

New Round House Will Be Built.

According to official word from the head office of the C. P. R. at Montreal, a new engine-house, or, as we call it here, a round-house, will be built here. Work will commence as soon as possible. The new building will fill a long-felt want at this point.

MARCH 11, 1927

Orangeville

Roundhouse to Start.

Next week will see the start of the building operations on the new roundhouse to be constructed this summer by the C. P. R. at the station here. The contract has been let to Arthur Giles & Son, contractors, of Brampton.

April 14

1927

Orangeville

Big Buildings.

Brickwork on the large roundhouse being constructed by the C. P. R. here was completed last week and the rest of the work is being speeded up. The building is a very substantial affair and will house five of the largest locomotives. Included in the building

THE SUN, ORANGEVILLE, FLA.

is a boiler-room and repair shops. The theatre is about completed despite so much unfavorable weather and the intention is to complete the structure as soon as possible. This theatre will have everything up-to-date and will prove to be a real asset to the town.

JUNE 9, 1927

ORANGEMAN URGES TEACHING OF FRENCH

Dr. John Noble Says It Should Be Studied in Public Schools

Dr. John Noble, a former Chairman of the Toronto Board of Education, did something unusual for an Orangeman Monday when addressing members of King William Lodge at their luncheon in the Exhibition grounds, Toronto.

Dr. Noble bodily advocated the teaching of French in the public schools. He said the children should also learn German and Spanish. "Some Orangemen," said Dr. Noble "are strongly opposed to learning French. Now, that is a great mistake. We should have French to day in our schools."

Dr. Noble said the prejudice was due to the association of French with Roman Catholicism. "There are half a million Catholics in our Province who speak English," he said. "Is that any reason why we should not talk English?"

"If our boys who went to the front had known French and German, it would have helped them. We should teach French and German in our schools," he concluded.

The big roundhouse at the C. P. R. station is nearly completed. It is thought the building will be ready to occupy in about three weeks. It will have room for five big locomotives in addition to repair shops. All repairs will be made here in future instead of Owen Sound and Toronto.

HOSPITAL NOTES

There were 50 patients admitted to the Hospital in June, and on Friday last the number under treatment was 37; the highest in the history of the institution.

Miss Dennison left on her vacation on Monday, and during her absence her place will be taken by Miss Flora Macdonald, R. N., a graduate of the General and Marine Hospital, Owen Sound.

ACCIDENTS AT BARN RAISING

Two accidents attended the raising of a new barn on the farm of Mr. John Kirkness on Friday and Saturday. The first one befel Harold Elliott who was struck on the side of the head by a falling plate and required medical attention and several stitches to close the gash, while Howard Neal on Saturday had to jump eighteen feet to the barn floor to save himself from being struck with a beam, and severely strained his ankle.—Mt. Forest Representative.

BORN

ALLEN—At Mono Centre, on Tuesday, July 12, 1927, to Mr. and Mrs. Addison Allen, a son.

BELL—In Orangeville on Sunday, July 3, 1927, to Mr. and Mrs. Robert Bell, a son.

IRWIN—In Orangeville on Wednesday June 29, 1927, to Mr. and Mrs. Wilfred Irwin, a daughter.

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JULY 14, 1927

ble Level Crossing Accident at Crom-
 Takes Big Toll---Driver Was Watching
 Passenger Train When the Local
 Freight Came From Opposite
 Direction---Funeral of Mother
 Father and Daughter

people killed instantly, one dying in Lord Dufferin
 here a few hours later and two others so terribly in-
 hat one of them may not recover was the toll taken at
 d crossing at Crombie's, 12 miles north of Orangeville,
 the Owen Sound way freight on the C. P. R. crashed into
 car at 8.30 o'clock Saturday morning. In the car were
 Mrs. Wm. J. Graham of Campania, Amaranth town-
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 le and Mrs. George Beatty and the latter's 9-year-old
 r, Aileen. They left their home a few miles from the
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Hurled Into Eternity

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Miraculous Escape

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Three in a Row

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 of the same home. They contained the
 mortal remains of father, mother and
 daughter, whose lives were snuffed out
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 contrast while this old world was mak-
 ing one turn! Sympathetic neighbors
 and grief-stricken friends were there
 and were doing all that could be done,
 but there was a sadness about the sit-
 uation that could not be effaced.

The funeral of the three victims
 was held on Monday afternoon and
 the entire countryside turned out to
 pay their respects to the memory of
 those highly-respected residents of the
 community. It was a sad sight indeed
 to view the three hearses as the
 funeral procession wound its way to
 the Shelburne cemetery.

This...

JUNE 16
 1927

ORANGEVILLE
 SUN

TRAIN CREW NOT TO BLAME FOR TRAGEDY

Fatal Level Crossing Accident
Resulted From Motor
Driver Not Taking
Proper Care

"We, the jury having considered the evidence into the death of William Graham, Sr., Mrs. William Graham and Mrs. George Beatty, who met their death on June the 11th, also William Graham, Jr., who died on or about June 14th, from injuries sustained on June 11th, at a level C. P. R. crossing on twenty side road, in the township of Amaranth, and from the evidence submitted, we would exonerate the railway crew from all blame, and consider the occupants of the automobile did not take enough precaution. We would strongly recommend that the trees on the west side of this crossing be removed as far south as the whistle post and fifteen rods west on the side road, and also recommend that obstructions hindering view at all other crossings be removed."

Such was the verdict brought in by the coroners jury at the inquest held in the town hall, Shelburne, yesterday, into the death of four people following the auto accident on June 11.

Were Watching For Down Train
Little Aileen Beatty, nine-year-old daughter of the late Mrs. George Beatty, told of the party leaving home and driving to Orangeville. Her uncle and grandfather were in the front seat, while she, along with her mother, aunt and grandmother, were in the rear seat. As the car approached the railway track her uncle said: "It will not be long before the train comes along." He was looking up the track, expecting the passenger train from Owen Sound. She did not see the train.

Saw the Accident
James Holmes of this town was the only eye witness of the fatality. He drives a truck for the Orangeville Creamery. He was driving west on twenty sideroad when he noticed steam in the air, down the track. He stopped his truck about 15 rods from the crossing. As the train approached the crossing he noticed the Graham car coming from the east, about 30 rods from the track. It was travelling at an ordinary speed and when the train struck the auto he saw, what he took to be a coat, thrown through the air. He conveyed the injured to Lord Dufferin hospital.

Felt the Concussion
Dio Burt, engineer, did not see the engine strike the car, but knew something had been hit, and brought his train to a stop in seven car lengths, or about 200 feet. He had sounded the whistle at the whistle post, and the bell had been ringing since the train left Laurel. He has been an engineer for twenty-four years.

Herb. Colley, fireman, just noticed the auto as the engine struck it. Conductor Gerald B. Scully, Orangeville, did not see the fatality, but had done everything in his power to aid the injured following the accident.

Coroner Dr. S. T. White, assisted by Crown Attorney J. L. Island, conducted the inquest. The jury was as follows: William Farnell (foreman), Isaac Sproule, Joseph Kinsley, William Rintoul, William Braiden, William Gracey, Joseph Tindale, Leonard Sam, David Rintoul.

an car at 8.30 o'clock Saturday morning. In the car were Mrs. Wm. J. Graham of Campania, Amaranth township, their son, William, and their daughters, Mrs. Thomas side and Mrs. George Beatty and the latter's 9-year-old Aileen. They left their home a few miles from the of the accident for Orangeville and it is said they were happy as they left their home.

Hurled Into Eternity

William Graham, jr., was driving the sedan, which was a two-seater. The windows were closed and as the car approached the crossing it is surmised that the driver was looking for the approach of the passenger train from Owen Sound, which was about that time, never thinking of another train coming from the south. The windows of the car being closed it was impossible to hear the rumble of the oncoming freight, and the car just travelled about 20 miles an hour, and the car just struck the track when the locomotive struck it fair in the middle and hurled it 30 or 40 feet to the fence beside the track, and it completely around. Mr. and Mrs. Graham, who were about 80 years of age were catapulted through the top of the car and two of the other members of the party were killed. Mr. and Mrs. Graham were instantly killed, nearly bone in their bodies being broken, and Mrs. Burnside, Beatty and Willie Graham, jr., were very seriously injured. Mrs. Beatty's back being broken. From the first there was no hope of her recovery. The car was a complete wreck.

Holmes, of this town, who was waiting at the time the train passed and died when he saw the Graham car on the track. The train stopped and the trainmen who arrived on the scene of the injured who were in the car. Without loss of time the car was put on the truck and conveyed to Lord Dufferin hospital, where it received prompt attention. The bodies of Mr. and Mrs. Graham were taken to the parlors of E. C. Prosser, of Shelburne.

Miraculous Escape
The phase of the accident is the escape of little Aileen Beatty. She was one of the four in the car and she did not appear to be injured. In the hospital, however, she complained of pain in her abdomen, but last night she seemed to be none the worse of the experience.

Excuse or Accident
There was no reasonable excuse for the accident. From either side of the crossing a clear view of the railway track was unobstructed. From the south, particularly from the south, the direction of the way-freight train. No matter at what time it was going there was plenty of time for the driver to stop if he had been crossing the tracks. It is said that the driver of the car was so intent on the passenger train from the south that he never thought of a freight train from the south.

Acted Promptly
Representatives of THE SUN were at the scene of the accident

FOURTH VICTIM DIES

William Graham, jr., driver of the car that was smashed at Crombie's, died in Lord Dufferin hospital at 10.10 last night, making the fourth death as a result of the accident. He was 40 years of age and unmarried. The inquest will likely be held at Shelburne next Wednesday.

Shortly after the tragedy occurred and from what we learned the trainmen were in no manner whatever to blame for the tragedy. The train was in charge of Conductor Gerald B. Scully of this town. Dio Burt was the engineer, Herb. Colley, fireman, Fred (Sag) Bearman and Alex. Wakeford, brakemen. For three-quarters of a mile south of that crossing there is a stretch of straight track and as the train approached Engineer Burt blew his whistle and saw that the way was clear. Just as the engine arrived at the crossing the auto shot out—and then the awful crash! The train was quickly brought to a stop and the crew lost no time in rescuing the wounded and caring for the dead. Much credit must be given to Conductor Scully and the other members of the train crew for their prompt action in an emergency such as this.

Inquest Will Be Held

Dr. White of this town, coroner for the county of Dufferin, arrived at the scene of the accident within an hour after its occurrence and he decided that an inquest into the cause of the fatality was necessary. A jury composed of Messrs. Wm. Braiden, Sam Bennett, Wm. Randolph, David Ran-

Sons, Championship sow, L. Verner. Get of sire, A. S. Rutherford and Sons, W. E. Downey. Load of six bacon hogs, market classes, E. A. Hodges, W. E. Downey, Geo. Robinson, A. S. Rutherford and Sons, David Wilson, J. M. Dolson, C. B. Wilson, Geo. Jackson. Pair bacon hogs, A. S. Rutherford and Sons, H. Hudson, O. H. Downey, H. Hudson, D. A. Hodges, David Wilson, H. Armstrong, S. McMullen. Championship bacon hog, A. S. Rutherford and Sons.

There were 94 market hogs brought in and these graded 58 per cent. select, the entire lot, over a car load, being purchased by Swift Canadian Co. on the ground.

dolph, Geo. Kinsley, Joe Kinsley, Joe Tindale, Wm. Gracey and Wm. Farnell, was empanelled and, after the jury-men had viewed the bodies, an adjournment was made to a later date, so that witnesses who might shed some light on the matter could be in attendance.

Three in a Row

It was a sad and distressing sight that the Graham home in Campania presented on Sunday. Only 24 hours before all was life and the happiness that can only be found in a rural Ontario. Sunday, 24 hours later, three caskets stood in a row in the parlor of the same home. They contained the mortal remains of father, mother and daughter, whose lives were snuffed out without a second's warning. What a contrast while this old world was making one turn! Sympathetic neighbors and grief-stricken friends were there and were doing all that could be done, but there was a sadness about the situation that could not be effaced.

The funeral of the three victims was held on Monday afternoon and the entire countryside turned out to pay their respects to the memory of those highly-respected residents of the community. It was a sad sight indeed to view the three hearse as the funeral procession wended its way to the Shelburne cemetery.

Thirteen in a Week

It is shocking to think that the Crombie's tragedy makes a total of 13 level crossing fatalities for the week in Ontario. All of those accidents could be avoided if a little care was taken by drivers of motor cars, but it seems that very few drivers take any precaution at all when approaching railway crossings. One of the most experienced and careful engineers of the C. P. R., Tommy Ward, told THE SUN not long ago that something would have to be done to prevent motorists from committing suicide at level crossings—or the engineers would soon become nervous wrecks. He gave instances of car-drivers trying to beat the train at crossings and accidents being avoided by the fraction of a second. On all the leading roads there are signs indicating railway crossings and there is no excuse whatever for a motor car to dispute the right-of-way with a railway train. The latter will win out very time—that's as certain as death and taxes—and the careless and reckless motorist should be taken notice and govern himself accordingly.

Orangeville Sun

June 16 1927

JUNE 30
1927

Canadian Pacific Railway Construction, Betterments, Etc.

Aylmer Station.—A press report states that an arrangement has been made with the Aylmer, Que., Town Council to build a station to replace the one burned Nov. 24, 1926. The new building will, it is stated, be built on the west side of the tracks, facing Charles St., with entrances from Front and Thomas Streets. (Jan., pg. 3.)

Puslinch Grade Separation.—The Ontario Highways Department, in conjunction with the C.P.R., is erecting a concrete bridge to carry the Brock Road across the railway tracks at Puslinch. The bridge, which is on a skew, is being built of reinforced concrete, will be 166 ft. long and will consist of a central span of 34 ft. to cross the railway tracks, and 2 flanking spans of 33 ft. each. There will be a clear headway of 22½ ft. from base of rail to the bottom of the bridge. The roadway will have a clear width of 24 ft. between curbs, and there will be a 6-ft. sidewalk brack- etted to the west side. The bridge is designed to general specifications for concrete highway bridges, class C, Ontario, 1920, and to the following loading:—live load; 20-ton truck; 135 lb. per sq. ft.; floor slab, 4,000 lb. concentrated. A contract for the concrete work has been let to A. Cope and Sons, Hamilton, Ont. The bridge is expected to be finished about Nov. 30.

Midland Extension.—Canadian Railway and Marine World for September gave on pg. 528 some preliminary details of the C.P.R.'s intention to secure an entrance into Midland, Ont. The matter came before Midland Town Council, Aug. 26, when a letter was read from F. W. Grant, solicitor there, in which he said:—"Arrangements have been completed for the construction of the Midland Simcoe Ry., running from the Midland-Simcoe elevator through the town to join up with the C.P.R.'s Port McNicoll and Toronto-Sudbury branches. The line, when completed, will be operated by the C.P.R. with a first class service for the Midland industries and people. It will be necessary for the company to cross King St. and also certain other streets in that vicinity, and when our detail plans are completed, further application will be made to you for approval of these crossings and probably

We are advised officially that matters have not progressed far enough for any definite statement to be made as to construction, and that a press report that the C.P.R. had acquired a 2,000,000 bush grain elevator on the north side of the harbor was not correct, but that the railway has an interest in it.

The Midland-Simcoe Ry. Co. is the old Midland Terminal Ry. Co. which built 5 miles of track in connection with the Drummond iron works; its title was changed subsequently to Midland-Simcoe Ry. Co., and power was given in 1926 by the Ontario Legislature to extend the line from Midland to Orillia.

Foam Lake Southwest Branch.—The Board of Railway Commissioners passed order 39,525, Sept. 3, approving location of portion of this branch from mile 0 to 20.25, and authorizing a number of highway crossings between those points in Saskatchewan.

Bromhead-Lake Alma Branch, from Bromhead, Sask., on the Estevan-Nep tune line to Lake Alma, 26.30 miles, on which track was laid in 1926, was opened for traffic early in September. (Jan., pg. 3.)

Moose Jaw Southwest Branch.—D. C. Coleman, Vice President, Western Lines, is reported to have stated recently that track had been laid to the second siding of the 30-mile extension from Maxstone, Sask., westerly, which was put under construction early this year, and that it was expected to have track laid for the whole length of the extension this year. This line will eventually link up with the extension from Consul, which has been in operation for some time to Val Marie. (Sept., pg. 514.)

Fife Lake Branch.—At the end of 1926 track had been laid from Assiniboine southerly to Maxstone, then on to Fife Lake and then easterly to Coronach, Sask., 59.10 miles. That mileage has been ballasted this year and finished up for operation, which was started early in September. (Sept., pg. 514.)

Lloydminster to Clandonald.—A recent press report states that grading on this section of the Cutknife-Whitford Lake line has made rapid progress, and that some

The contractors for these two lines, Dutton and Mannix of Winnipeg, and H. G. Macdonald, Edmonton, Alta., respectively, have started work and are making good progress with the grading. It is expected that the line will be completed by the end of 1928. It will enable the opening up and serving of new areas in the Alberta coal field. (Sept., pg. 514.)

Wetaskiwin Locomotive House.—A press report states that a contract has been let to J. H. Simmons, Winnipeg, for the erection of a 4-stall locomotive house, sand house and cinder pit at Wetaskiwin, Alta. (July, pg. 412.)

Kaslo Locomotive House.—A press report states that a contract has been let to C. McDougall and Son, Victoria, B.C., for the erection of a brick and concrete locomotive house at Kaslo, B.C.

Burrard Inlet Freight Sheds.—Some damage was done by fire to freight shed 3 at the foot of Granville St., on Burrard Inlet, Vancouver, B.C., Sept. 7. At one time it was feared that the fire would extend to Pier D, which is used by the company's British Columbia Coast Steamship Service ships, but the fire brigade confined the fire to the freight shed.

Grain Door Handling for Interline Shipments.

The Railway Association of Canada issued circular 21, revised, Sept. 10, as follows:—Effective Sept. 15, the following regulations shall govern the handling of grain doors used in connection with the interline shipments of grain between points on Canadian railways, and the distribution of expense in connection therewith. Grain door expense shall be pro-rated between participating road-haul carriers on a revenue basis. A charge of \$1.25 shall be made for each door furnished, the number of doors not to exceed 6 per car. This charge is subject to revision semi-annually. Statement with bill covering grain doors furnished shall be rendered by originating carriers to all interested carriers monthly, and be presented within 3 months after close of period in which service is performed. Grain doors shall be returned by destination carriers to

Work Progressing

Contractor Moogk received his new trenching machine on Monday and it is doing good work on the old C.P.R. spur line from the disposal plant. Another gang are at work on First street, so it will be in readiness for the pavement. Contractor Armstrong is making good headway on the town line, though solid rock has been encountered most of the way. He expects to make a start on Mill street next week and should complete his contract in time. Curran and Briggs, will commence paving operations at 25 hill on the Centre Road to-morrow on the government pavement program. They figure on laying nearly a mile a week, and should have the stretch on the Centre Road completed in three weeks. If this firm receives the town paving contract they should have it completed in at least two months, or by the 1st of September. Work is going ahead at the disposal plant. Three large pumps are keeping the water out of the excavation, and Contractor Moogk ex-

JUNE 11, 1928

Not Buying This Year

The La France Fire Engine Co., West
pronto, invited the council to inspect
fire engine on Tuesday.

While a number of the councillors were
ing to be in the city on Tuesday. it
is decided to leave the question of a
e engine over until next year.

Will Pave Yard

W. McKillop, superintendent of this
vision of the C.P.R. said he was tak-
g up the matter of having the sta-
n yard paved. It is likely the work
ll be done, as a company engineer
s here on Tuesday.

Deeds for Right-of-way

The deeds for 1.81 acres of prop-
y on east Broadway, known as the
Gray and Bruce Railway right-of-
y. will shortly be forwarded from
ntreal. The council bought this
perty for \$100 from the C.P.R.

Close Prices

Council asked for prices on 30 tons
red jacket steam coal. D. A. Hogg
ked \$8.95 per ton. while T. Cornelius
nted \$9.00, which price included
ighing fees. As the prices were so
en, it was decided to purchase 15
ns from each.

July 19,
1928

C.P.R. Tank

The work of dismantling the old tank at the C.P.R. station is being carried on these days in spite of the stormy weather and soon the new steel tank will stand alone in its glory.

Use the Letter Box

For the benefit of those who may wish to leave in matter for publication when the office is not open, a letter box has been placed on the front door of the Free Press and Economist office.

Plow Jumps Track

A northbound snowplow cut up some antics in Shelburne C.P.R. yards during the storm about four o'clock last Thursday morning. Leaving the track near the granary south of the Main Street crossing it first tackled the ties and then one set of wheels tried to turn the station platform into a track. Of course it played havoc with the platform. About half way between the crossing and the station it turned clear around and pointed south and toppled over on its side. Luckily the men on it, who live in Orangeville, escaped with slight injuries.

Nominations on Monday

Municipal nominations for all municipalities in Dufferin except Orangeville (where the elections took place the first Monday in November).

Shelburne

FREE
PRESS

December 26
1929.

Close Call

The C.P.R. depot in Dundalk appears to be a mark in electric storms. In the storm Monday evening lightning came in the building on the wires and blackened the wall in the agent's office in two places, ten to twelve feet apart, from both the telegraph and phone wires. The telegraph ground wire was burned off. Those in the office had a close call but luckily escaped with a scare. This is the fourth lightning visit to this building in recent years.

September 20, 1928