

# C. P. R. Freight Conductor Killed Beneath Car Wheels

**Delmore Densmore, Former  
Orangeville Man, Met In-  
stant Death Late Thurs-  
day Night.**

Delmore W. Densmore, widely known C. P. R. freight conductor and for a number of years active in athletic sports, was killed instantly late Thursday night, when he slipped from the platform step of a freight caboose and fell under the wheels of a slowly moving train on a siding at the rear of Liberty St., near the John Inglis plant, Toronto.

Railway officials reported that the train had come to a full stop and had then started up again to move into a new position when the fatality occurred. It is thought the conductor slipped on a piece of ice. He fell between two freight cars and was crushed to death. His death is said to have been instantaneous.

Coroner Dr. W. E. Brown ordered the body removed to the Coroner's building and announced that an inquest would be held on a date to be announced later.

Harold Spence, 256 Pacific Ave., railway switchman, saw the conductor slip and fall between the cars and attempted to rescue him. He managed to get hold of Densmore's clothing, but the conductor was too heavy for him to pull clear.

Densmore, usually called "Dobbie" by his friends, was the son of the late Robert Densmore and Mrs. Densmore, of Orangeville. He was born near Laurel, but the family moved to Orangeville when he was quite young and he received his education in the Orangeville schools. He was strongly built and a fine athlete. He was well-known as a clever lacrosse and hockey player and played defence for the champion Dufferin lacrosse team in the years immediately following the first war. His death is mourned by his wife, Mrs. Nellie Boyd Densmore, two sons, Trueman, 25, of Hamilton, and Allen, 23, of Guelph, his mother, a brother and a sister, Earl Densmore and Mrs. Alan Goodeve, both living in Toronto. A third son, Bruce, was killed in action in France while serving with the Royal Regiment of Canada.

The late Mr. Densmore had been connected with the C.P.R. for 35 years and was a member of the Order of Railway Trainmen and the Independent Order of Odd Fellows. He was a kindly, big-hearted man, whose friendly smile won him friends wherever he went. As one railwayman expressed it, "They don't come any better than Dobbie Densmore."

The funeral service, which was attended by a large number of railwaymen and other friends, was held in the Funeral Chapel of William Speers, 2926 Dundas St. west, Toronto, at 3 o'clock Monday afternoon. Interment was made in Park Lawn Cemetery.

## MRS. ELIZABETH CAVEN MARKS HER NINETY-FIRST BIRTHDAY

Mrs. Elizabeth Caven, widow of the late Thomas Caven, and now said to be the oldest living resident of Amaranth township, celebrated her 91st birthday on Monday in the farm house north of Whittington, to which she came as a bride 73 years ago. Mrs. Caven, who was Elizabeth Beamish before marriage, was born at Melancthon Station and was the daughter of Mr. and Mrs. Richard Beamish. Her husband died a number of years ago. Mrs. Caven has four sons, Thomas and Wilmer Caven, of Toronto, Walter Caven, of Detroit, and Richard, on the homestead. There are five grand-

## Salvage Collection

Orangeville will have its next Salvage Collection on Saturday, March 9th. The Boy Scouts are now making these collections. Citizens are asked to prepare for the collection in the usual way. Old papers, magazines etc. should be bundled and tied securely so that they can be handled without waste of time or space.

## LIEUT. JOAN McMASTER SPOKE AT ROTARY THURSDAY NIGHT

Lieut. Joan McMaster, daughter of Canon and Mrs. H. A. West-McMaster, who returned home a short time ago, after a prolonged absence on active service, was guest speaker at the Rotary Club meeting Thursday night. In a delightful and informative talk, Miss McMaster told something of her experiences as a Wren, outlining some of the duties that the girls were expected to perform. She first defined a ship as a seagoing vessel or a shore establishment that is given a commission for training purposes and then proceeded to tell about shore parties and some of their duties and the studies relating to navy history and traditions, the gardening work of the girls and said that Halifax was about the most exciting place one could be if doing shore duty. She described briefly the Halifax harbor, basin and dockyards, told something of shipping, described the reception for the Haida and explained some of the duties that the Wrens were called on to perform as signallers, in the plotting and map rooms, in the action rooms, as librarians, account officers and in the wireless stations. She narrated some of her experiences at sea on a gun trial trip, told about the torpedo sheds and acoustic torpedoes, which were regarded as particularly dangerous in the early years of the war, and told her audience about conditions in Halifax at the time of the V-Day celebration riots, and the excitement and fear caused by the memorable explosions of ammunition and explosives dumps.

Lieut. McMaster, who was accompanied by her mother, was introduced by Harold Darraugh and was tendered an enthusiastic vote of thanks on motion of Maurice Cline.

## ONTARIO LEADS IN STOCK AND PRODUCE

**New Farm Produce Market Licensing  
System Forecast in Speech from  
Throne.**

Ontario led all provinces last year in production of cattle, hogs, calves, poultry, eggs, cheese and milk. It was disclosed Monday in the speech from the throne at the opening of the Ontario Legislature.

The speech, read by Lieutenant-Governor Albert Matthews, also outlined this legislative program for agriculture:

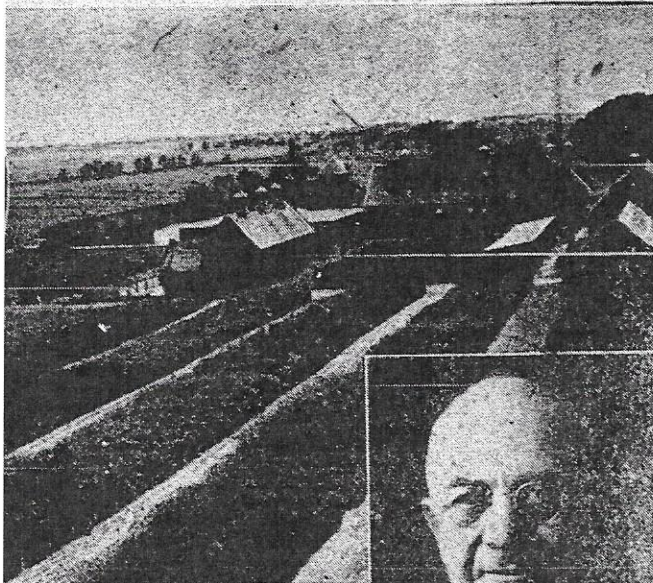
Licensing of all persons engaged in marketing of farm produce or operating a fruit market; amendments to the Farm Products Control Act to clarify provisions of marketing schemes now in force; establishment of a wholesale fruit and produce terminal in the Toronto area; increase from \$50,000 to \$65,000 the amount of loans which may be made to co-oper-

MARCH 7  
1946



ORANGEVILLE, ONTARIO, THURSDAY, MARCH 21, 1946.

## FUL SIXTIETH ANNIVERSARY



Experimental Farms were founded. That year five  
at Ottawa, Nappan, N.S., Brandon, Manitoba;  
Saskatchewan, and Agassiz, B.C. Now there  
The contribution of the system of farms in the  
development of Canadian agriculture has been un-  
experimental plots at the Ottawa farm with  
am Saunders (top left) and Dr. E. S. Archibald,



## M.P.P. WOULD DEBATE COMMUNIST TEA

Ross McEwing Makes Sev-  
erant Suggestions Durin  
on Speech from the Thron

In his address during the  
the Speech from the Thron  
Member for North Welling  
A. McEwing, made several re-  
the Government which may  
terest to our readers.

After commending the M  
Agriculture for continuing  
ties, he asked that the baco  
be not discontinued without  
five months notice to the  
ducers.

Now the Government  
stockyards, that the fees be  
for the selling of livestock.

The Member felt that sho  
and higher rate of pay for  
being granted at the expense  
culture, and that before ar-  
reductions a conference of l  
riculture, industry and final  
be called to thoroughly di-  
problem.

He asked the Governmen  
sider a more uniform hyd  
the interests of rural Ont  
a maximum rate of \$22.50.  
power be established in O  
the urban centres to enco  
dustry to locate in the smal  
A more uniform rate for  
that would not penalize the  
mer or a young man just.

That some action be tak  
vent the destruction of our  
lots in older Ontario for th  
of reforestation and conser-  
More assistance be giver  
and health clinics throug  
tario.

He pleaded with the E  
Education that the police  
al courts are not the plac  
the laws of our land. Ju-  
linquency cannot be stoppi  
practise and teach obedie  
lital and moral health and  
To this our Churches a  
must wake up. That the ter-  
ments should be included  
ching of Christianity in o

He asked the Minister o  
that no teacher in our sch  
fessor in our colleges or  
who are known atheists c  
ists be allowed to teach  
the minds of our youth.

## WITH THE ARMED

Sgt. Harold Kearns, of  
Ian Provost Corps, has  
discharge and has retur  
civilian duties on the  
Kearns & Sons.

Pte. Reuben S. Carson,  
Moore, Pte. R. B. Raebu  
W. J. Speers, Mono  
among the Orangeville  
servicemen who returned  
on the Ile de France

Pte. Fred Watson, who  
Christie St. hospital for  
arrived home at the wee  
looking much better and  
Orangeville with the che-  
ance that he can look for  
ing better health in the

I wish to thank the Ia  
Dufferin Chapter, I.O.D.  
lovely flowers they sent  
return home. I also tha  
every one who so generou  
arrestes while I was over  
Pte. Jack

LAC Holly Fagin, who  
the service for nearly fo  
received his discharge  
home recently. He expec  
his position with the Sh  
pany in the near future  
was stationed at Manning  
onto, Brantford, Guelph  
and Montreal. He recei  
charts at Lachine.

## CREDIT FORKS STATION WILL REMAIN OPEN

Railway Commissioners Dismiss Ap-  
plication of Canadian Pacific Rail-  
way Company.

Last September the Canadian Pa-  
cific Railway Company made applica-  
tion to the Board of Railway Commis-  
sioners at Ottawa for permission to  
close their station at Credit Forks.  
The move to close the station was one  
of the topics discussed at the Caledon  
nomination meeting last Novem-  
ber. Ex-Reeve W. J. Willis, one of  
the council candidates, was particu-  
larly outspoken in his condemnation of  
the Railway Company's attempt to  
deprive the people of Caledon of the  
service they have been receiving at  
this station for so many years. As a  
result of the agitation started at the  
nomination meeting, Caledon council  
decided to take steps to oppose the  
application. To that end they engaged  
the services of Mr. Harry Willis, a  
member of the Brampton legal firm  
of Parkinson, Gardiner and Willis.

The hearing of the application took  
place in Ottawa on March 6th, when  
Mr. Willis appeared on behalf of the  
municipality and presented the case  
of the council and citizens of the  
township so conclusively that the  
Board dismissed the application. As a  
consequence the Credit Forks station  
will remain open as heretofore. This,  
we believe, will be welcome news to  
the people of the municipality at  
large, particularly to those who live  
in the Credit Forks district and the  
large number of holiday visitors who  
visit Credit Forks during the summer  
months, many of whom use the rail-  
way station when coming from or re-  
turning to Toronto.

Mr. Willis had a sentimental in-  
terest in the disposition of the applica-  
tion as he is a former Caledon boy,  
who was reared close to the village of  
Belfountain only a short distance  
from Credit Forks. He is a son of Ex-  
Reeve and Mrs. John Willis, now re-  
sident in Brampton.

## GULLEY-RUSSELL

A quiet wedding took place in the

## ALTON

The regular monthly meeting of  
the Women's Institute will be held at  
the home of Mrs. Wm. Hawkins on  
Thursday afternoon at 2.30.

Miss Grace West has accepted a po-  
sition in Toronto.

We are sorry to hear that Mrs. Stan-  
ley Little has been confined to her  
bed for the past week with a severe  
attack of arthritis. All her friends  
hope that she will soon be up and  
around again.

Miss Joan Treacy, now attending  
school in Brantford, spent the week-  
end at her home here.

The regular meeting of the Young  
People's Union was held on Monday  
evening last, with June Hawkins,  
Christian Culture convener, presid-  
ing. The topic on the refugee prob-  
lem in Canada was in the form of an  
interview, with the minister question-  
ing several of the members on their  
opinions. Those taking part were Mar-  
garet Thomas, Ray and Ted Madill.

Don't forget the concert that the  
Young People and the W. A. are pro-  
ducing at the end of the week, on  
Friday evening at 8 o'clock. From all  
reports there promises to be a full  
evening of variety entertainment, in-  
cluding a one-act comedy, "The  
Cuckoo's Nest."

The euvre held by the Women's  
Institute last Wednesday was moder-  
ately successful and a nice sum was  
realized by the ladies.

Mr. and Mrs. Pat Clark and family  
spent Sunday with friends in Bramp-  
ton.

The Alton Citizens Committee held  
a reception for Pte. Alex. Broyden  
on Thursday of last week. The bugle  
band led the parade to the hall, where  
a presentation was made by Mr. C.  
Linham and Mr. Lockwood Stubbs.  
After an appropriate reply by Alex.,  
the remainder of the evening was  
spent in dancing to the music of the  
Modern Aires orchestra.

## FARMINGTON

Our Farm Forum met at the home  
of George Gillespie where an enjoy-  
able evening was spent on Monday,  
March 11th. In answer to the question  
"Who Will Export Our Farm Pro-  
ducts?" we agreed that our exports

MARCH 21  
1946



# C. P. R. Passenger Train Derailed Near Melville Cross

**Split Rail Caused Passenger and Express Coaches to Leave Track. — Passengers Escape with Minor Injuries and Bad Fright.**

A few minutes after it left Orangeville last Thursday evening the Owen Sound to Toronto C. P. R. passenger train met with grief, when its five passenger and express coaches were derailed by a split rail about 150 yards south of the Melville station. The engine and tender had passed safely over the defective rail when it broke, causing the coaches to leave the tracks and slide along the uneven ground at an angle. Fortunately none of the passengers was seriously hurt. The train, some minutes behind schedule when it left Orangeville at approximately 8.45 p.m., went off the rails at 9 o'clock, an informant said.

An express messenger, Don Clark, of Toronto, was buried beneath a fearful cascade of young chicks when the car in which he was riding left the right-of-way. Clark, who suffered a bruised foot, was almost smothered before he could fight his way clear of his fluffy charges.

Mrs. J. K. Braham, of Camilla, a passenger in the last coach, said her first impression following the impact was that the train had run into something, but when the car started to lean to the right she realized it was off the rails. There was a great commotion but no hysteria, said Mrs. Braham, and the occupants in her coach quickly recovered themselves. It was reported by a passenger that people in the front coaches had been troubled by gas fumes from the lighting system, but this has not been confirmed.

Examination of the passengers was carried out in the last coach, which was tilted very little, by Dr. S. T. White, who was brought to the scene by train from Orangeville. Some were treated for superficial injuries and shock. A few hours after the accident a special train carried them on to Toronto, arriving there about 4 a.m. Friday, and taxis then transported them to their individual destinations.

Treated by Dr. White were Mrs. W. Fifth, Grand Valley, abrasions to the right leg; Mrs. T. P. Johnson, Owen Sound, bruises to the right leg; Mrs. J. K. Braham, Camilla, slight abrasions; Mrs. C. Hutchison, Toronto, slight shock; Mr. and Mrs. William Warden, Toronto; Mrs. R. B. Wagers, Fordwich; Mrs. Albert Duxter, Flesherton; David Carroll, Orangeville.

The train was in charge of Conductor Peter McGarvey and Engineer Fred Mayhew, both of Toronto. C.P.R. employees were busy Friday building a temporary track around the wreck and normal service was resumed late that day.

Ewart and Ross Davison, two of the first persons in the district to reach the wrecked train, and other nearby residents contributed to the comfort of passengers with sandwiches and hot coffee.

## Students of O. H. S. Visit The Steel Plant at Hamilton

Shortly after the sun arose last Friday morning it was no doubt duly surprised to see students of Fourth and Fifth forms gathered in front of the post office and dressed in their spring finery. The reason for this meeting, in what might be termed by some of us as the middle of the night, was the long-anticipated trip to the steel plant in Hamilton.

The party of over forty students and teachers set out at 7 a.m. with the sun shining brightly above, for it was a clear but cool May morning. The seven cars made the journey without mishap and arrived in Hamilton at 8.45.

We arrived at the door of the Dominion Steel Co. in good time and were divided into two groups, to be conducted through the plant. To the inexperienced eye of your correspondent the Dominion Steel Co. seemed as vast as about 200 Dods Knit mills rolled into one and that is an understatement. My first impression was of soot and carbon flying through the air, and believe me that was my last impression.

The group of which I was a member was led from the office after signing our names on a large sheet of paper (which we are still curious to know what the officials did with). Our guide, who by the way was a very well-informed man, took us first to the ovens in which thousands of tons of coal are reduced to carbon used in the reduction of the iron ores. We saw one of these huge ovens being emptied and thousands of tons of red-hot carbon fall into an immense wagon arrangement which drew it away. We followed the pipes which take off the gases formed in the reduction of the coal. We found that one of the by-products of these gases is tar and another is ammonium sulphate, a fertilizer well-known to the farmers. We saw a huge room which would soon be filled with this and as it lay on the floor in a fine, white dust it reminded one, strangely enough, of the looking-down hay loft in a barn.

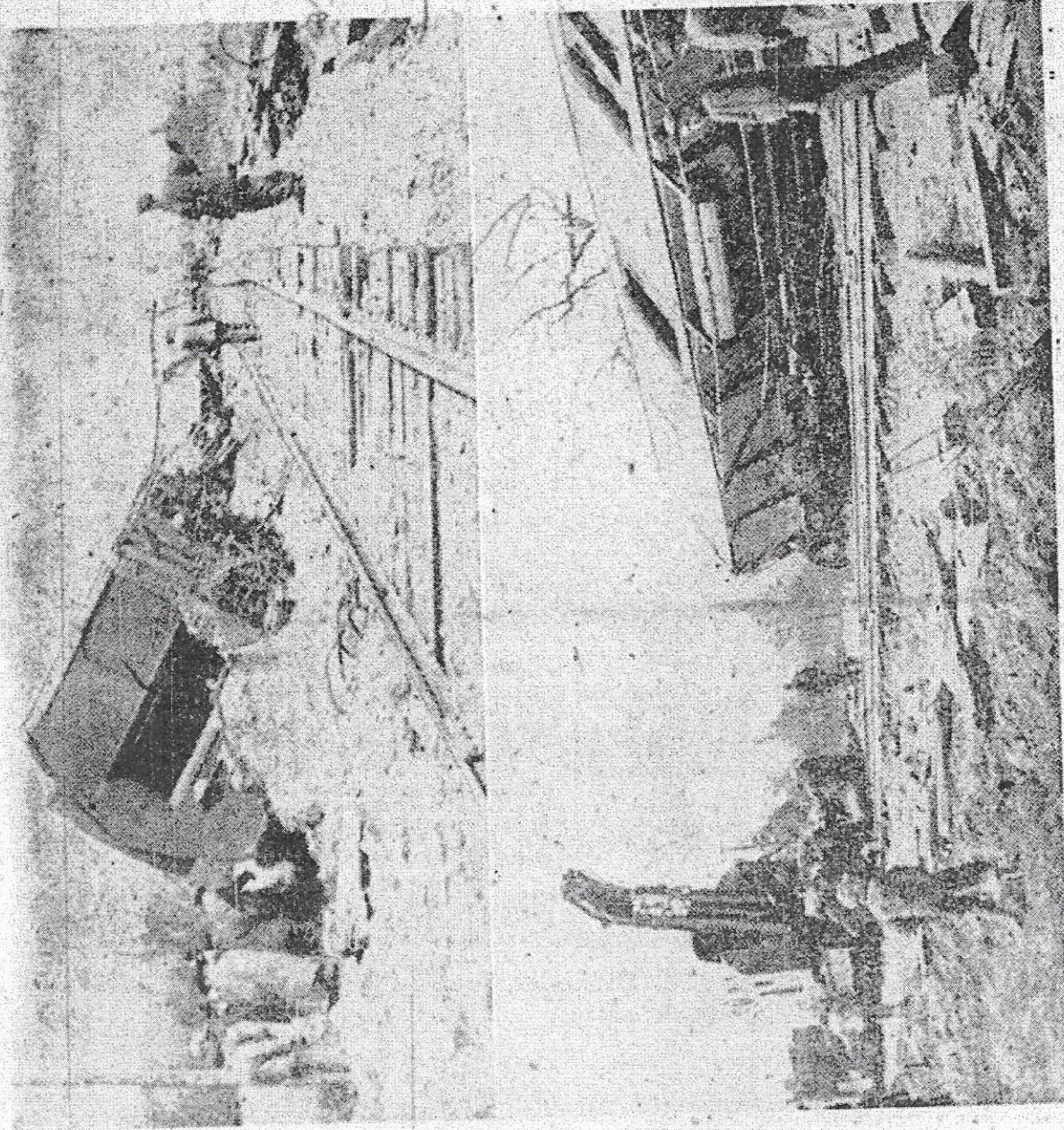
The most interesting place that we visited was the laboratory where experienced chemists were testing for carbon, manganese and other elements in the steel. We found that, much to our surprise, the chemists were doing experiments that we could very easily understand.

We missed seeing a blast furnace being emptied of its iron and slag by a few seconds, but we just arrived to see the slag running down its path. We saw the impure iron being converted into steel in the open-hearth process; it was an amazing sight to see thousands of tons of red-hot liquid iron being poured like water into ingots. The casting of the steel into sheets was the noisiest process of all. One of the workers throws a shovel of common salt on the sheet as it passes under a machine which pounds it into shape, and an explosion, resembling that of an atomic bomb, results—or so it seemed to us. The workers must have derived a lot of fun from our ignorance and caution of the machines as we timidly peered at this machine and that. We saw

MAY 9  
1946



# ORANGEVILLE, ONTARIO, THURSDAY, MAY 9, 1946.



Photographs taken Friday morning at scene of C.P.R. train wreck at Melville by Wilf. Leach, Orangeville ex-serviceman.

ALTON

MAY 9  
1946



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Vol. LII

No. 48

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**EX-SERVICEMAN ADDRESSED  
ROTARY CLUB MEETING**

### Students of O. H. S. Visit The Steel Plant at Hamilton

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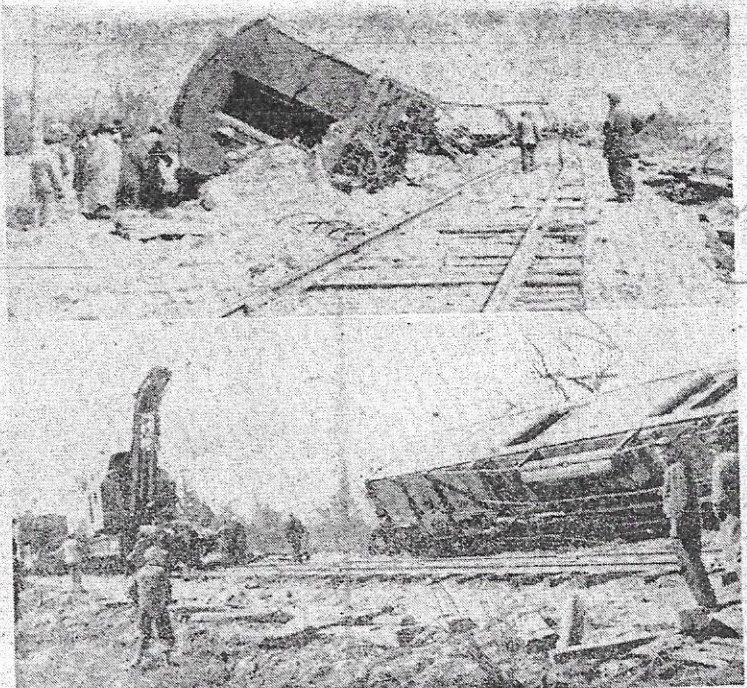
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Photographs taken Friday morning at scene of C.P.R. train wreck at Melville by Wilf. Leach, Orangeville ex-serviceman.

### COMING EVENTS

Dance each Saturday night at Bolton Casino to Meritmakers Eight Piece Orchestra. 44-61

Opening Dance at Innis Lake, Saturday, May 18th. Modern Aires orchestra. Admission, 50c. 48-21

Mr. Blake Fairbairn will sell his entire Household Effects on Saturday, May 18th. Watch for further particulars. 48-11

Hockley L. O. L. is sponsoring a Dance in Hockley Orange Hall on Friday night, May 10th. Admission, 50c. Lunch served. Haddock's orchestra. 48-11

Bowling Green Players will present "She's My Daisy" in North Erin United Church on Thursday, May 16th, at 8:30, daylight saving time. Admission, 25c and 15c. 48-11

Caledon Agricultural Society will hold a Dance in the Caledon Town Hall on Friday night, May 17th. Music by Dermott's orchestra. Admission, 50 cents. Lunch counter. 48-11

Dance in Bluebird Hall, Riverview, Friday, May 10th. Murray Simmons' Colored Orchestra of Owen Sound, Modern and Oldtime Dancing. Admission, 50 cents. Lunch Booth. 48-11

### NEWLY-WEDS HONORED AT PRESENTATION AT THE MAPLES

Upwards of two hundred friends and neighbors from Orangeville and The Maples district gathered at The Maples Community Hall on Tuesday evening, April 30th, to do honor to Mr. and Mrs. Bert Carroll (nee Helen Hughes) on the occasion of their recent marriage. Mr. J. A. Corneilus acted as chairman for the presentation proceedings and the following address was read by Mr. Ed. Lightie:—

The Maples, April 30, 1946:

Dear Helen and Bert:

It is with great pleasure that we, your many friends and neighbors, have gathered here this evening to honor you on the occasion of your recent marriage and to bestow best wishes for your happiness.

You, Bert, we have associated with since boyhood and have always found you willing and ready to lend a helping hand when needed. Helen, we extend to you our hand in a warm welcome of friendship and know you will make many new friends in our community.

We felt we could not let this opportunity pass without showing our esteem in some way, so we wish you to accept these gifts and best wishes for a long and prosperous married life. Once to every man and maiden

Comes the moment to decide, When the man shall be the husband And the maid a happy bride.

### ALTON

Mrs. T. Peacock, of Toronto, is a present visiting with her mother, Mrs. James Simpson.

There will be a special Mother's Day service on May 12th, in the morning at 10 o'clock, in the United Church. The service in the evening will be at 7 o'clock as usual.

Mr. John Houston, of Toronto, spent the week-end under the parental roof. Mrs. H. Hyde is at present a patient in Lord Dufferin Hospital, but he friends here sincerely wish her speedy recovery.

Mrs. E. Davidson spent the week-end at her home in Newton.

The regular meeting of the Women's Association was held at the home of Mrs. George Cameron last Thursday afternoon. Papers were given by Mrs. Sam Corbett and Miss Collison. Mrs. Wm. Hawkins sang several solos, after which a social hour was spent and a dainty lunch was served.

The last regular meeting of the senior of the Young People's Union was held on Monday evening, April 29th. The topic of the evening was taken by Mr. John Nesbitt, of Caledon, who spoke on the peoples and the geography of the southern United States which he himself had visited last winter. This was intensely interesting, the members and was much enjoyed by all. Henceforth the meetings will be held monthly instead of weekly. The first of these outdoor meetings

MAY 9 1946



# Editorial

## The Credit Valley Railway

It will perhaps surprise quite a number of Banner readers to learn that there was a time when Orangeville had two railway stations and two lines of railway. The Credit Valley Railway Company is now almost forgotten except by citizens who are well advanced in life. It was built into Orangeville in 1879 or 1880 and the station seems to have opened for business in the latter year. The C. P. R. now runs all trains over the old Credit Valley line from Melville Cross to Toronto. The original Credit Valley line entered Orangeville at the east side of the town, skirting the edge of the Credit Valley flats and crossing Broadway near where the Orangeville Collision plant now stands. The terminus of the road was between First and Second Avenues and the station was built on a site between these streets. The station did a brisk business for four years, but was closed when the C. P. R. absorbed the Credit Valley Company. The railway was responsible for considerable building in the east side of the town. Some of our readers may recall the grain elevator on a railway siding close to the south side of Broadway. This was operated for a time by the late Robert Beatty. Another industry was a grist and chopping mill which was built on the south side of Second Avenue east of the station. This survived the railway for a number of years, but was eventually destroyed by fire.

The closing of the C. V. R. station early in 1884 was a bitter pill for the citizens of Orangeville. The town had voted the Company a bonus of \$25,000, providing the money by issuing debentures. The municipality had only nicely started to pay off the debt when the C. P. R. took over the line and closed the station. This unexpected development started a bitter controversy. It was at first suggested that the town take legal proceedings to recover the bonus, but the agreement had not safeguarded the municipality against this eventuality and the lawyers advised against court action. Quite naturally the council of 1879, which had negotiated the bonus agreement, came in for severe criticism. The Sun declared editorially that the C. V. R. had proven a rascally swindle and added that "the council submitted the by-law to a vote without having made any agreement worthy the name with the railway company. It is the council and not the C. V. R. that the people of Orangeville should call to account for our lost money." Including debenture interest this bonus cost Orangeville taxpayers \$48,000 or \$50,000, a pretty stiff price for four years service.

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1946



# Runaway Caboose Hits Engine---Fireman Injured

**Railway Collision Occurred  
Between Credit Forks and  
Inglewood Thursday Morn-  
ing.—Train Arrived in Or-  
angeville Several Hours  
Late.**

Fireman James Coburn, 22, of Agincourt, was the only casualty when a runaway freight caboose careened along the C. P. R. tracks for more than 2 miles and smashed into an oncoming passenger train about a mile south of Forks of the Credit station Thursday morning of last week. Coburn had his left hand mangled by the wheels of a passenger coach after he jumped from the locomotive. Three fingers were later amputated by Dr. S. T. White in Lord Dufferin hospital, from which the injured railroader was discharged on Saturday.

Engineer Tom Howes, of Toronto, stayed in the cab of the locomotive hauling passenger train 705 from Toronto through Orangeville to Owen Sound and had applied the air brakes to slow the train considerably when the crash occurred. Neither Howes nor any of the passengers was hurt.

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## TOMORROW

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First aid was given to the injured fireman by Rev. H. W. Hobbs, Proton, a passenger on the train. Coburn was later removed to hospital in Orangeville. "There was a terrific crash near the front of the train. I looked out the window and saw a man hurt," related Mr. Hobbs. "I rushed out and when I alighted from the car a baggage man had produced bandages, and kept saying to me 'I don't know what to do.'"

As the northbound passenger train rounded a sharp curve on the precipitous heights above the valley of the Credit Forks, the fireman was the first to see the runaway caboose. He jumped from the left side of the locomotive into the snow embankment along the right of way and then almost rolled bodily under the passenger train's wheels.

Events leading to the accident began when a northbound freight train stopped on a grade between Forks of the Credit and Cataract. The freight was split into two sections and the crew was taking the front section north to Cataract. About this time an empty caboose on the tail of the second section broke loose and began coasting back down the grade. It passed Forks of the Credit station picking up speed, swished across a curved 72-foot steel viaduct without overturning and sped along the track for another mile, when it collided with the approaching passenger train. The force of the impact was sufficient to splinter and telescope the caboose against the passenger locomotive, and the runaway car came to rest with its wreckage blocking the tracks. The passenger engine shortly afterward backed down to Inglewood.

Four hours after the accident, which occurred at 9.30 a.m., when the train was half an hour out of Orangeville, the track was cleared of wreckage. The caboose was lifted from the rails, dumped down the 60-foot embankment and set afire. The passenger engine was sufficiently undamaged that it was able to pull its load through to Owen Sound, arriving there five hours late.

A. I. McDonald, C. P. R. station agent at Credit Forks, saw the lone caboose coming down the single track, but it was going too fast for him to jump aboard and apply the hand brakes. He rushed back into the station and telephoned Inglewood, four miles south, to have the agent there hold the northbound passenger train, and derail the caboose, but the passenger train had pulled out of Inglewood a few minutes before the call came.

**ATTENTION OF READERS CALLED  
TO APPEAL FOR AID TO CHINA**

Editor, Orangeville Banner,  
Dear Sir:



Harvey C. Curry, reeve of Orangeville, was elected to the Wardenship of Dufferin by his fellow county councillors on Tuesday. The new Warden, in municipal politics for six years, is serving his second term as this town's reeve and his fourth term as a county councillor. He is chairman of the town's Police Committee, of the Committee on Public Works, Roads, Highways and Streets and of the Lord Dufferin Hospital Board. Warden Curry is a life-long resident of Orangeville.

A number of congratulatory addresses were made by former wardens and unique among these was the fact that a father and two sons, all former wardens of Dufferin, took part in wishing success to Warden Curry. They were J. A. Marshall, justice of the peace for Orangeville, with his two sons, Harold, the local postmaster, and Allan, a prominent Broadway businessman.

## DUFFERIN WOMEN'S INSTITUTE POSTER CONTEST WINNERS

The following are the prize winners in the poster contest sponsored by the Dufferin Women's Institute:

1st Prize, \$5.00—Pupils of S. S. No. 19, Mono, Mrs. Grant Bell, teacher, entered by Camilla W. I.

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First, second and third prize posters were sent to Toronto for entry in the Provincial competition.

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All posters entered in the contest will be used in the county to give publicity to the Women's Institute 50th Anniversary Celebration to be held at Guelph on June 18th next, the theme chosen being, "We Treasure the Past—We Face the Future."

Committee in charge of posters—Mrs. E. Patterson, Shelburne; Mrs. D. Stewart, Violet Hill.

**WEST CALEDON MAN HAD**

January 23  
1947



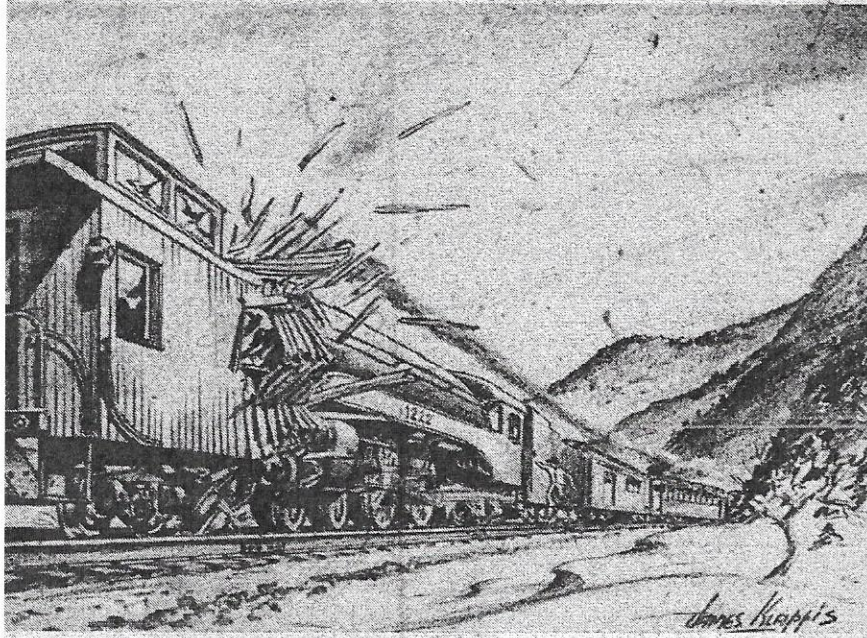
January 23 1947

# ORANGEVILLE BANNER

WHICH IS AMALGAMATED THE ORANGEVILLE SUN

ORANGEVILLE, ONTARIO, THURSDAY, JANUARY 23, 1947.

\$2.00 a year strictly in advance.  
\$2.50 a year in United States.



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### ST. ANDREW'S CHURCH

The regular weekly meeting of St. Andrew's Young People was held on Monday night in the Sunday School room, commencing at 8 o'clock. Eleanor Wilson was in charge of the meeting. Lantern slides on the missionary work of Dr. Sidney Gilchrist in Africa, entitled "Friend of the weeper," were shown.

Murray Marshall and Keith Hunter will be in charge of the Skating Party for next week's meeting on Wednesday night, January 29th. If weather conditions should be unfavorable for the skating party the Young People have decided to go to the theatre.

Next Sunday morning, January 26, at 11 o'clock, the minister, Rev. Harold G. Salton, will discuss the question, "Was the Message of the 23rd Psalm for Today?"

Sunday evening at 7 o'clock St. Andrew's congregation will commence co-operative Sunday evening services in First Avenue United Church. We hope that all members of both churches will do their utmost to make these evening services a success by attending regularly. So far the union services have been well attended and we hope to see them grow in attendance and interest as we approach Lent and Easter.

The visit of Rev. Dr. Thomas Buchanan, of India, to St. Andrew's on Sunday was a much appreciated event. In the morning Dr. Buchanan gave an excellent picture of India geographically and racially and told a graphic story of the growth of missions until today India has Christian communities that number 8 million people. He told of the great work being done by the colleges, hospitals and medical missionaries and the growing part that native ministers and congregations were taking in the work and management of the churches. He spoke quite cheerfully of the social and political developments since the war and expressed the conviction that the Indian Congress would not in any way interfere with or hamper the educational and religious work of the Christian Churches.

In the evening Dr. Buchanan spoke to a near capacity congregation on his own work with one of the more primitive tribes in the interior of India. It

### MRS. WILLIAM MORROW

Orangeville's grand old lady, Mrs. William Morrow, passed away peacefully at eight o'clock on Friday morning, January 17th, in Lord Dufferin Hospital. In excellent health for a person of advanced age until about a year ago, she had been bedfast for ten months.

Mrs. Morrow lived 65 of her 93 years in Orangeville. Her warm heart and pleasant manner were appreciated by a large circle of relatives and friends who felt deeply her departure from this mortal life. Among the many admirable qualities of this venerable lady was a fresh and philosophical outlook on life even after the death in October 1942, of her husband. Their long and happy partnership was a glowing example of the ultimate in wedded life. Mrs. Morrow was 88 and her husband 90 years of age when they celebrated their last wedding anniversary on December 20th, 1941, and, as had been her custom down through the years, she baked her own cake and pudding for the occasion which marked 71 years of married life.

Mrs. Morrow, the former Elizabeth Graham, became a bride at Glencairn near Creemore, with Rev. Mr. Griggs as the officiating minister. She and Mr. Morrow lived in Orillia, then Caledon, before moving to Orangeville. They first took up residence here on Amanda St. in December, 1925, they took up residence on East Broadway.

Surviving are four sons, William T. of Powassan; Herbert, Orangeville; Lewis, Toronto, and Russell, Orangeville; a daughter, Mrs. E. C. Daniels, died on December 3rd, 1925. There are 22 grandchildren and 46 great-grandchildren.

The funeral service was held in the Chapel of H. P. Darraugh, Second Ave., on Monday, January 20th, at 2 p.m., followed by interment in the Forest Lawn Cemetery. In the absence, through illness, of the late Mrs. Morrow's minister, Canon H. A. West-McMaster, rector of St. Mark's Church, the services were in charge of Canon J. W. MacDonald, of Trinity College, Toronto. The pallbearers were Messrs. A. B. Holmes, A. W. McGillivray, D. W. Gray, F. C. Cornelius, William Neely and T. J. Henry. Flower carriers were Henry Moffatt,



wis Moffitt, Orangeville, nightman, who died suddenly in Dufferin Hospital on Monday, January 13th, from coronary thrombosis. Deceased, a veteran of the first war, was 56 years of age. An obituary, which appeared in last week's Banner, is completed this week with an account of the funeral.

### MARK'S CHURCH HOLDS ITS ANNUAL VESTRY MEETING

The annual Vestry meeting of St. Mark's Church, Orangeville, was held Monday evening, with quite a large attendance despite the disagreeable weather. In the absence of Rev. Canon West-McMaster by reason of illness, Col. J. A. V. Preston was chairman of the meeting and presented Canon's annual report, which was most comprehensive and record of steady growth and progress of the congregation during 1946. The church had been insulated and repainted, furnaces equipped with oil heat—two beautiful memorial windows installed, the mortgage on the rectory paid out, St. Mark's quota of \$200 for the Anglican Advance



January 23 1961

## Runav

**Railway C  
Between  
Inglewood  
ing.—Tra  
angeville  
Late.**

Fireman James Agincourt, was on a runaway fire along the C. & N. Y. R.R. more than 2 miles away from the passenger station south of York. Thursday morning, a fireman had his wheels of a passenger car jumped from his fingers while he was working on S. T. White's car, from which a fatal, from which the Engineer T. C. stayed in the car hauling passenger cars through Sound and had to slow the train to the crash occurred. None of the

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**ST. ANDREW'S CHURCH**

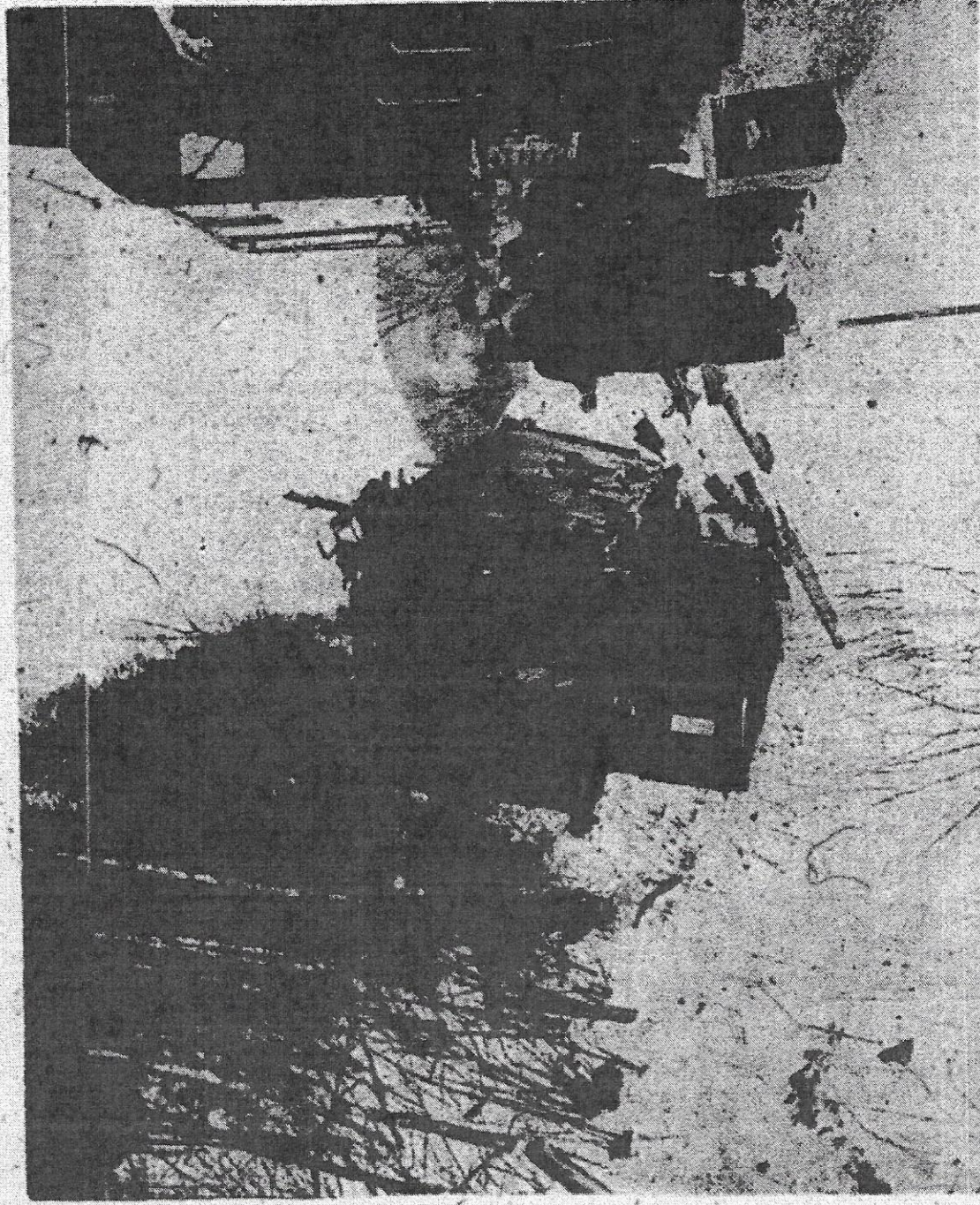
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TH WHICH IS AMALGAMATED THE ORANGEVILLE SU

ORANGEVILLE, ONTARIO, THURSDAY, JANUARY 30, 1947.



END OF THE LINE for the runaway caboose which collided with C. P. R. passenger train between Credit Forks and Ingleswood on Thursday morning, January 16th, was a ditch beside the track. It was later pushed down the embankment on the opposite side of the track and burned.

ALTON

CALEDON EAST

MARSVILLE

January  
30  
1947



## \$75,000 FIRE AT SHELBURNE

**Razes Elevator and Grist Mill. — Citizens Help in Stern Fight to Save Railway Cars, C. P. R. Station and Nearby Buildings.**

Fanned by high winds and racing with lightning speed, fire destroyed the large grain elevator and grist mill of the Shelburne Co-operative Association Thursday afternoon, Dec. 18th. Scores of townspeople pitched in to assist in fighting the flames. Damage was estimated at \$75,000 or upwards.

The fire was first noticed about 1 p.m. by Frank Acheson, an employee of the mill, who immediately turned in a warning. First sign of the fire was a spiral of smoke curling from the roof over the power switch-box. By the time the fire brigade arrived the flames had spread throughout the grain elevator.

The elevator had a capacity of 60,000 bushels but was said to have held only 12,000 bushels. Three cars of western grain were standing on the railway siding within three feet from the building. Scores of men, assisted by two heavy trucks, succeeded in pushing the freight cars out of danger. A flat car loaded with tractors and standing on the same siding was also moved to a place of safety.

As the flames mounted higher in the sky, firefighting was made difficult by the intense heat. Efforts were centred upon the job of saving buildings standing near the fire. A northwest wind blew the flames and embers into an open area. A shift in wind would have doomed the homes of Richard Henderson and Bailey Outhwaite.

Heat of the fire became so severe that the firemen had to take turns at the hose lines. One volunteer cooled himself by standing under a stream of water that poured from the railway station roof as the heat melted the snow. Snow was melted from the ground surrounding the fire for a radius of 100 yards.

Load with the elevator and chipping mill was a modern seed-cleaning plant.

Ten employees of the mill were assisted by groups of townspeople to remove stocks of grain and other materials from near-by storehouses. Other squads removed equipment from the C. P. R. station, under the direction of Stationmaster Tom Reid. The town storage tank was full when the fire broke out, and officials said there was no danger of a water failure during the blaze.

Thursday's fire loss was one of the greatest in Shelburne's history, eclipsed only by the Hannah and Berwick fire of 50 years ago, when two complete business blocks were destroyed.

The ruins were still smoking on Sunday when many people visited the scene of the fire. It is reported that the Co-operative is planning to replace the elevator with a concrete and steel structure, that will serve as a storehouse and will be less vulnerable to damage by fire.

In a letter to The Banner, Mr. N. Campbell, of Mozart, Sask., reports about 15 inches of snow. While the weather was very mild when he wrote, the district had experienced some really cold weather.



## Merry Christmas . . .

. . . The familiar Christmas Carols we sing every year, and never tire of . . . Silent Night . . . O, Come All Ye Faithful . . . The First Noel . . . all the lovely songs rendered in church, at home, and wherever free people are gathered, these things are Christmas.

. . . The Child-like traditions which young and old enjoy . . . the stockings at the fire-place . . . the poem, "Twas the Night Before Christmas" . . . Dickens' Christmas Carol . . . the tree gleaming in the parlor . . . the secrecy and

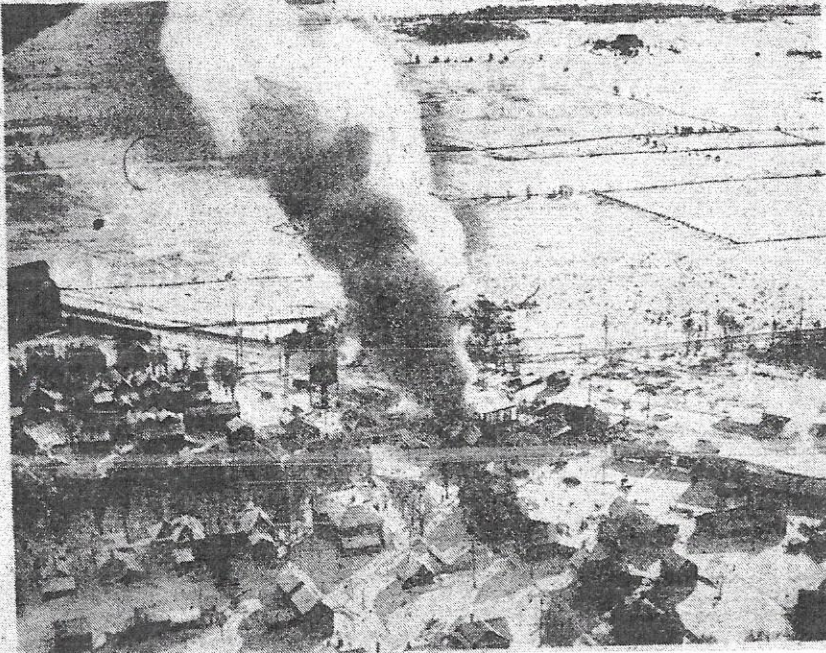
expectancy of bright faces, t

. . . The beautiful spirit of presents, or money to the poor willingness to help, our bene these things are Christmas.

. . . But transcending all is the Christ Child, the Saviour should worship and adore —

February  
25  
1947

## MEN OF SHELBURNE MOBILIZED TO FIGHT GRAIN ELEVATOR BLAZE



## BROADWAY TUES. AFTE

Fire broke out in the building occupied by Automotive Parts at about 4:30 p.m. on Tuesday. A fire brigade was on quick time, but when hose laid from the hydrant ready to pour the fire a careless driver drove over the hose and causing a deluge of water. The fire was quickly put out, but not without damage had been done to the workshop and steel damage will amount to several thousand dollars. The fire is said to have originated from an electric stove. Stewart Heston was nearby, was badly burned on the face and was taken to the hospital. Kyles' office in the building, where he was working, was also damaged.

**DENSE CLOUD** — A dense cloud of smoke towers high in the air as the grain elevator was razed by fire at Shelburne Thursday afternoon. The mill was badly damaged by the fire, which drew away from direction of the fire. Fire Chief Earl Banks said that the grain community mobilized grain they could from the elevator. Aerial photo by Toronto Star.



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roads Monday and Tuesday, were lay  
parked in Bryan's garage bumper to  
bumper, evidence of man's ineffect-  
iveness against the raging elements.

The Bruce division of the Canadian  
Pacific Railway, which has waged a  
great fight against winter storms in  
the district, was hard hit by this  
week's blizzard. The Teeswater and  
Elora branch lines were plugged tight  
Monday, as was the main line running  
through Orangeville from Toronto to  
Owen Sound. Tuesday, the morning  
passenger train from Toronto reached  
here at 11.30 a.m. but came to grief  
shortly afterwards when it attempted  
to turn on the "Y" at Fraxa Junction  
west of here. Three coaches were de-  
railed in zig-zag pattern but the en-  
gine stayed on the rails. En route  
from Toronto Tuesday night was an  
auxiliary wrecker, which was sup-  
posed to reach the scene of the mis-  
hap about 3 o'clock Wednesday morn-  
ing.

Railway plows were stuck in sever-  
al places and rescue crews were per-  
forming remarkable feats of human  
endurance to free them. An Orange-  
ville lady told The Banner that her  
husband, with a rescue plow, had  
eaten only one meal at home during  
the past week. Since the storm start-  
ed this week he has worked 32 straight  
hours without rest. Where one loco-  
motive and a plow had been able to  
clear the rails during former storms,  
two and three locomotives to a plow  
was the rule this week.

Stranded since Monday morning at  
Waldemar on the C. P. R. branch line  
to Teeswater was Clifford Harkies  
snowplow and two pusher engines  
with crew of nine men. A rescue par-  
ty of eleven aboard a plow and three  
engines, which left Orangeville at 4  
o'clock Tuesday morning, was bogged  
down in the same location Tuesday  
night. Fires have been dumped be-  
cause of dry tenders. The village  
grocery at Waldemar was well-drain-  
ed by the isolated railroaders on  
Monday, Tuesday and Wednesday.  
14 locomotives and five plows were  
said to be stranded in the Fraxa Junc-  
tion area Tuesday night.

A stretch of Highway 10 from Ar-  
thur Ford's farm, three miles south  
of here, to the foot of Caledon  
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trap Monday afternoon for motorists,  
many from Orangeville. About 36 cars  
and trucks were still mired in the  
deep drifts Tuesday. When a south-  
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opposite Ford's, a line of cars headed  
for Orangeville was held up in the  
rapidly filling roads at 3.15 p.m. A  
few were able to turn back to Caledon.

A coal-laden R. D. Bryan Co. truck,  
driven by Jack Crago, and a Blyth  
Construction Co. truck were the only  
two vehicles which were able to de-  
tour safely around the six-wheel drive  
army machine. Only fortunate per-  
sons in the contingent of stalled  
autos were Rex Manning and Judge  
W. T. Robb, Orangeville. Manning  
hopped aboard the Bryan truck.  
Judge Robb, who had been driving  
home from Guelph with his sons,  
Jack and Kenneth, was anxious to get  
through to Orangeville as he was to  
leave on a business trip to Ottawa  
Tuesday, and he secured a lift into  
town in the Blyth Construction truck.

well-known Erin man, and two others  
were given lodging at Thompson Nes-  
bitt's home.

A seven mile trek on foot from  
Caledon to Orangeville was made on  
Tuesday by some of the Orangeville  
men who had stayed at Caledon the  
previous night. Heads well swathed  
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Langford, Fred McKelvey, George M.  
Thompson, Fraser Brown, Arthur  
Woodland and "Goldie" Siddall left  
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Kelvey reached Orangeville in two  
hours. The others, who stopped at  
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over three hours making the trip.  
Twelve foot drifts forced the group  
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the water. His feet were literally  
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Ford's farm. There a change of boots  
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by Siddall, who made the journey in  
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ning to prevent pipes from freezing  
at this time of the year in spite of

(Continued on page 4)

February  
27  
1947





Easy on the eyes are these pretty skiers — Mabs Penrose and Mary Case, of Toronto, and Helen Cameron, Orangeville, pictured at the Orangeville Ski Club. The rolling, snow-covered hills of the Valley are attracting scores of ski enthusiasts from far and wide every week-end.

## District Digging Out After Savage Blizzard

**Unparalleled Storm Attacked Ontario Monday, Subsided Wednesday Morning.—String of Orangeville Cars and Trucks Stranded Between Here and Foot of Mountain.—Locomotives and Plows Trapped in Fraxa Junction Area.**

After its worst storm in many years this district was struggling back to its feet Wednesday and Thursday. Mild, sunny weather was a great help to snow clearance crews. One train is running daily between here and Toronto, but the rest of the line to Owen Sound is still closed. The highway to Toronto was opened Wednesday by the snow thrower brought in from Barrie. It left Orangeville at 8 a.m. and by mid-afternoon had opened Highway 10 to the foot of Caledon mountain. A plow from Brampton met it. A smaller plow followed the snow thrower from Orangeville to free the numerous cars and trucks marooned on the road since Monday.

A plow and shovel gang on Highway 9 to Arthur hadn't cleared to the town limits Wednesday night but the snow thrower was supposed to work on this road during the night and early Thursday morning. A Diesel plow from Shelburne was working on Highway 10 to Orangeville Wednesday night. One had started north from Orangeville Wednesday morning but broke an axle.

Still digging itself out from previous storms, this district was hopelessly paralyzed when Monday's unprecedented blizzard struck. High winds and mounting snowbanks tied up transportation flat in no time and highway and railroad snow clearance crews, already strained to the breaking point by long hours, staged a determined but futile fight against winter's unparalleled onslaught.

Tuesday night presented a chaotic picture of blocked, snowswept roads, stranded cars and trucks, people marooned in hotels, farmhouses and railway stations, "dead" locomotives with fuel dumps and water tanks drained, coupled to equally silent plows on isolated, snowbound stretches of the iron pike. Five big Department of Highways plows, ordered off the roads Monday and Tuesday, were idly parked in Bryan's garage bumper to bumper, evidence of man's ineffectiveness against the raging elements.

The Bruce division of the Canadian Pacific Railway, which has waged a great fight against winter storms in the district, was hard hit by this week's blizzard. The Teeswater and Elora branch lines were plugged tight Monday, as was the main line running through Orangeville from Toronto to Owen Sound. Tuesday, the morning passenger train from Toronto reached here at 11:30 a.m. but came to grief shortly afterwards when it attempted to turn on the "Y" at Fraxa Junction west of here. Three coaches were derailed in zig-zag pattern but the engine stayed on the rails. En route from Toronto Tuesday night was an auxiliary wrecker, which was supposed to reach the scene of the mishap about 3 o'clock Wednesday morning.

Railway plows were stuck in several places and rescue crews were performing remarkable feats of human endurance to free them. An Orangeville lady told The Banner that her husband, with a rescue plow, had eaten only one meal at home during this week he has worked 32 straight hours without rest. Where one locomotive and a plow had been able to clear the rails during former storms, two and three locomotives to a plow was the rule this week.

Stranded since Monday morning at Waldemar on the C. P. R. branch line to Teeswater was Clifford Barker, snowplow and two pusher engines with crew of nine men. A rescue party of eleven aboard a plow and three engines, which left Orangeville at 4 o'clock Tuesday morning, was bogged down in the same location Tuesday night. Fires have been dumped because of dry tenders. The village grocery at Waldemar was well drained by the isolated railroaders on Monday, Tuesday and Wednesday. Fourteen locomotives and five plows were said to be stranded in the Fraxa Junction area Tuesday night.

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With many others the Judge sat in the Orangeville railway station all day Tuesday waiting for the Toronto train which was derailed at Fraxa Junction. Eventually he was compelled to cancel train reservations from Toronto and postpone his trip to the capital city.

The block in front of Ford's farm forced many Orangeville motorists back to Caledon. Some managed to turn their cars around and drive back, others had to abandon their vehicles. Of 28 persons who bunked at the Caledon hotel Monday night, a good percentage were from this town. Four persons slept in McKenna's General Store, eleven found shelter at the Bell Telephone Co.'s office in Caledon. Several Caledon farmers were overnight hosts to stranded motorists from here and elsewhere.

Members of Caledon Township Council, attending a meeting in the Township Hall on Monday, were stormstayed in the Caledon Hotel Monday night. Councillors W. J. Wilson, Belfountain and Eddie Walsh, Ingleswood, were still in Caledon Wednesday morning. Councillor Jack Scott walked six miles on Tuesday to Forks of the Credit, where he was picked up by horse and cutter for the remainder of the journey to his home west of Belfountain. Township Clerk Vernon Davison waded through drifts for two hours before reaching his farm on the first line, west, Caledon, four miles from the village.

A game of pre-bedtime cribbage amongst an Orangeville foursome stranded in the Caledon Hotel decided which pair slept in a bed. Art Woodland and Ken Robb won the bed while Jack Robb and Fraser Brown shared the not-so-soft couch. Other townsfolk in the village hotel were J. E. Woodland, Dalton Langford, Fred McKelvey, Geo. M. Thompson and "Goldie" Siddall.

Norman Langford, driver of one of two Langford Transport Co. trucks marooned in the Caledon area, was still waiting at the farm home of Albert Smeltzer Tuesday night for the storm to blow itself out. Irwin's Transport, carrying some sorely needed newsprint for The Banner, was also stranded at the foot of the mountain. Owner Wilfred Irwin and helper Ted Teeter stayed at the home of Cecil Taylor Monday night. At the farm home of Jos. Nesbitt were Leonard Bunn, driver of the Bease's Creamery refrigeration truck, and his helper, Clifford Craig. Fred McNery, well-known Erin man, and two others were given lodging at Thompson Nesbitt's home.

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### unfort- HAMILTON ESCAPED all fed BRUNT OF MONDAY'S STORM

The Editor attended the Hamilton bonspiel this week, and therefore missed Monday's storm. As a matter of fact the local rink left Orangeville just ahead of the storm and returned home early this morning a few hours after Highway 10 had been reopened north of Brampton.

Driving Monday morning called for caution north of the Caledon mountain as a fierce wind was blowing and cuts were so filled with the blinding, swirling snow that vision was almost obliterated. Motorists were driving with their lights on at mid-forenoon and this helped a bit in the bad spots. South of the mountain the road was fairly clear and driving conditions not too bad. When our party reached Hamilton a high wind was blowing, and the day was squally but business was proceeding as usual. The main streets were mostly bare except for small banks at the sides, but the residential avenues were quite icy. Evelyn Dick and her probable fate seemed to be engrossing the attention of Hamilton folk everywhere one went. It was interesting to learn the opinion of people who reside in the city and have therefore access to much information that does not appear in the dailies. Remarks that were made in our hearing were not at all complimentary to Dick's widow, but Hamiltonians seem to think that she will not go to the gallows and will likely get off with a prison term. We could see the Hamilton court house from the windows of our rooms in the Royal Connaught. Tuesday afternoon we saw the daily line-up awaiting the opening of the court and a few minutes later had a chance to note the waiting crowd at close range as we drove by the court buildings on our way to the Thistle curling club where we played our last game.

About midnight Wednesday Dr. White phoned home to learn if Highway 10 had been opened and was told he had an operation slated for 10 a.m. on Thursday. Learning that the highway had been opened Wednesday afternoon we decided to leave for home immediately. Driving was excellent until we reached the Ingleswood corner at the lower end of Caledon.

From that point to Orangeville the

MARCH 6  
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## S STORM

Hamilton therefore a matter of time before it returned after a few hours and reopened.

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A coal-laden R. D. Bryan Co. truck, driven by Jack Crogo, and a Blyth Construction Co. truck were the only two vehicles which were able to detour safely around the six-wheel drive army machine. Only fortunate persons in the contingent of stalled autos were Rex Manning and Judge W. T. Robb, Orangeville. Manning hopped aboard the Bryan truck. Judge Robb, who had been driving home from Guelph with his sons, Jack and Kenneth, was anxious to get through to Orangeville as he was to leave on a business trip to Ottawa Tuesday, and he secured a lift into town in the Blyth Construction truck.

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Town services have been relatively unaffected or disorganized by week's storm, although there possibility that garbage collection may be disrupted if the road town dump is not opened. Water ply in the town reservoirs is very low ebb. This is partly due to the fact that residents leave tapping to prevent pipes from freezing at this time of the year. In spring

(Continued on page 4)

MARCH 6  
1947







Bucking heavy drifts along the CPR "snow-storm" line between Orangeville and Teeswater, this doughy snowplow is typical of the railway's snowfighting equipment that keeps passenger and freight trains moving when cars and trucks are stalled.



Tom Lackey, 63-year-old veteran of snowplow operations, guides Snowplow No. 400779 through the drifts.



Engineers Roy Campbell (left) and Joe Grant are at the throttles of the two massive engines pushing plow.

## Missed Switch Means Disaster For Big Plow

Orangeville, February 26th: A cold biting wind lashed across the white dunes of snow that stretched out along both sides of the CPR line between Orangeville and Teeswater. The low moan of a train whistle echoed across the white wilderness across the worst snow storm line in Southern Ontario.

Snowplow No. 400779 was on the job.

Grizzled, weather-toughened Tom Lackey, veteran of 43 years of snowplow operations and 49 years on the railroad, sat in the cupola of his snowplow and chewed at his cigar. For Lackey, today's trip from Teeswater to Orangeville was easy, routine, though cold and tedious. He had already broken the grip of the snow on the line. This was a clean-up operation.

The plow rocked and groaned as it pushed forward along the narrow threads of steel. Behind the plow, a fierce wind that swept across the flat

snow-heaped countryside fanned more snow on the track.

Puffing vigorously at his cigar, his hands steady on the levers that operate the giant nose of the plow, and his two massive wings, 63-year-old Lackey typified the men who fight the battle of the snow along the country's rail lines every winter.

Two massive locomotives that strained against the weight of the snow pushed the plow through the cuts, which in some places are almost a tunnel through a wall of snow.

It was an exacting, potentially dangerous operation. A careless moment, a delay in lifting the nose of the plow at a crossing or switch, might mean disaster.

Lackey, who rose from water boy to roadmaster in his years on the railway, ran off the tracks once, and carried with his plow the two engines that were puffing behind. Fortunately, no one was injured.



**Relies on Memory**  
Sometimes the stream of snow whipped back by the wings of the plow forms an opaque curtain, and Lackey has to fall back on memory for the position of every switch and crossing on the line.

Sitting with Tom in his cupola is his assistant, Norman May. Once it used to take six men to operate the plow itself—three men turning the wheel to lift the nose, and one man each to operate the wings. Today it is a mechanical process.

The snowstorms of today are only babies compared to the blizzards of yesteryear in the memory of Lackey, who has seen more snow than most men.

Next winter will be the last on the plows. After that Tom will sit back in the comfort of his Orangeville home and listen to the whistle of the snowplow as it goes out to buck the drifts.

## PLAN TO PLANT 20 MILLION TREES

**Reforestation Project Will Employ 600 Men for Two Years and Cost \$1,382,500.**

A huge reforestation project, calling for the eventual planting of 20,000,000 trees, will be started this spring in the Canaraska watershed, an area of approximately 103 square miles in Durham and Northumberland counties lying north and west of Port Hope.

In announcing the project last night Planning Minister Dana Porter said the work will be carried out by the Canaraska Authority established under the Conservation Authorities Act, in conjunction with the Department of Lands and Forests.

The provincial government has agreed to pay half the cost of the land that may be required for these purposes in a 20,000 acre area designated as the Canaraska forest, the authority to raise the balance. Dams that will improve the flow of streams in the area will be built and bridges, roads, fire towers and telephone lines will be installed.

While reforestation is the first objective the new board eventually will proceed with other remedial measures to alleviate flooding along the 21-mile Canaraska river. Port Hope has had annual spring floods for many years.

Cost of the land for the provincial forest is estimated at \$182,500, being assessed at \$9.25 per acre. Estimated cost of labor, calling for employment of 600 men for about two years, is placed at \$1,200,000.

## TWEEDSMUIR CHURCH

The central and most important part of Jesus' ministry is to be found in what He did for man's redemption in the fourth word which He spoke while upon the cross, the inner and the cost of that redemption indicated. It is truly "The Word of Desolation." Matthew 27:46, "God, my God, why hast Thou forsaken me?" This will be the subject of the Sunday morning sermon in series "The Words of the Cross," sermon subject for the evening vice at 7 o'clock will be "Christ His Kin." The Sunday School meet at 10 a.m.

The Young People's Society their weekly meeting on Monday 8 o'clock. The Scripture-lesson be John 15: 1-17.

The Orangeville Presbytery the W. M. S. Presbyterial, which to have met here on Tuesday, 34th, had to postpone their meet to the following week, and will on the 11th.

The prayer meeting will be in the home of Mr. and Mrs. N. Thompson, Zina St., on Wednesday at 8 p.m.

The Boys Model Builders will at the manse at 7 o'clock this evening. The choir will meet this evening.

## MOTORISTS

Mr. Fred Silk has a partment and we are your A-U-T-O needs

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# Snowplows in Action Keep Trains Moving Feb 24 1947



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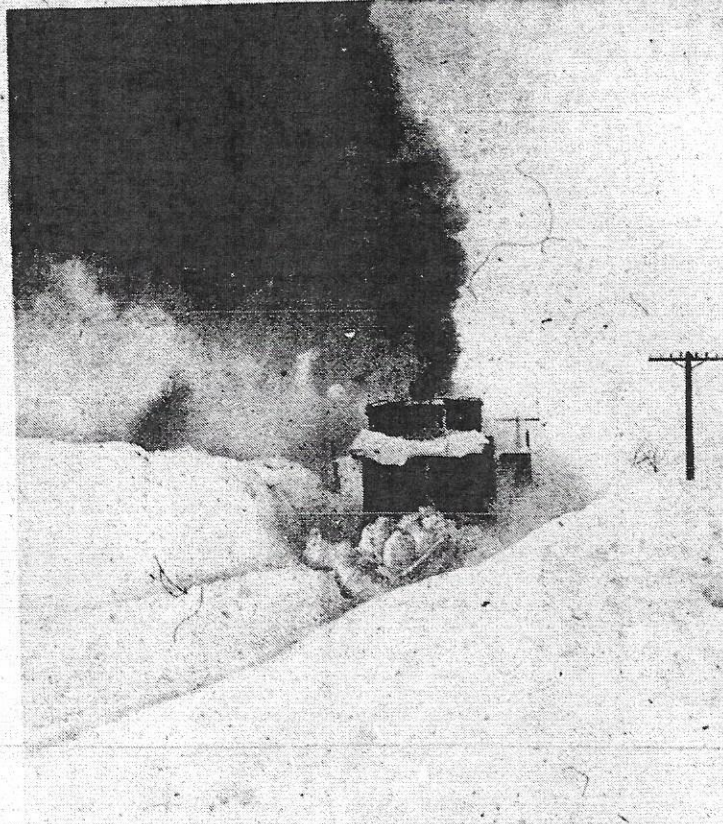
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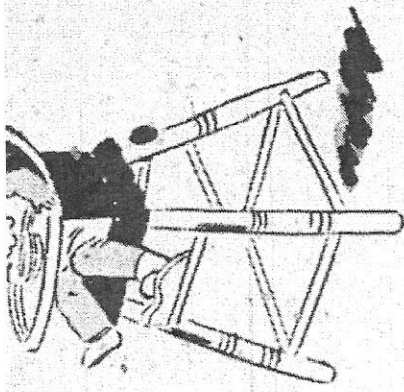
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Engineers Roy Campbell (left) and Joe Grant are at the throttles of the massive engines pushing plow.





**IE'S DAIRY**

Orangeville

**BATHTUB**

im now able to quote on cer-  
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design, first quality cast iron  
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**CALVER**

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Efficient Repair Service

Church St., Orangeville



Engineers Roy Campbell (left) and Joe Grant are at the throttles of the two massive engines pushing plow.

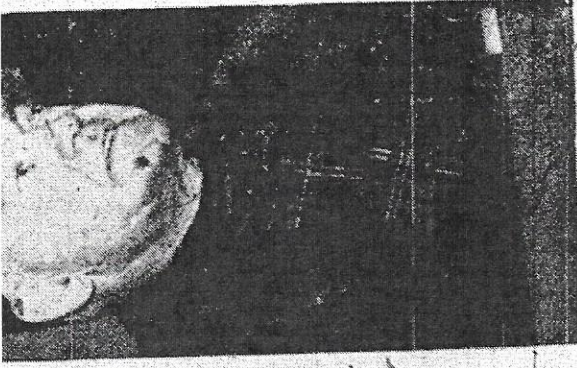
## Missed Switch Means Disaster For Big Plow

Orangeville, February 26th. — A cold biting wind lashed across the white dunes of snow that stretched out along both sides of the CPR line between Orangeville and Teeswater. The low moan of a train whistle echoed across the white loneliness—across the worst snow storm line in Southern Ontario.

Snowplow No. 400779 was on the job.

Grizzled, weather-toughened Tom Lackey, veteran of 45 years of snow-plow operations and 49 years on the railroad, sat in the cupola of his snow-plow and chewed at his cigar. For Lackey, today's trip from Teeswater to Orangeville was easy running, though cold and tedious. He had already broken the grip of the snow on the line. This was a clean-up operation.

The plow rocked and groaned as it pushed forward along the narrow threads of steel. Behind the plow, a fierce wind that swept across the flat



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Next wint the plows, back in the ville home a of the snow buck the dri

**PLAN TO**

**2**

Reforestation  
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A huge r ing for the 000,000 tre spring in t an area of miles in D land countie Port Hope.

In annot night Plann said the wo the Ganara

under the Act, in con ment of La The pro agreed to and that n purposes in nated as t authority t that will in in the area in the fire lines will t While re jective the proceed w

ures to all 21-mile Ga has had many years Cost of forest is es assessed at cost of lab of 600 me placed at

country's rail lines every winter.

Two massive locomotives that strained against the weight of the snow pushed the plow through the cuts, which in some places are almost a tunnel through a wall of snow. It was an exacting, potentially dangerous operation. A careless moment, a delay in lifting the nose of the plow at a crossing or switch, might mean disaster.

Lackey, who rose from water boy to roadmaster in his years on the railway, ran off the tracks once, and carried with his plow the two engines that were puffing behind. Fortunately, no one was injured.

February  
26  
1947



ORANGEVILLE, ONTARIO, THURSDAY, MARCH 13, 1947.

# SNOWPLOW GANGS HAD TOUGH JOB ON HIGHWAYS

Snowplows and their supporting gangs had a tough job reopening the highways in this district after last week's storm. Number 10 was not opened through to Shelburne until Saturday. A bulldozer and a couple of snowplows were busy on No. 9 this side of Grand Valley on Sunday, but may have succeeded in opening the highway to the Grand Valley corner late in the day. The writer drove out about four o'clock Sunday afternoon, but our car was forced to turn around about a mile this side of the Grand river bridge. Where we stopped a bulldozer was at work taking great bites out of the heavy drifts and carrying the snow off to the north side of the road. While it seemed a fine, calm day in town, a stiff breeze was blowing out in the country and visibility was almost nil in the deep tunnel that cut through the badly drifted roadway at Morrow's hill. Driving No. 10 north to Primrose about the noon hour on Sunday in company with Mr. and Mrs. Bruce Matheson we experienced a similar condition in the cuts, particularly north of 10 sideroad where the roadway was much narrower. Alton village was sealed tight until the week-end, when a road out to Highway 10 was opened by way of Melville. The section of Highway 24 between Corbett's corner and Orangeville is still plugged tight. Shovellers and a plow are attempting to work out over Dale's hill, but are making slow progress. South of Alton no attempt had been made up to yesterday to open Highway 24, which is closed to car and truck traffic right to the south limits of the village. Storm incidents are numerous, but only a few need be related to illustrate the conditions through which the district passed last week.

Mono council met at Mono Centre on Friday. Coun. W. L. Ewing spent several hours on the way from home to the hall for the meeting. He travelled afoot and on horseback and completed the trip with a horse and cutter borrowed from a fellow farmer. The funeral of Mrs. William Hunter, of Alton, was to have been held on Tuesday, March 4th, but it was impossible to convey the remains from The Caven Funeral Home to the Forest Lawn Mortuary until Tuesday, March 11th.

Mrs. Harvey Morrow, of Alton, came to Orangeville by train Monday morning, March 3rd, but was unable to get home again until Wednesday.

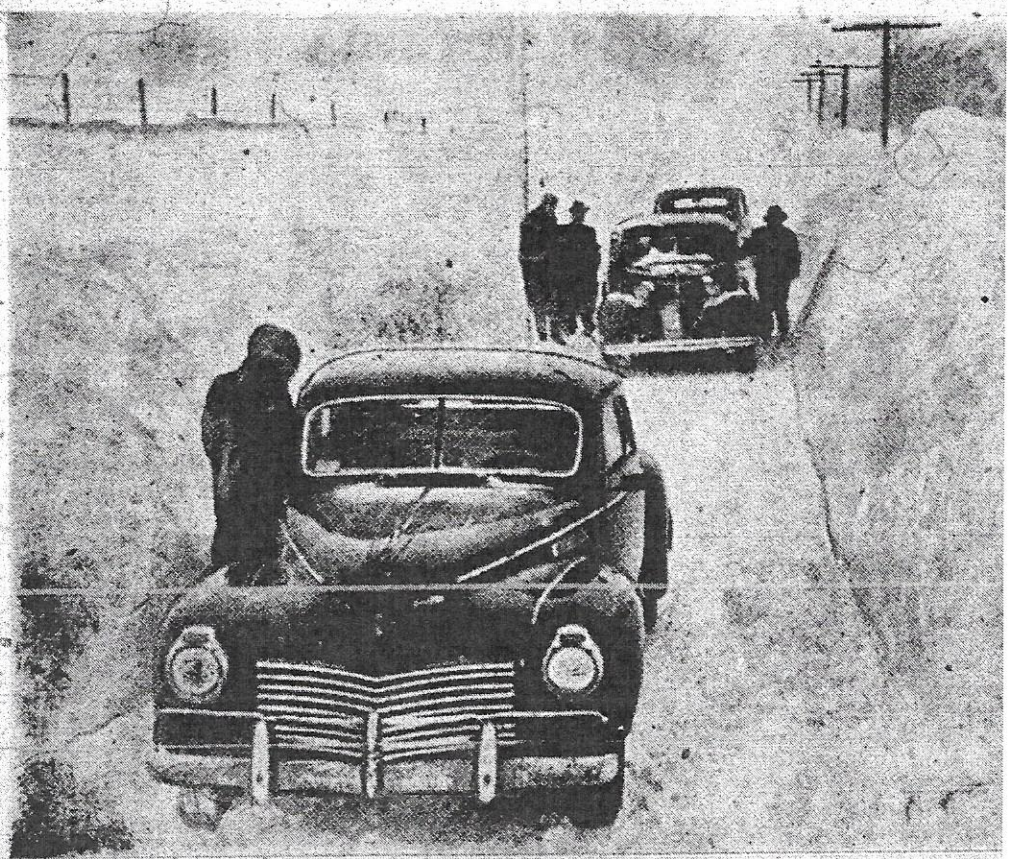
Archie Erskine, of Alton, went to Erin by train on Monday, March 3rd, on a business trip and was obliged to walk home on the following Thursday.

Alton narrowly escaped a milk and fuel oil famine. These essential supplies were sent in from Orangeville.

Orangeville employees of the Western Rubber Company, Alton, worked all last week for the very good reason that they were in the village and unable to get out.

Two snowplows collided in the storm on the Teeswater line north of Waldemar. They had to be dug out and then pried apart before the track could be cleared for traffic of any kind.

MONO FARMER MEETS WITH



Snowdrifts ten feet deep blocked traffic in the Orangeville Area during a recent storm. In this picture three miles west of Orangeville, solid snow walls lined the highway to Arthur.

## McCULLOCH-PATTERSON

A lovely wedding was solemnized by Rev. T. B. Cooke in St. Alban's Church, Palgrave, on Saturday, March 8th, when Viola Jean, second oldest daughter of Mr. and Mrs. John Ernest Patterson, became the bride of Harold James McCulloch, son of the late Mr. and Mrs. Goldie McCulloch.

Mrs. Hugh Lee, of Orangeville, aunt of the bride, played the bridal chorus from Lohengrin. The bride, who was given in marriage by her father, wore a pink triple sheer street-length dress with sweetheart neckline and a matching pink halo with shoulder length veil. Her bouquet was of red roses with white streamers. She was attended by her sister, Laurena Patterson, of Windsor, who wore a grey crepe dress with pink accessories and carried a bouquet of pink roses. William McCulloch, cousin of the groom, was best man. The ushers were Allen Horner and Elmer Patterson.

A reception was held afterward at the home of the bride's parents, where the guests were received by the bride's mother, who wore a navy blue dress with a corsage of pink flowers, and Mrs. William Ford, aunt of the groom, who wore a yellow flowered dress with a corsage of white flowers.

Later the young couple left for their honeymoon, the bride travelling in a blue suit and coat with black accessories and a corsage of pink flowers. Upon their return they will reside on the groom's farm near Connor.



Owners of the three cars on this automobile transport had layed when ten-foot drifts west of Orangeville stopped the train.





big drum is bass drum-land, who matches the n years of experience t. He began as a corn- changed to alto horn, ne drum.



etist, now his father's as- whose band career began use of new quarters for



and Alan Harrison, 16, are among new members helping revitalize early in war, but now is attracting bigger enrolment than ever.

he judging. Runner-up was went to Carson Patterson, Caledon blitt, Caledon, last year's and president of the Peel Junior Farmers. Black, of Nashville, who very fine sample of the variety. Barley honours were Harold McClure, Brampton, n Armstrong had the cham-

how he felt about it all, he replied, "I am not worried nor upset and I appreciate all that is being done for me but I don't like too much fuss."

The station was crowded for the presentation ceremony. Orangeville Agent, J. H. Moore, acted as Master of Ceremonies. He pointed out to Frank that it was a great tribute to him that so many of his friends had come to do him honour.

Jack Moore introduced Mr. J. W. Stewart, Supt. of the Bruce Division. Mr. Stewart spoke on behalf of the Canadian Pacific Railway. He explained that they especially appreciated the services of those men who attained to pension years.

"They come out of active service," he said, "but not off the payroll. A nice part of railroad service is to look ahead to at least a pension on retirement."

The speaker pointed out that his own Dad had lived ten years after his leaving active service on the road and expressed the hope that Frank Walters would enjoy a long rest. J. W. Stewart reviewed Frank's long record of services with the C.P.R. He described him as a very loyal and faithful employee.

"Another man," continued Mr. Stewart, "will ultimately fill Frank Walters' boots but he will certainly need experience before he is as good as Frank. On behalf of the C.P.R. I offer you congratulations and wish you the best of health for years to come," concluded the Superintendent.

Conductor A. W. Urquhart read a communication from the Superintendent of the C.P.R. and also the following presentation address:

"Orangeville, Ont., March 15th/1952.

"Dear Frank.

"It is with mingled feelings of regret and joy we gather here tonight to greet you on the completion of your last trip in active service with the Canadian Pacific Railway.

"We regret that the ties of active service will be broken but rejoice with you that your years of labour have now come to an end and you are retiring to a well earned rest.

"For the past forty years you have been one of many thousands of employees of the world's greatest transportation system — one whose services to your employer and also to your fellow employees have always been of the highest standard.

"Veterans retired from the active ranks maintain an interest in the railway's welfare, believing this to be bound up with that of the community it serves.

"On retiring from the service and joining the ranks of the gentlemen of leisure and sports at large, we trust you will continue to render to

terat and we extend to you our sincere wishes for your future happiness." (Signed on behalf of the C.P.R., Orangeville).

"S. J. Lovell, A. W. Urquhart." After reading the address, Mr. Urquhart concluded in more personal vein that they would all miss one of Frank Walters' good stories each morning.

Obviously moved, Conductor Walters remarked that he didn't know so many folks knew him.

"These tributes," he commented, "should be directed to the whole train crew."

He expressed deep appreciation for all the effort which had gone into the preparations for the occasion.

Trainman S. J. Lovell, who for many years was with Conductor Walters on the Teeswater run and who was the chief organizer of the evening's ceremonies, made the presentation of an engraved leather wallet containing a sum of money. He sadly agreed with Mr. Urquhart that all the men would miss Frank's presence every morning. The gift was given by Frank's fellow-employees.

When presented with a bouquet of flowers by Mrs. George Clark, of Toronto, Mrs. Walters said that she couldn't ask for anything finer than all the good wishes that had been extended that night, especially to her husband.

Mr. Earl Walters, of Montreal, a son of Frank Walters, on behalf of the family, presented his father with a gold watch case engraved "1911-1952." In addition, he gave a model caboose mounted on wood, on the side of which was engraved, "Last Trip, March 15, 1952."

Besides Supt. Stewart, other out-of-town officials present were Mr. and Mrs. George Clark, of Toronto, Mr. McLellan, of Toronto, and Mr. G. M. Barton, of Fergus. Mr. Clark represented the engineers and firemen and Mr. McLellan, the conductors. G. M. Barton is agent at Fergus.

E. W. Walters originally came from Owen Sound and it was there that he did his first railroading. For two years he worked with the Grand Trunk. He went over to the C.P.R. in 1911 and has been with them ever since. He has resided in Elora and Toronto as well as Orangeville and has done service on many of the C. P. R. runs, including all those that run either through or out of Orangeville. Frank lived in Orangeville the first year he was married, forty years ago. His early years with the railway were quite difficult and lay-offs were frequent. In spite of this he stuck to his work, and the seniority gained in this way stood him in good stead in the depression years which saw so many workmen out of a job. Frank has resided continuously in Orangeville for the last ten years. His home is on Church St.

The Saturday evening celebration in Orangeville was the second in honour of Frank's retirement. The first was held the previous evening in Teeswater and took the form of a banquet at the hotel, followed by cards. At this function, in addition to the Teeswater staff, were the Walkerton C.P.R. staff and train crew.

The crew who accompanied Mr. Walters on his last run were: Engineer, R. Hadaway; Fireman, B. Gooderham; and Trainmen, R. Macbee and Geo. Dodds.

The whole Walters family was present to do honour to their father. It consists of sons Willard, of Montreal, Earl, of Weston, and Jack, of Islington, and daughters Eleanor, Mrs. Taggie, of Detroit, and Marion, of Orangeville. Marion is best known in Orangeville, having received the biggest part of her schooling in this town. She is presently employed as a stenographer with the R. D. Bryan Co. Jack Walters is following in his father's footsteps. He is a C.P.R. fireman on the trains running through Orangeville between Toronto and Owen Sound.

Frank Walters becomes the seventeenth pensioner on the C.P.R. payroll in Orangeville. Daddy of them all is A. W. McGillivray, 27 years a pensioner, brushing ninety and still healthy.

While in the yard at the home of her daughter, Mrs. Joe White, R.R. 5, Orangeville, Mrs. Edith Sutton, 234 Broadway, fell on the ice breaking her right wrist.

March 20  
1947

#### DONATIONS TO CITIZEN'S BAND

The following donations are gratefully acknowledged:  
Mrs. John Reid \$ 2.00  
R. J. Smith 1.00  
Clifford Marshall 10.00

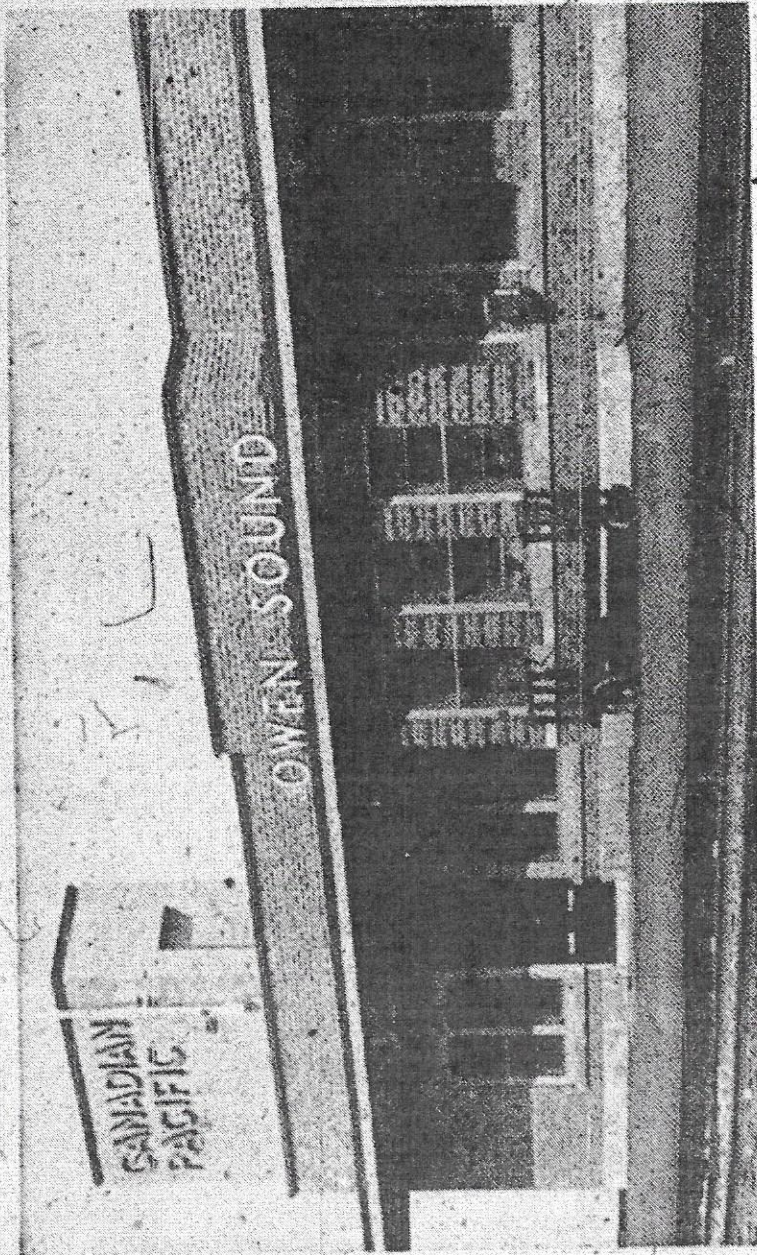


September 4 1947

SEPTEMBER 4, 1947.

THE ORANGEVILLE NEWS

## NEW C. P. R. STATION OPENED AT OWEN SOUND



Modern, sweeping lines are featured on the new Canadian Pacific Railway station, which was opened in Owen Sound on Thursday, August 14th. Mayor E. C. Sargent declared the building officially open at a ceremony attended by N. R. Crump, vice-president, and general manager of Eastern Lines, other C. P. R. officials and leading Owen Sound industrialists.

Turning of the first sod of the narrow gauge Toronto, Grey and Bruce railway line took place on October 5, 1869. The man who handled the silver spade was H. R. H. Prince Arthur, later the Duke of Connaught. The first train arrived in Owen Sound 74 years ago, in the autumn of 1873. The line was built from Weston to Orangeville. Considerable construction work was done on the Teeswater branch before the Orangeville-Owen Sound line was commenced. In 1881 the road was changed from narrow to standard gauge. In time the branch became part of the C. P. R.'s transcontinental system and five C. P. R. vessels operated out of Owen Sound until 1912, when the Company decided to make Port McNichol the home port of its Upper Lakes fleet. Another important change took place in 1931, when all trains south of Orangeville were diverted from the T. G. & B. line to avoid the dangerous "Horseshoe Curve" on the Caledon mountain and routed to Toronto by the Credit Valley branch and Streetsville Junction.

## PERSONAL

Miss Mary Monday for Miss Edna and Mrs. Isa week. Bill Osborn Orangeville and holiday. Miss Mabel been visiting Orangeville. Mr. and Mrs. Roy the week-end onto, visited Hillsburgh, saw/days last Mr. and Mrs. A. I. Cuffy and J. friends in O. Mrs. J. D. returned h mother. Mrs. Mr. David land and so H. Gilmore Mrs. J. A. the holiday Mr. and Mrs. Go daughter. S weeks with Mr. and St. visited Harrison, o Miss Cor the guest home on L. Mr. and lived home While away Mr. and onto, spent of Mr. and Master Grove Farm Master Bill Miss Ga.