to Flesherton. "Champagne Charlie" set out ahead, carrying the jug of whiskey, and the others straggled along, their eyes on the jug. When they would rest he would measure out a little of the "red eye" to them, and so they followed to Flesherton, where they got a sleigh and driver to take them to Orangeville for \$12 for the trip.

Frank Shanly, Mr. Hyde recalls, had the contract for grading and tracklaying from Owen Sound to 60 sideroad in Holland, while Sir William Mackenzie's father had the tracklaying contract from Orange-

ville to that point.

This is a summary of Mr. Hyde's recollection of the historical days when Grey and Dufferin counties were being linked up with the outside world. Through the mists of forty years the prospective may have become distorted. The forty years have seen him marry, build up a successful city grocery business, then retire in a comfortable evening of life, and finally discover that he could not remain idle—and so he still works by day and rests at night, at peace with the world.—(A. Stanley Thurston in the Weekly Sun.)

ORANGEVILLE
SUN

September 25,
1916

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ENGINE OFF TRACK.

Early Monday morning a large freight engine jumped off the tracks at the local yard. An attempt was made to back the engine on the track, but this failed, and the auxiliary was called from Toronto.

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October
5
1916

THURSDAY, NOVEMBER 16, 1916.

THIRTY YEARS C. P. R. AGENT AT GRAND VALLEY

Thirty years, almost a third of a century is quite a stretch of time, yet on Friday of last week Wm. Buchanan completed his thirtieth year as local agent of the C. P. R. in Grand Valley. "Billy" as he is familiarly called was quite a young man, when he accepted the agency with some fears and doubts, but he had a good conception of the rules and regulations governing the business, and a fair application of them has brought him through with credit to himself and to those with whom he had business. But things have changed in those thirty years. Then cordwood, ties and telegraph poles were chief articles shipped out, followed for a number of years by grain, which by long haul, gave the revenue of this office a big boost. Now as farmers are going into stock more extensively, and nearly as much feed is brought in as grain shipped out, live stock is a big factor. One day last week ten cars were billed from Grand Valley, three being loaded at Waldemar. This emphasized another step in changed conditions. Thirty years ago Waldemar was a hustling village, and Grand Valley a sort of flag station. Now conditions are reversed and Grand Valley agent attends to freight shipments at Waldemar. The local station is reported to be one of the most profitable on the line, the revenue reaching around the \$50,000 mark yearly. Mr. Buchanan has had many offers of larger stations but preferred to remain here where he has formed associations and ties that would be hard in breaking. Mr. Buchanan is a faithful employee of the Company, has served them well, and with fair general acceptance to the public, who wish him many more years of service.—Star.

Orangeville Sun

NOVEMBER 16
1916



FREIGHT LEFT TRACK.

Last Friday a C. P. R. freight train left the track near the horse-shoe, but fortunately very little damage was done. It took several hours to clear the track and the evening trains had to go over the C. V. R. line. Luckily no person was hurt.



DECEMBER 7, 1916

FIRE AT STATION.

An unusual sight is to be seen at the C. P. R. station. A steel car of slack coal, shipped to the Dods Knitting Co., is on fire and has been since it arrived Saturday morning. The coal is valued at about \$800 and won't be worth 800 cents unless it is unloaded at once.

JANUARY 4, 1917

Orangeville Sun

LATE TRAINS.

Last Thursday, Friday and Saturday the trains north and west of here were running late. A snow-plow got off the track at Crombies on Thursday and the train did not reach Owen Sound until 5 o'clock in the morning. The storms north and west of Orangeville were pretty severe.

MARCH 22, 1917

Orangeville Sun

TRAIN STRUCK LUTHER MAN

Ernest Richardson. Terribly Injured
While Walking on Railway Track
in a Blinding Snowstorm--
Making Good Recovery

When the south-bound C. P. R. train pulled into Grand Valley on Saturday night, the fireman said to Mr. Buchanan "You had better send one of the section men back up the track a mile or so, for I imagined a man passed very close to the engine or we hit one; I only saw a shadow pass by in the storm." Mr. Buchanan phoned to Mrs. Crane's and Jacob Taylor's, when Alex. Crane started down the track. In a little while he picked up a man's rubber and very soon came to marks on the snow where a man had been painfully drawing himself along and found Ernest Richardson lying against the wire fence helpless with one leg broken and his shoulder terribly bruised, the blade broken and two ribs broken. He had crawled perhaps ten rods hoping to get through the fence and to Mr. Taylor's barn but could not negotiate the barb wire. It is perhaps a most fortunate thing he did not for with the blizzard blowing he might easily have become lost in the field, while the chances of being found in there were correspondingly fewer. Alex. and Misses Vida and Amelia Taylor carried the young man to the latter's home, where doctors attended his injuries, which, while serious enough, might easily have been much worse. Ernest was returning home from the village by the track, and realizing the train might come along any time kept at the outside of the ties, thinking if he did not see or hear the train in the storm, it would pass in safety. No doubt the air

MARCH 29,
1917

Orangeville
Sun

FREIGHT CREWS MAY HAVE TO LEAVE TOWN

Rumor That C. P. R. May Revert to Old System of Running Trains

It is reported that the C. P. R. intend making a change in the running of freight trains on the Owen Sound and Teeswater branches. Instead of running freight for Owen Sound and Teeswater out of Orangeville they will be run out of Toronto as in the old days.

Cutting Down Expenses

We understand this will be done with the idea of cutting down expense, but it will very seriously interfere with the excellent freight service that these branches have. Freight deliveries will be slow and unsatisfactory. Several years ago the present system was adopted and our freight service has almost been equal to an express service.

Good Citizens Will Go

If the change is made several families will leave town. This is to be very much regretted, as they are most desirable citizens and their removal will be a distinct loss to the town. Orangeville has been quite a little divisional point and as a result local merchants did a big business with the railwaymen.

Soldier Sues Railway.

On Monday the Fall Assizes for Dufferin county, Justice Britton presiding, had no criminal business, and the civil docket comprised but one case which was not proceeded with. The plaintiff, Roy Chisholm, a returned soldier, employed at a munition plant at Alton, was travelling on the C. P. R. one night last April. He alleged that he had his injured foot on the opposite seat when a brakeman knocked it off, and he suffered serious injury thereby. The plaintiff not being ready to proceed owing to the alleged absence of a material witness, the case was adjourned until the Spring Assizes on payment of the costs of the day. C. R. McKeown, K. C., M. P. P., appeared for the plaintiff.

November 8, 1917

—On Wednesday of last week, Mr. Joseph and Miss Sara Ferguson, of the Horseshoe Curve, Caledon, moved to their new home on Annette St. West Toronto. The people of the Horseshoe Curve will miss them, as they were kind and obliging neighbors, always ready to lend a helping hand.

—The down passenger train from Owen Sound ran into a freight in the station yard at Fraxa Junction on Monday evening. Two or three freight cars were badly wrecked. A passenger on the down train, who hailed from Pennsylvania, had his legs severely bruised. Dr. T.H. Henry dressed his injuries.

JUNE 28, 1917

Two cars of wheat were derailed at Ceylon a week ago while an engine was shunting a southbound freight train in the yards. One car hit the tool house and damaged it almost beyond repair. The auxiliary came down from Owen Sound and succeeded in clearing the tracks so that the passenger trains were not seriously delayed.

LEAVING FRAXA.

W. E. Brawley, C. P. R. agent at Fraxa Junction, has been promoted to the agency at Tottenham and will remove to that place in a few days. Mr. Brawley has been at Fraxa for 23 years and he has always been a valuable member of the C. P. R. staff. He is very obliging and is held in high esteem by both the travelling public and his fellow-employees and his removal from this district is very much regretted. As he is one of the best station men in the business the people of Tottenham are fortunate in securing Mr. Brawley. Mrs. Brawley's many friends will be sorry to lose her as she was well liked by the people of this vicinity.

June 28, 1917

OLD KING STORM BREAKS LOOSE TIES UP TRAFFIC EVERYWHERE

**Railways Put Out of Business and Country Roads Completely Blocked—Big Blizzard Lasted Nearly Three Days—
Nothing Like It For Many Years**

With a howl that could be heard all over Ontario Old King Storm cut loose and went on the rampage Friday evening and he certainly made a most perfect job of it. He enjoyed it so much that he kept on the war-path until late Monday afternoon.

Snow Piled Mountains High

Shortly after the storm set in a sixty-mile-per-hour gale took up the burden and it blew all Friday night and all day Saturday, but reduced its speed to 30 miles Sunday. The storm was accompanied by snow and it was piled in high drifts all over. It was the worst storm that has visited this district for 50 years and the oldest inhabitant could not recall any previous blizzard that equalled it.

All Traffic Is Paralyzed

Out in the country the roads are all filled up and many streets in town are impassable, the drifts being very hard owing to the packing of the snow. It will take a week to open up the roads. Business was practically suspended in town Saturday.

But the railways got hit hard. The Saturday morning trains from Toronto, Owen Sound and Teeswater arrived late. The up-train got through to Owen Sound some time in the afternoon, but the Teeswater was stalled at Grand Valley and was not released until Tuesday night. All Saturday evening and Monday trains were cancelled.

At 9 o'clock Monday night a snowplow came up over the V. R. from Streetsville. It was pushed by two of the largest locomotives and had a hard battle to reach here. It came through drifts almost as high as the plow. The outfit remained here all night and Tuesday started bucking their way to Owen Sound. Railwaymen say it is the worst proposition they have been up against for years.

A freight train was stalled near Caledon from Saturday until late Tuesday night. The first mail to reach Orangeville since Saturday morning arrived by rail Tuesday morning.

Very Few Came To Pray

Sunday morning services were very slimly attended, very few coming to pray, the others presumably remaining at home to curse the weather. The evening services, however, were fairly well attended. In the Methodist church the cement was used for both services with the idea of conserving fuel.

Three Engines—Two Cars

On Tuesday after the snowplow had started for Owen Sound a train of two cars of soft coal drawn by three engines came into the yards here. There is no coal for the locomotives at Owen Sound and this special freight was despatched from Toronto to relieve the situation. Owing to the heavy drift it gave those engines all they could do to pull those two cars of coal along and anything like speed was out of the question. It will be sometime before the Bruce line is open between here and Toronto.

JANUARY
17,
1918

ORANGEVILLE,

TRAINS AGAIN TIED UP

Snow Halts Traffic and Travel Is Suspended—Hard Fight With the Beautiful

Railways are having a hard time with snow this month. Two weeks ago traffic was completely tied up for three or four days and again, on Monday demoralization set in. The bitter cold of Sunday, followed by a fierce storm Monday did the trick.

Teeswater Branch Sealed

The morning trains from Toronto reached there all right, but the down trains were very late, at night and only after two snowplows putting up an all-day battle with the drifts. All evening trains were cancelled and once again the people were deprived of their night mail. All the lines are again open, but freight trains are still hampered.

JANUARY 31

1918

Trains Stalled Again.

Although March came in like a lamb it was very much like a lion on Saturday and Sunday. The predicted storm arrived on schedule time and all day it stormed until late Sunday afternoon. The trains from Toronto arrived a little late Monday morning, but those from Owen Sound and Teeswater were cancelled. The lines were open again by night. Not so very much snow fell, but what did was blown up in big drifts.

MARCH 14, 1918

CATTLE KILLED ON C. P. R.

On Monday the returning train on the C. P. R. had quite an experience near Spiro, a flag station a short distance from Fergus, when a drove of cattle were encountered on the track. From what we can learn the train was close upon the cattle before they were observed, and all that could be done was to go full speed ahead. Some eleven head were either killed outright or had to be slaughtered. They were the property of Mr. Rennie who occupies the old Milne farm near where the accident occurred.

MARCH 14
1918

DELAYED THE TRAIN

The weekly shipment of Advance paper from Toronto was delayed on Monday of last week and the following from the Bruce Herald and Times explains the "whyfor":

The C. P. R. passenger train was delayed over an hour coming up from Toronto on Monday while the booze shipments were being dumped off at the stations along the route. Several express cars are said to have been packed, while at Saugeen Junction a heavy dray load of the moisture was unloaded for the stations up this line. As the express rig coming from the Grand Trunk each day has also been so loaded with the beverage as to resemble an old time booze wagon. Old King Alcohol is crowding Old King Coal out of many cellars, and instead of preparing for next winter's blasts, many are simply providing against a future thirst. As a result this is now a land of wet cellar and dry throats, but being the last kick of the traffic after a battle of over 200 years, it was hardly to be expected that it would be less gentle and spectacular.—Flesherton Advance.

April 18, 1910

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Cement Plant Sold.

It is reported on good authority that the buildings and plant of the defunct Superior Portland Cement Co. has been sold for \$24,000. We understand the purchasers may start another industry in the fine stone buildings. About half-a-million dollars was put in the cement company.

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August 1, 1918