

ONTARIO AND
QUEBEC RAILWAY
DIARY

HAVELOCK
STANDARD
1908-1909

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An amendment to the Liquor License Act sets out that when a man who is legally compellable to reveal the name of the person supplying him with liquor, refuses to do so, he may be imprisoned until such time (not exceeding three months) as he does reveal the name.

April 23, 1908 Hawke

William G. Rigby, a section foreman on the C. P. R., while operating a snow-plow near Agincourt on the 19th of February last was crushed in a collision between two engines and seriously injured. He has now issued a writ against the company claiming \$10,000 damages.

The Easter Monday night dance in the opera house under the auspices of the "Big 5," was as usual, a huge success. The hall was gaily decorated with flags and bunting and the music was excellent. A large number were present including Messrs. Thompson and Harshaw, C. P. R. officials, and visitors from outside points, and all were unanimous in voting the hop a most delightful event.

Milton Reforiner:—Some persons would have funny notions

catch, which will be attractive many besides boys. A postal card undersigned will secure a copy cost. J. D. McDonald, D. P. station, Toronto.

Yes, I Have Found It at Last

Found what? Why that hair's Balm cures eczema and rashes of itching of the skin. I have been afflicted for many years with skin disease. I had to get up four times every night and wash my face with cold water to allay the terrible itching, but since using this Balm, December, 1905, the itching has ceased and has not troubled me since. JOHN F. OXLEY, Rootville, I sold by A. C. Denike.

Notice to Advertisers

THE STANDARD desires to give the best service possible to its advertisers but cannot guarantee a change of advertisements unless the advertiser has received by 6 o'clock on Tuesday the advertisement. New advertisements accepted up to Wednesday. Advertisements changed more frequently than every two weeks will be charged up for extra composition. This will be strictly enforced. Ad-

Old Engineer Retires.

John Neilson Ends Fifty-two Years' Faithful Railway Service

After 52 years of service as a railroad engineer Mr. John Neilson of 45 Pacific avenue, Toronto, and well known in town, one of the oldest and best known locomotive engineers in Canada, retired from active service on Saturday last. Mr. Neilson brought the C. P. R. engine No. 827 into the Union Station on Saturday morning for the last time, and as he stepped from the cab of his engine he was the recipient of warm congratulations from many friends who were on hand to greet him.

Mr. Neilson commenced railroading 52 years ago by running an engine on the old G. T. R. line between Montreal and Kingston, but since 1883 he has been in the service of the C. P. R.

Among the interesting memories of the old engineer are those of drawing Jefferson Davis over the Mobile & Columbus road on many occasions during the civil war.

During all Mr. Neilson's long period of service he had never been in any serious accident.

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Surveyors at Work on New C. P. R. Line.

The Peterboro Review of Wednesday last contains the following item regarding the new C. P. R. grain line:

A surveyor party in the employ of the C. P. R., commenced work today in the west end of the city. They are locating the route of the grain line which is to be built from Depot Harbor to connect with the main line in the vicinity of Peterborough. Considerable work was done in this district by the surveyors about two years ago, but since that time not much has been heard of the new line.

The party is working on Mr. G. W. Hatton's property, just west of the boundary line.

Special Grant For Rural

August 13, 1908
Havelock

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body wanted the ratio of one to three, the Conciliation Board finding it at one to four, and the men want it one to five.

The question of employing machinists only to operate a drill press, where a boring or facing tool is required. The company want to employ their machinists or machinists' helpers, as they please.

Classification of boiler makers—The board endorsed the contention of the C. P. R. that boiler makers should be classified as regards ability. The C. P. R. says this change will reduce the wages only 5 per cent. of the boiler makers, and the men say it will reduce the wages by 70 per cent.

The question of discussing grievances with the company—The men claim that the clause that the man charged with a fault who is found "entirely blameless" shall be paid for lost time is ambiguous.

The question of treating Eastern and Western lines together—The men object to rulings made in Winnipeg without any evidence from the employees in Montreal being binding in the East.

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Special Grant For Rural

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Brakeman Loses Both Legs.

Terrible Accident to John A. McDermott.

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Brakeman John A. McDermott of West Toronto, was run over by a train of twenty cars at a siding five miles east of Myrtle on Monday morning at 4.30 o'clock, and had both legs cut off below the knees.

The story of the accident shows remarkable pluck and presence of mind on the part of the unfortunate brakeman.

McDermott was one of the two brakemen on the C. P. R. freight train which left Toronto at midnight. When the siding at Myrtle was reached the darkness and fog combined to make almost all attempts at signalling very difficult. J. H. Leggett, the other brakeman, was at the front of the train which was made up of twenty-five cars in charge of Conductor Barney Laroche. When the train was backing into the siding McDermott was in the caboose. Not being able to distinguish the signals given from the front of the train, he walked back four cars. Then in some way he fell down in the darkness between the fourth and fifth car from the rear and the twenty-one remaining cars and engine passed over him, severing his legs below the knees. The train passed on. The noise and jarring of the cars drowned his cries for help and he was left alone in the darkness with his legs cut off.

Fearing that another train should come along, McDermott wormed his way across two sets of tracks and up an embankment to a spur fifty feet distant, dragging his mangled stumps behind him. The lower portions of his limbs were still fastened by some of the muscles so McDermott reached down and took one shoe off, and removing the lace from it bound it around one leg as tightly as he was able in his weakened condition, to stop the bleeding, and was in the act of using the other lace when the search party from the train heard his groans and thus located him.

He is about 30 years of age and has a wife and two children.

October 29
1908
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Campney.

Business traffic on the C. P. R. just now is very heavy and the yards at this point are constantly congested. Of course that means that the employees are busy too, and the men are feeling happy over the prospects of the increase in their pay cheques. On Sunday over 400 cars were sent out of Havelock.

The anniversary services of the Methodist church will be held on Sunday, 22nd inst., when Rev. Mr. Strike of Napanee will preach at both services. On the following Monday night a concert will be held in the church, when the choir will be heard in special music, and Mr. Strike will deliver his humorous and witty address, "Look Over My Shoulder." First class local talent will also assist in the program.

November 12, 1908
Havelock.

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A goodly number of our young people attended the event.

Wreck Near Havelock.

Early on Sunday morning a collision occurred at the C. P. R. water tank two miles east of here. A west-end engine was taking water there when a freight train swung swiftly around the curve and pitched into it. Engineer J. Toman and fireman Jno. Thompson of the freight train, jumped and in all probability saved their lives by so doing, though they were severely shaken up and covered with bruises. The crew of the light engine were fortunately not on it at the time. The wrecking crew cleaned up the resulting debris in a few hours.

A Successful Convention.

The annual convention of the Belmont Township Sabbath School Association took place in the Methodist church in the afternoon and evening of Sunday.

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November 19, 1908 Havelock

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Injured in Wreck at Peterboro.

As a result of a rear-end collision on the C. P. R. at Peterboro on Saturday last, Thos. Abbey, a brakeman residing at West Toronto, was badly injured about the head and is in the hospital in that city. Engineer M. J. Clark and fireman Haggarty of town were slightly injured about the face and head. An eastbound freight was standing waiting for orders when the train in charge of engineer Clark crashed into its rear. The semaphore, which is about 200 yards from the scene of the wreck, was at the stop signal, but Mr. Clarke states that although he saw it, he could not get the brakes to work.

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November 19, 1908
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Miss Jewell Resigns From School Staff.

Owing to Alleged Interference of Board in Matters of Discipline.

At a meeting of the School Board on Oct. 30th last, a resolution was passed on motion of Falkner and Holdcroft, that Miss Jewell be asked to explain why she punished a scholar after school hours and why she destroyed a pupil's property, (a picture postal card).

In reply to the query of the Board the young lady sent in her resignation owing as she stated, "to the interference of the Board in matters of discipline and non-interference in matters of cold rooms, lack of proper apparatus, etc."

At the last regular meeting of the Board on the 18th inst., on motion of Falkner and Joyce, the resignation was accepted.

Dr. Kindred, who was not present at the October meeting, moved that, "This Board regret the action they took at the last meeting regarding the request for an explanation from Miss Jewell in regard to discipline and that she be asked to reconsider her resignation," but no seconder could be obtained.

Mr. Joyce also failed to find a seconder for his motion, "that all motions made by members of the Board be put in writing and that motions be filed."

The Secretary was instructed to advertise for two lady teachers holding second class professional certificates at a salary of \$340.00 per year, duties to commence on Jan. 4th, and to state experience.

On motion of Falkner and Kindred the old furnace will be torn down and rebuilt.

On motion of Falkner and Kindred Miss Parks was appointed first assistant to Principal Nelson after the present term.

On motion of Falkner and Kindred Principals Nelson and Baines will be given the two upstairs rooms in the new addition.

The Chairman and Secretary were instructed to procure new blackboards for the school, to borrow whatever money was required for the remainder of the year, and to give Contractor Nicholls a good recommend for his most satisfactory work.

An important motion at the October meeting was one made by Holdcroft and Falkner, whereby the Principal was notified to instruct all teachers that in future no pupils be kept in at recess or later than 4 30 p. m.

Stratton's Election Protested.

Three Killed in C. P. R. Wreck.

Head-On Collision Near Burketon.

Engineer Edw. Dorricott Injured About the Head.

A serious wreck occurred on the C. P. R. on Monday morning near Burketon, which cost the lives of three trainmen and huge damage to rolling stock.

The dead men are engineer Edw. Finley, James Sweet, fireman, and Albert Conroy, brakeman, all of West Toronto. The only other person injured was engineer Edw. Dorricott, formerly of town, who received some nasty scalp wounds and a bruised back, but whose injuries are not serious.

Freight train No. 55, a double-header, going west at full speed, ran head-on into east-bound freight train No. 64, which had taken the siding to let the midnight express and the double-header pass. The express having passed safely, it is said that brakeman W. C. Reid of the standing train, not knowing or forgetting that the freight was to follow, opened the switch, with fatal results. The engineer and fireman who were killed were on the first engine of the double-header. Dorricott and his fireman, W. A. Taylor, were on the second engine, and the terrible impact shot them out of the cab windows. Conroy, the brakeman, had volunteered to shovel coal for Taylor a couple of minutes before the crash, and was crushed between the tender and cab.

The escape of Dorricott and Taylor was miraculous. "Everything happened so quickly," said engineer Dorricott, "that I didn't have time to think. I only heard a crash, saw a flash, and the next thing I remembered was climbing out of the wreck."

Mrs. Edw. Finley, wife of the dead engineer, is well known here, having resided in Havelock for many years. Her maiden name was Carrie Bell. She was in Ohio on a visit at the time of the wreck. Mr. Finley was 31 years old and leaves no children.

Conroy was nineteen-years of age and entered the C. P. R. service about six weeks ago.

Fireman Sweet was 21 years of age and had recently been transferred from Ottawa.

All three engines were badly wrecked, two of them being a mass of twisted iron.

Bass Hatchery at Healy

November 26
1908
Havelock

Fresh Buckwheat Flour at J. D. Foster's.

Don't forget W. R. Warren's, Prenevean, for best flour.

Be sure and read S. S. Joyce's announcement to the public in this issue.

Mr. A. Ormiston has installed a telephone in his drug store. His number is 34.

Rev. J. A. G. Stirling will preach on the subject of Foreign Mission Work on Sunday morning next, with special reference to the work being done by the Woman's Foreign Missionary Society.

The Cordova stage now leaves Havelock at 8.30 a. m. every week day instead of 9 a. m. as formerly, in order that the stage may return in time to make connections with the afternoon express.

Revs. H. A. Frost and J. J. Mellor are conducting special services at the Round Lake Methodist church. The meetings opened on Sunday and will continue for two weeks every night except Saturday.

The C. P. R. have workmen engaged in building a seven-foot dam at the "old swimming hole" south east of the coal shutes, in order that a pump may be installed at that point, which will ensure a plentiful supply of water in future.

The reserve bid was not reached at the mortgage sale at Cordova on Saturday last, but was afterward sold by Mr. C. A. Ghent, solicitor of the mortgagee, for the sum of \$250. Mr. Ghent informs us that if the dwelling had been in Havelock it would have been worth \$1,200.

The lecture given in the opera house on Wednesday night of last week by the Rev. J. Bennett Anderson of Brooklyn, on "A Trip to the Land of the Midnight Sun," was very poorly attended, but was a decided treat to those present. Mr. Anderson is a very eloquent speaker and his address was intensely interesting.

The services in the Presbyterian church on Sunday were conducted by the Rev. P. Thornton, B. A., of Colborne, it being the occasion of the exact anniversary of the induction to the pastorate of the Rev. J. A. G. Stirling. Both services were attended by large congregations who were greatly pleased with the impressive sermons delivered by Mr. Thornton.

November 26
1908

Havelock.

Y, DECEMBER 3, 1908.

\$1.00 PER YEAR

Warden Thompson Out of Municipal Life.

Final Session of County Council Concluded.

Many Items of Interest To The Municipalities.

The County Council concluded the final session of the year on Friday last, when the following resolution was read to Warden Thompson:

To the Warden of the County, 1908.
Jas. Thompson, Esq., M. P. P.—

Sir.—Having learned with regret that you have decided to withdraw after this year from municipal life, we desire to express ourselves, as your colleagues, so as to impress upon you the fact that we have been proud of you in your capacity as chief magistrate of the county during 1908.

We heartily congratulate you and congratulate your constituents, upon your election as representative in the Legislature for East Peterboro. We feel confident that you will lend dignity to that greater body as you have done to the county council.

Your stewardship here has been of such a character that Havelock will in future be recognized as one of the important municipalities of the county and your successor will have nothing to encounter but the best of feeling for his village.

Again permit us in saying good-by that the concentration of effort put forth this year was largely due to yourself.

Signed on behalf of the council,

A. BREAULT,

Chairman Finance Committee.

Warden Thompson, M. P. P., assured his colleagues that he did not expect any such recognition of his services and

Another Bad C. P. R. Wreck.

Engineer Kirky and Brakeman Irwin Injured.

Engineer John McGill of Town Slightly Hurt.

Another bad wreck occurred on the C. P. R. on Monday night at Bethany siding, when a heavy double-header freight train coming east crashed into a west-bound freight, injuring two men severely and smashing the engines and a large number of cars.

The wreck was caused by the freight going west, a "drag," not getting into clear on the siding in time, although the signal to proceed had been given to the double-header.

The injured are Ernest Irwin of Ottawa, brakeman, Reuben Kirkby, engineer, of West Toronto, and engineer John McGill of town. Engineer McGill was only slightly injured, he and his fireman escaping by jumping. The brakeman, Irwin, was in the front engine of the double-header and ran back to warn the occupants of the second engine. They escaped with slight bruises, but Irwin was caught by the edge of the tender, when it toppled over, causing a compound fracture of the leg and other injuries.

Traffic was blocked for nearly a day and the midnight express and the early morning express had to come and go by way of Port Hope on the G. T. R.

Old Havelock News.

December 3 1908 Havelock

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Old Havelock News.

December 3,
1908
Havelock

FATAL WRECK AT PEMBROKE

Engineer Rowe, of Ottawa, Killed in Head-on Collision on C. P. R.

A despatch from Pembroke, says: Another fatal wreck took place one and a half miles east of here on Thursday morning. A light engine from Smith's Falls collided with the C.P.R. local leaving here at 7.50, and as a result Fred Rowe, of Ottawa, engineer in charge of the local, was instantly killed, and R. Crawford, Ottawa, fireman; Mail Clerk Purcell, Engineer Nagle, Smith's Falls, and W. C. Both, baggageman, suffered slight injuries. The baggage car of the passenger train was badly damaged, but none of the passengers were hurt. Both train and engine were travelling at high speed and met on a curve. Both engines were badly wrecked. The engines were almost on each other before the danger was noticed. Engineer Rowe reversed immediately, and in doing so warned Fireman Crawford, who jumped, and escaped with a

sprained ankle and minor bruises.

Rowe was pinned between the engine and tender. Death was instantaneous. His head and shoulders were above the wreckage, but were scorched. His lower limbs were also burned and scalded. Fireman Patton, of the light engine, was going to jump when he was hurled out of the window and down the bank, sustaining a number of bruises. Engineer Nagle got caught at the tender by the coal, which was piled on him. He was quickly released by the men passengers and was able to walk to the station, as he had only a number of bruises and his leg scalded.

The light engine should have stopped at Granges Station, about ten miles east of here. Instead an effort was made to reach Pembroke and the fatal collision was the result. The engineer's watch had stopped, which misled him as to the time he had to make Pembroke.

STUDENTS AND BOATMEN FIGHT

December 10, 1908

Y, DECEMBER 17, 1908.

\$1.00 PER YEAR

Bowan Goes Up For Trial.

Released on Bail of \$2,000.

As a result of the trial on Friday last, against Chas. Bowan of Cordova, who was charged by Maud Parcels with seduction under promise of marriage, County Magistrate Edmison committed the defendant for trial.

After the evidence had been presented the Magistrate thought there was sufficient to commit Bowan, who will have the option of appearing at the Sessions in the spring, or before His Honour Judge Weller without a jury.

The prisoner was given his freedom on \$2,000 bail, \$1,000 by himself and two sureties of \$500 each.

Belmont Council Minutes.

The Belmont and Methuen council met in the town hall, Belmont, on Nov. 28th, when all the members were present. Minutes of last meetings were read and confirmed.

Rylott-Anderson—that the clerk be instructed to notify Horace Taylor to remove obstructions from Valeprean Creek bed on lot 9, con. 3, Belmont, and to provide a suitable waterway so as to

Brakeman Reed Gives Himself Up.

Brakeman W. P. Reed, who opened the switch which caused the Sandbank collision, with the loss of several lives, is back in Toronto, and will appear whenever his presence is required.

Reed's explanation is that he was so appalled at the loss of life his mistake had caused that he fled. Afterwards he realized that it was his duty to return and face the consequences. His plea is that he thought the main line was clear when he turned the switch, as his train was to be sidetracked for the purpose of letting the one following it pass. He had no knowledge that another train was due from the opposite direction and returned to the forward caboose shortly before the on-coming train engine telescoped that to which he belonged.

Prominent Methodist Dies at Warsaw.

The death of Joseph Bell Forster last week removes a notable figure from Warsaw. He was said to have been the first man to assist General Booth, when the latter began his evangelistic career in Mile End Square, London,

Havelock

December 17 1908

Messrs. J. A. Sexsmith, M. P., Jas. Thompson, M. L. A., Wm. Mathison, Jos. Knox, Rev. D. Balfour, Rev., H. Caplan and Rev. J. A. G. Stirling, also delivered interesting addresses.

Engineer Responsible for Pembroke Wreck.

Pembroke, Ont., Dec. 21.—The adjourned inquest into the case of the collision on the C. P. R. one mile east of Pembroke, on Dec. 8rd. was resumed here to-night. The verdict rendered by the jury was: "That the death of engineer Roe of Ottawa, was due to the collision of light engine No. 312 and train No. 78, and that the collision was due to the negligence of Engineer Nagle, on engine No. 312."

It was shown he left Cabden at 7.20 a. m. and passed Graham's at 7.39. He had only six minutes to run nine miles. The jury held that to attempt this was negligent.

Miller's Worm Powders correct all such troubles as lack of appetite, biliousness, drowsiness, sallow complexion, etc.; nice to take. For sale by A. C. Denike.

confirmed.

Wilde—Griffith—that the Clerk be instructed to notify the County Treasurer to remove taxes from n. W. $\frac{1}{4}$ of lot 16 in the 7th con. of Methuen for the year 1904.—Cd.

Rylott—Anderson—that the Collector's time be extended until the 1st of Februry, 1909.—Cd.

Griffith—Anderson that the following road grants and accounts be paid:

J. Wilde postage and stat.....	\$ 3 45
McMaster & Peeling crusher sup.	2 90
F. Taylor trip to Norwood.....	2 50
Times Ptg. Co. contract.....	44 75
P. Lancaster adv. Voters list, etc.	11 04
R. Deck road grant 10 con.	25.00
C. A. Chase r. b. 13	5 00
I. Whitney cutting trees.....	1 00
Ceo. Scea rebate s. labor	1.00
Reeve attending land sale.....	3 50
J. W. Russell 12 s. all. 4 dys. c. fees	32 00
A. A. Wilde 12 " 3 dys. c. " "	30 00
Wm. Rylott 12 " 8 " " "	28 00
Jno. Andersod 12 " 4 " " "	32 00
Wm. Griffith 12 " 8 " " "	30 00
Reeve, treas., & clerk fin. stat.	6.00

Council adjourned

WM. H. JOHMSTON

Clerk.

Miller's Grip Powders Cure. For sale by A. C. Denike.

December 24

1908

Havelock

DAY, FEBRUARY 11, 1909.

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Railroad Brotherhoods Will Ask for Higher Wages.

In the wage schedules now being prepared by the different railway brotherhoods, and which will be submitted to the officials in the near future, it is expected there will a request for higher wages all along the line. Those interested are engineers, firemen, conductors brakemen, baggagemen and railroad telegraphers. The freight handlers and carmen are also hoping for improved conditions and may present schedules.

The active trainmen have been complaining that under the present arrangement of "runs" they are kept away from home too long and some changes in the present system may be asked for. The railroad telegraphers have been trying to secure an eight-hour day at the same rate of wages enjoyed at present, and it is said that if this is granted no further action on their part will be taken.

Cars Look Inside Out.

Some of the steel box cars to be brought into active use on this part of the Canadian Pacific went through here last week en route to Toronto. The cars are the most modern in the freight traffic, and are of solid metal with the structural work all on the outside. This presents a perfectly smooth floor and wall, and the car is so closely built that the leakage of grain is almost an impossibility. While freight men think that it will be some time before this style of car comes into general use there seems to be little doubt that with the increasing price of lumber the car will be found more economical than the old wooden car. The new cars are the output of the Angus shops, Montreal.

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February 11
1909
Havelock

Standard

WEDNESDAY, FEBRUARY 18, 1909.

\$1.00 PER

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Union Bank

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Havelock Lodge
F. & A. M.

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PUBLIC

C. P. R. New Short Line.

To Be Built During The Coming Summer.

Montreal, Feb. 16.—The C. P. R.'s programme of railway construction this year east of Fort William is stated to include a branch line from Coldwater Junction to Peterboro, which will be part of the scheme for a short rail route between Montreal and Georgian Bay ports. It is anticipated also that during the coming season forty additional miles will be added to the double-tracking of the C. P. R. between Toronto and Montreal.

Town Council Ask Member's Help.

For Charter of Proposed Electric Railway.

At a special meeting of the town council on Tuesday night the following resolutions were passed, and a copy ordered to be forwarded to Mr. Thompson, M. P. P. for east Peterboro and Mr. S. J. Pearce, M. P. P. for North Hastings.

Resolved, "That the Municipal Council of the village of Havelock, wish to further express their hearty endorsement and approval of the proposed electric railway between Cobourg, Port Hope and Havelock, and strongly recommend the Legislature to grant a charter to that Company, believing that the proposed main line of the Cobourg, Port Hope & Havelock Electric Railway Company would be of much greater benefit than a branch line not only to the district around Havelock, but along the route, as a direct main line would cause the valuable mining country surrounding, and especially north of Havelock, to be opened up, and also wish to put on record a request to our representative, Mr. Jas. Thompson, M. P. P., for East Peterboro and Mr. S. J. Pearce, M. P. P. for North Hastings, to use their influence to obtain the charter asked for by Col. Ward of Port Hope when the matter is brought before the Legislature."

Trent Bridge Ne

Miss L. Waters, who b
Peterboro for the past tw
spending a short holiday
parents here.

As the work on this divi
Trent Valley Canal, has been
for the present, the engineer
have removed to Hastings.

Miss Mable Watson retu
recently after a few weeks v
rose.

Mr. M. Greenly has retu
Rochester, where he was cal
evidence regarding a street c
which occurred last summer.

Miss A. Hutchinson of Can
spent Sunday with her parent

The position of the cottag
grove which will be altered i
the Canal route, are those
Christie, Toronto, Mr. Squire,
and Mr. McKeil Campbellford.

Mrs. Rutan is recoveri
several day's illness.

Mr. M. Greenly has taken
the blacksmith shop.

Mr. Ivey of Peterboro spe
in the village.

Saint Valentine displayed
interesting ability on the 15th

Lasswade News.

Mr. and Mrs. Jno. McFadd
the latter's father on Sunday ls

Mrs. Daniel Carrol and so
Purdyville on Thursday.

Mr. Archie McColl has pur
new engine which will be plac
Wm. Nicholl's mill here.

Miss Elsie Youmans returne
home in Rockdale after spendin
with friends here.

Mr. Chas. Weese is the o
cook at Purdy's shanty this win

Lasswade has its own ne
now. It is issued by Mr. J. F
beck under the heading of "Th
wade Courier."

The lumbermen around h
about discouraged owing to the
snow but their hopes are beg
brighten.

Ambrose will be rather dow
mouth now owing to a certain
leaving for warmer climes.

February 18
1909
Havelock.

Standard

THURSDAY, MARCH 4, 1909.

\$1.00 PER YEAR

**ON
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Havelock Lodge
A. F. & A. M.

BET THE FIRST
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Visiting brethren
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IF FORESTERS

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396, I. O. F.,
its in the I. O.
F. Hall, Have-
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E. Oldrey,

Canadian Pacific to Rush New Line to Peterboro.

Referring to the C. P. R. grain route from Toronto to Sudbury and the connecting link from Coldwater to Peterborough, the *Midland Argus* says:

That branch of the C. P. R. from Toronto to Sudbury commenced about two years ago and completed and opened for traffic late last year together with the short line from Coldwater to their connection on Georgian Bay, between Victoria Harbour and Midland, being out of the way, the company are taking steps to push forward the constructing of the connecting link between Coldwater and Peterborough, for which surveys and other preliminary work have been going on for some time.

There has been some little difficulty regarding right of way and water lots at Orillia, together with crossings, but only a few days ago this was settled to the satisfaction of the town and company, and the announcement is now made that the work of construction will go on during the coming summer. Large quantities of material for dock work and the like at Flat Point have been delivered during the past few months and work is being pushed west of the Grand Trunk Tracks, presumably to the elevator, but so far no contracts have been let for this latter work, and no material that would signify has been brought forward.

There does not appear any particular desire on the part of the company to push the elevator construction just at present, and it would not be surprising to see them withdraw active operation at this end in the spring and direct their attention to this new piece of road from Coldwater to Peterborough. There is no particular hurry for their elevators until this line is completed, or at least well underway, and by that time there may be very material changes in their plans regarding their elevator locations on Georgian Bay.

C. P. R. Elevator at Victoria Harbor.

The C. P. R. have let the contract for the erection of a new grain elevator at Victoria Harbor, Georgian Bay. The capacity of new elevator will be two million bushels and the price at which the contract has been let is about \$200,000. The elevator and wharves are to be completed within a year.

Trent Bridge News.

Mr. A. Wright left on Monday last for Ottawa, where he will remain for a few days on business.

Master Harold Brown has been seriously ill for some time with pneumonia.

Miss Leona Hoard of Rylstone visited for several days last week at the home of her cousin, Mrs. I. Lawson.

Mr. and Mrs. Wood of Toronto have been home for some time, Mr. Wood having been unable to attend to his school duties owing to illness.

Mr. and Mrs. J. Segwick spent Friday last in Campbellford.

Mrs. G. McConnell visited friends in Norwood recently.

Miss Molly Watson has returned from a few days' visit with friends in Havelock.

Mr. and Mrs. I. Lawson were in Warkworth a few days ago.

Miss Mary Mann has been visiting this week at the home of her uncle, Mr. J. Balfour.

Mr. Robt. Smith of Peterboro, an old resident of this locality, renewed acquaintances here last week.

Messrs. Logan and Stewart of the Canal staff, Hastings, were in the village on Thursday and Friday.

Mr. and Mrs. F. Scott entertained a

MARCH 4
1909

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C. P. R. Hurries Grain Route.

First Section Double-track From Montreal to Victoria Harbour Ready Sept. 1.

Montreal, March 9.—It was officially announced to-day that the first section of the Canadian Pacific's double track grain route from Montreal to Victoria Harbour on the Georgian Bay will be completed from this city to Smith's Falls, 129 miles, by September 1, and that a good deal of work will also be carried forward on the remaining sections during the year.

As Robert Melgou, president of the Lake of the Woods Milling Company, and a director of the C. P. R., has come out so strongly in favor of carrying the western grain to tide water by means of the railways, it goes without saying that his company will complete their grain road from the St. Lawrence to their lake port with as little delay as possible.

The section from Montreal to Vaudreuil, 24 miles long, has been completed for some time past. The double track has also been laid from Smith's Falls eastward to Finch, while the grading is also well advanced on the remainder. It is believed, in fact, that the double set of rails will be all down by September, and that, considerable work will likewise have been accomplished on the Smith's Falls and Peterboro section, 133 miles.

Through this first section eastward, the grades and curves are so very favorable that one locomotive will be able to haul from sixty to seventy car loads of wheat eastward, or, as the engineers put it, quite as many cars as the engine can start. All the grading is under contract from Vaudreuil westward towards Smith's Falls, while the track laying and ballasting is being done by the company.

If the section from Smith's Falls to Peterboro, covering 133 miles, is not double tracked, it will certainly be very much improved by changing the grades and curves so that the C. P. R. will have practically a level road all the way to Victoria Harbor. From Victoria Harbor to the place where the grain route crosses the Canadian Pacific railway's Toronto-Sarnaby line, the road is already constructed and more than likely the entire line from the lake front to Peterboro, 16 miles, will be placed under contract during the present year.

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HAVELOCK

MARCH 9
1909
Havelock.

measures have been taken on ac- sion, for all are going to war.

ACCIDENT AT BOWMANVILLE.

The Engineer Bravely Stuck to His Post.

A despatch from Bowmanville, Ont., says: A serious accident occurred about three hundred yards west of the G. T. R. station on Friday morning, when the flyer from Montreal, engine No. 989, in charge of Engineer David McKibbin, of Toronto, Fireman Almon Arnold, and Conductor R. Norton, ran into an engine and caboose, which had been on the front end of a freight train, which had not cleared the main track. The engine had been taking water, and was returning to the siding. The flyer was due here about 6.30 o'clock, and was about half an hour late. This train does not stop here, and, therefore, had the right of way. The freight train engine No. 748, was in charge of Engineer Zimmerman, and had a caboose on each end. Engineer McKibbin stuck to his post and applied the brakes, but not in time to avert an accident. How he escaped alive is a miracle. Fireman Arnold jumped, and his face was badly cut, and one ear nearly taken off. The engine of the flyer was turned over on its right side, and its tender and baggage car, as well as the engine and caboose of the freight train, left the track, the steam chest of the freight engine being torn off. Had the accident occurred a little farther east the wrecked engine and cars would have gone into the creek. As it was the passengers only suffered from shock.

THREE KILLED IN WRECK.

Train Took Wrong Track and Collision Followed.

A despatch from Brandon, Manitoba, says: A disastrous head-on collision, resulting in three C. P. R. employees being instantly launched into eternity, took place on Saturday at a point about a mile and a half west of here. The dead are Engineer Hiram Hodgson, Fireman W. J. Perchley, and Brakeman Thos. Leach, all of Brandon. The Estevan local passenger train pulled out of the depot at 1.50 p.m. under charge of Conductor Macan, with orders to run to Kemnay, on the south track. By some means these orders were not carried out, and the train was switched onto the north track just west of the depot. About a mile farther on the line curves through a cutting, and at this point the train had attained a good speed when it was met by a heavy east-bound freight, running from forty to fifty miles an hour. The impact was terrific, the smaller engine of the passenger train being crushed like a paper box. The two engines were firmly wedged together, and the tender of the passenger locomotive and express car, together with five freight cars, mostly loaded with wheat, were ditched and reduced to splinters. The engineer and fireman of the local were fearfully mangled.

COLORED CANDY WITH DYE.

Mother and Two Children Seriously Ill at Brockville.

A despatch from Brockville says:

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April 1 1909 Havelock

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Passenger Collision Near Tweed.

Operator Slept and Trains Came Together.

Local Men Hurt in the Smash

Two C. P. R. extra passenger trains, loaded with Easter holiday passengers, came together on a curve in a rock cutting a mile east of Tweed shortly before dawn on Good Friday morning, apparently owing to the operator at Kaladar having fallen asleep at his post.

Conductor Wm. Webb of town, was in charge of second No. 8, and P. J. Scanlon of Toronto, was in charge of the west bound second No. 5. They had been ordered to cross at Buller siding, west of Tweed, but as No. 5 (westbound) was not there when No. 8 (eastbound) came along, Conductor Webb proceeded to Tweed, No. 5 passed Kaladar, and at East Hungerford siding broke an eccentric, which caused a delay of fully 40 minutes.

Operator Johnston was in charge of the station at Kaladar. When No. 8 reached Tweed, Johnston was asked if No. 5 had passed and he reported "No." Conductor Webb was then ordered to proceed to Kaladar and meet train No. 5 there. Had he been two or three minutes later in leaving Tweed the wreck would have been averted. Had he been a few minutes earlier their is no telling what the horror of the disaster would have been.

Engineer Edw. Williams and fireman Chas. Powers of town, were on No. 5, and engineer Jno. Burnett and fireman Jas. Colquhoun of town, were on No. 8. When they saw their position the engineers applied the emergency brakes and all jumped, but engineer Williams did not get clear in time and received rather severe cuts on the face.

A baggage car on the westbound train in which baggageman Emery O. Winters of 14 Alma-avenue, Toronto, was riding, was telescoped by an empty car next to it. Both ends of the car in which Winters was in, were piled with baggage and freight. Almost simultaneous with the applying of the brakes the baggage was thrown violently toward the centre of the car, where Winters was standing. When the brakes were applied he was thrown off his feet and, and when the collision occurred, hardly a second afterward, the tons of trunks and the wreckage of the car completely enveloped him.

When the passengers got there and saw the baggage and the debris piled in the centre of the car they began to tear down the pyramid. Everybody expected to find a mangled corpse beneath. After the pile had been reduced, two large trunks were found to be standing up together in the centre of the pile, forming an inverted V and when the baggage had been cleaned away from the base of the trunks, Winters was found with a heavy cash register holding him from the knees down. He was only slightly injured.

No one else was hurt though all the passengers were shaken up. Several who were riding with their backs to the engine were thrown forward onto the persons in front of them and more or less bruised.

Wrecking trains were soon on hand from Smith's Falls and Havelock and the track was cleared for traffic by about half past one in the afternoon.

Operator Johnston of Kaladar immediately resigned his position on learning of the disaster.

It is stated that the chief despatcher and one of the staff at Toronto, are also to blame and that they have been suspended.

Havelock Will Always Be a Terminal Point on C. P. R.

So Says General Superin- tendent Osborne.

Board of Trade Interview High Official and Receive Assurances of Per- manency.

A deputation from the Board of Trade consisting of President Thos. Bennett, Secretary P. J. Wright and Mr. S. S. Joyce, accompanied by Reeve Jos. Knox and Councillors Geo. Phillips and Thos. Wood, met General Superintendent Jas. Osborne and Superintendent J. R. Nelson of the C. P. R. Company, at Peterboro on Good Friday in Mr. Osborne's private car, and interviewed those officials regarding certain matters of importance to Havelock and its interests.

The members of the deputation, were received with great cordiality by Mr. Osborne and Mr. Nelson and were informed that the Company's operations in Havelock this year would be quite extensive. It was their intention to expend twenty or twenty-five thousand dollars in improving their yard facilities. The new track to the West End semaphore, for which the Town Council granted permission to cross Concession street last week, is intended to serve as a lead for all the sidings at the west end of the yard. This work will also necessitate the abolition of the old cattle sheds at that point to make room for moving the sidings further south, and when completed, the Havelock yard will be one of the most up-to-date terminals on the line.

Speaking of the Company's water supply here, Mr. Osborne stated that he thought the present supply controlled by a new dam erected last fall, would be sufficient for some years yet, but that should it at any time prove insufficient, it would be an easy matter to secure an unlimited supply by laying a pipe line to Trent River.

In discussing the Victoria Harbor grain route he said the Directors had informed him that the line could be constructed far cheaper by building it direct to Havelock and that it would be in the interests of the Company to adopt that course instead of joining the present road at Peterboro. He would not commit himself to any definite statement as to which survey would finally be adopted, but told them to go home contented; that Havelock would always remain a terminal point on the Company's system, and that he was much pleased to see that the Board of Trade and the Council had taken such action as would lead to better relations and understanding with the Company, the officials of which by the way, recognized that they had created Havelock, that it was one their children and that its interests were their interests.

The deputation are greatly delighted with the assurances given by Mr. Osborne and with the courtesy with which they were received.

April 15

1909

Havelock



Young Man's Character

\$3000.00 Worth of Clothing for men and Boys at Thompson's.

Havelock escaped any serious damage from the high wind on Wednesday last.

Our Suits for men at \$7.50 and \$10.00 have style and quality. J. Thompson & Bros.

Miller's Compound Iron Pills, only 25 cents for 50 doses. For sale by A. C. Denike.

The new C. P. R. round house at Prescott was totally destroyed by fire on Monday. Loss will be \$25,000.

Mr. Jno. H. Scott of the Trent Bridge road, has recently purchased two valuable thoroughbred Holstein calves.

Examine our clothing and you will admit that there is nothing to equal it in quality and style. J. Thompson & Bros.

Mr. C. A. Ghent has removed his law office to the rooms opposite Phillips Bros.' store, which he has had fitted up in excellent taste.

If the child is restless at night, has coated tongue, sallow complexion, a dose of Miller's Worm Powders is what is required; pleasant, harmless. For sale by A. C. Denike.

The Methodist Sunday School concert in the opera house on Good Friday night was well attended. The various numbers and sketches by local talent were excellent and well put on.

Chas. Reade, the C. P. R. brakeman responsible for the wreck at Sandbank last November, was found guilty and sentenced to three months in the Cobourg jail. Balsdon, the section foreman, was acquitted.

Four C. P. R. passenger conductors running out of North Bay have been relieved from duty and will report at headquarters in Montreal, as the result of, it is alleged, of the work of spotters in the Lake Superior division.

Messrs. Dan Youmans and Chas. Rupert, of Belmont Township, were summoned before B. C. Hubbell, P. M. on Saturday last on charge of disorderly conduct. They came up for sentence on Monday and were fined \$1 and costs. The magistrate also warned them that if they appeared before him again they could not get off so easily.—Marmora Herald.

Nearly 500 suits of new Clothing to choose from at Thompson's.

Ladies! If you would be strong and healthy and have good complexions, take Miller's Compound Iron Pills. For sale by A. C. Denike.

Voted Against Government.

Quite a number changed sides in the vote on the three-fifths clause in the Legislature on Wednesday last, and among them was Mr. Jas. Thompson, M. P. P., of town, who voted with the Opposition in favor of the straight majority.

Frank Varty Remanded.

Frank Varty, one of the two brothers who caused all the trouble in town last week, and who was arrested and taken to Peterboro, came up before Magistrate Edmison on Saturday last, when the case was enlarged until Friday, April 23rd. Varty was released on bail on Tuesday on two sureties of \$500.00 each.

The Sacrament of the Lord's Supper will be dispensed in the Presbyterian church on Sunday next, 18th inst., at 11 a. m. Prior to the Communion Service the ordination of the elders elect, Messrs. Robt. Jack and Geo. Phillips, will take place. The preparatory and devotional service will be held on Friday evening of this week at 8 o'clock.

Auction Sale.

On Monday of next week, 19th inst., Auctioneer Andrews will offer for sale by public auction the house and furnishings of Mr. Thos. H. Patterson, Ontario street, Havelock. Mr. Patterson is moving to Walkerton, where he is employed as conductor on the C. P. R., and everything will be sold without reserve. Be sure and see sale bills. Sale commences at 1 o'clock p. m.

The "Big 5" Easter ball in the opera house on Monday night, was as usual at junctions of this kind, a big success. A very large number were present including guests from Toronto, Millbrook, Peterboro, Midland, Lindsay, Marmora, Ottawa, and Norwood. Spragne's orchestra of Belleville delighted those present with their excellent music, while Mr. Duffin of Peterboro, made an efficient floor manager. A dainty lunch was supplied by caterer McGregor of town, and the committee in charge deserve great credit for their successful efforts in making the event such a success.

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April 15
1909
Havelock

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TRAINS COLLIDE AT TWEED

April 15, 1909 Havelock

Operator at Kaladar Reported That the Westbound Train Had Not Passed.

Shortly after 5 o'clock on Friday morning the second sections of trains numbers five and six came together one mile east of Tweed. Apparently the accident was due to the night operator at Kaladar having fallen asleep and accepted orders for a train that had passed his station while he was asleep. The only persons injured were engineer Williams of Havelock, and baggageman Emery O. Winters of 14 Alma avenue, Toronto. Both were on the west-bound train, which was travelling at a rate of 25 miles an

hour. The other train was not going faster than ten miles an hour.

Some of the cars on the east-bound train were derailed or damaged and were used afterwards to take passengers west. None of the passenger coaches on the west-bound train were damaged, except that a pair of steps was knocked off one. An empty baggage car was telescoped by the partially loaded express car. Both engines are damaged, but not beyond repair; both remained upright, but one was slightly off the track.

AY, APRIL 22, 1909.

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Money Should Be Spent on the Toronto-Smiths Falls Line.

So the Toronto World
Thinks

Speaking editorially in one of its issues last week, the Toronto World says:—

The Canadian Pacific Railway with all its millions of money, its land grants and its accumulated surplus, has been unable after twenty-five years to improve in any substantial way its line between Toronto and Smith's Falls, though it is the most heavily taxed portion of the system. For years the management has had under discussion the question of a double track, of straightening out the track between these points and of increasing its train mileage. But up to the present time it has failed to make good in any one of these prospects. It is a notorious fact there is more trouble on the Canadian Pacific between Toronto and Smith's Falls, and especially between Toronto and Peterboro, than on any other portion of the road, and yet this appears to be the stretch of line which has been starved in the way of telegraph operators, sidings, train-mileage and other protections and accommodations for the travelling public. At the present moment millions are being spent in building a model road from near Midland on the Georgian Bay to Peterboro for the accommodation of through grain traffic, but nothing has been done in the way of improving the track from Toronto to Peterboro, where thousands of lives are placed in jeopardy by one-horse service.

Probably it is because Toronto is concerned and not Montreal, that this policy is being perpetuated. The accident on Friday morning near Tweed is just another reminder which the authorities will continue to ignore.

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April 22

1909

Havelock

Work Started on C. P. R. Elevator.

MAY 20, 1909

Have lock

Work was commenced Monday in connection with the construction of the new C. P. R. elevator at Maple Island by the John S. Metcalfe Co. and a large number of men are now at work preparing the ground for building, which will be constructed entirely of cement and tyle along much the same lines as the elevator built here by the same company last year. The company, have direct telephone communication with Midland, where doubtless a great deal of their business will be done. The C. P. R. will have their rails up to the elevator site within the next few weeks, and will probably locate a station at the road crossing this side of Victoria Harbor, or opposite Maple Island.—
Orillia News.

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—Intelligencer.

JUNE 3, 1909
Havelock

Fireman Fell Off The Local.

C. P. R. fireman Reid of Toronto, fell off the local express near Myrtle on Monday night, and now lies in the Peterboro hospital in a very critical condition.

Just after leaving Myrtle, Reid fell off the engine and his absence was not discovered until the train had gone about two miles. The train was backed up and Reid found lying beside the track unconscious. He has two bad scalp wounds and his nose was almost split open. He is very weak but hopes are entertained of his recovery.

Pain anywhere stopped in 20 minutes sure with one of Dr. Shoop's Pink Pain Tablets. The formula is as follows:

enjoyed very much by the large number present.

The eclipse of the moon on Thursday night of last week was one of the most successful ever witnessed here, and the novel sight was enjoyed by many of our citizens.

The week-old infant son of Mr. and Mrs. Frank Quackenbush, died on Thursday last, the funeral taking place on Friday. Much sympathy is expressed for the bereaved parents.

Miss Emma Narrie and Mr. Samuel Kirkey of Rawdon township were married at the manse, Havelock, by Rev. J. A. G. Stirling, on the 27th ult. The young couple left on the afternoon train on that date for their bridal tour.

Real Rose Hat Pins.

A real rose dipped into a metal solution, producing a beautiful metal rose, is the newest and prettiest novelty on the market. They cost \$1.00 in the city. Denike is selling them for 90c.

Kaladar Operator Free.

A. B. Johnston, the C. P. R. operator at Kaladar who was said to be criminal negligent for the recent collision of engines on April 9th last, was tried at the Napanee County Court on Tuesday, and was discharged by the Judge. Messrs. Edw. Williams and C. Powers of town, engineer and fireman of one of the wrecked engines, were witnesses at the trial.

The Havelock Minstrels announce their entertainment for Friday, June 18th, under the auspices of the Citizens' Band. The program will consist of catchy songs, spirited choruses, side-splitting jokes and a one-act farce. Admission 25 cents, reserved seats 35 cents. Tickets for sale and plan of hall at Denike's drug store.

County Court Adjourned.

The June Sessions of the County Court were adjourned at Peterboro on Tuesday owing to the Government not yet having appointed a judge in succession to the late Judge Weller. The Court will be held instead on the 22nd inst. One of the criminal cases to come up is a charge of theft against E. Sothorn, alleged to have been committed on the way to Burleigh early in March.

Public School Meeting.

A public meeting of the ratepayers has been called by the School Board to discuss the advisability of placing the Continuation School under the new School Act. The meeting will be held in the town hall on Friday evening of this week, 11th inst., at 8 o'clock, and Mr. Rich. Lees, P. S. I., will be present and deliver an address on educational matters. All ratepayers are cordially invited to attend this meeting. Under the new School Act, continuation classes require the services of two qualified teachers, solely devoted to continuation work.

the Norwood High commence on September

Havelock's 1st of

The plans for the Havelock on July grander scale than are rapidly round the day promises to be the history of the liminary meeting on Wednesday night lively interest evinced undertakings.

The Executive (Reeve Knox, chairman, treasurer, and A. C. Advertising Con- caster, J. V. A. Cox Special Attraction: Dinceen, J. Coon, J. H. Williams, Aleck and Jesse Campney Small Sports Cor ison, H. Andrews, Geo. Young, F. Ha Patterson.

Ground Committee M. Watson, T. Wood Horse Race Com Campney and C. Ar Prize Committee R. J. Graham, J. Sc Dr. Holdcroft.

Concert Commit Kindred, Edw. Fen M. H. Swain.

Gatekeepers—J. and G. Young.

JUNE 10, 1909 Havelock

under water are to be reinforced by an eight inch wall on each side of them.

Messrs. Brown and Aylmer have the contract and Walter J. Francis, of Montreal is the engineer in charge. The townspeople are looking ahead to a satisfactory completion of the work which has been the subject of no end of discussion.

A Much-Needed Train.

Last Sunday morning at 9 o'clock the C. P. R. inaugurated their new Sunday train service between Toronto and Montreal. The train left the Union Station only partly filled, but by the time it reached the Windsor depot in Montreal it was packed. "This only goes to show," said a C. P. R. passenger official yesterday "that Sunday trains are needed by the public, and that they are here to stay." All along the line passengers were picked up, and general satisfaction was expressed by the travellers as to the progressiveness of the railway company in installing the service. It was one of the heaviest trains the company had ever operated between the two cities.—Globe.

is being absolutely nothing done.

To Be Master Mechanic.

It has been announced that Mr. R. Preston, for many years master mechanic of the C. P. R. shops at West Toronto, would go to the Central division shops at Winnipeg in the same capacity. His term of office will commence June 21st. Mr. Preston retired from office in Toronto last New Year's, being succeeded by Mr. Mills of Montreal, who is still in charge. He has been in the employ of the Canadian Pacific ever since the old Grey & Bruce road was absorbed by that corporation. He was at one time in charge of the Lake Superior divisional shops, and was also an operator at this place, where he still has many warm friends.

Attend the Minstrels in the opera house on Friday night.

Miller's Compound Iron Pills, only 25 cents for 50 doses. For sale by A. C. Denike.

The fishing season commenced yesterday and local anglers report excellent results.

June 17
1909
Havelock

various place. It will be remembered that the late Mr. Armour was drowned by the upsetting of his canoe.

A steam pipe on engine No. 1107, blew out at Tweed on Friday last, burning engineer Edw. Williams and fireman M. Riley, slightly. This is the same engine that met with the accident at Smiths Falls recently, when Mr. Thos. Bennett was scalded so severely. Fireman Riley, who was also on the locomotive at that time, is beginning to think that it is a Jonah.

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June 17, 1909
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Grain Route to be Rushed.

C. P. R. to be Double-Track- ed from Smiths Falls to Victoria Harbour.

That it is the intention of the C. P. R. to shortly begin operations on the proposed grain route from Havelock to Victoria Harbour, is evidenced by the following despatch:

Montreal, July 15—Announcement is made to-night that the C. P. R. have completed plans for an elevator at Victoria Harbor, having a storage capacity of 12,000,000 bushels or, in all probability, the largest elevator in the world.

Victoria Harbor is the Canadian Pacific's great lake port, which is to be connected with the port of Montreal, with what will practically be a level double track road. By fall, the line will be double tracked from Montreal to Smiths Falls and later on continued to Peterborough and on to Victoria Harbor, which is to be a great lake shipping port.

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July 22,
1909
Havelock

SDAY, JULY 29, 1909.

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A Splendid Air Brake In- struction Car.

What is claimed by experts to be the finest and most serviceable up-to-date air brake instruction car ever constructed is Car No. 37, at present in the C. P. R. yards here, under the direction of Mr. Chas. Carey, assistant air brake inspector, and formerly a resident of Havelock.

The car is 80 feet in length and weighs 150,000 pounds. It is finished in golden oak with a flexible cement floor, and was constructed at the Angus shops, Montreal, under the personal supervision of Mr. Carey. It is equipped with a double-header engine old A. I. brake system and the new E. T. brake equipment; a 30 car freight train with one passenger brake L. N. equipment and a 10 car air signal train service. One half the car is fitted with the new type K. quick service uniform re-charge retarded release triple valve and the other with the older type F. 38 triples, all parts being sectioned and working tandem so that employees can see the actual operation of all the valves. Overhead boxes hung from the ceiling have sectional views of all valves used in air brake equipment, and also charts of the different systems of car heating, and the compressed air water raising system as used in the latest up-to-date cars. A Pyle National electric headlight dynamo supplies electric light for the car and also furnishes power for a stereopticon lantern used for illustrating lectures at night. The car will accomodate a class of 50, and employees are instructed at lectures given in the mornings, afternoons and evenings. One end of the car is fitted up as an office, and a cosy little compartment contains handsome upholstered chairs, quarter cut oak tables, a fully equipped lavatory, upper and lower parlor car berths, etc. The car travels from one divisional point to another on the C. P. R. system on all lines east of Ft. William and is an inestimable benefit to the employees of the Company, instructing them in all the latest devices and use of the air brake.

Mr. L. C. Orde is the air brake instructor of this car and Mr. G. A. G. Bartlett is his assistant, all the staff being practical engineers. Mr. W. J. Hatch of Montreal, who is well known in town, is the general air brake inspector and he is the head of the Department. Other members of the staff are Messrs. W. G. Stenison and R. A. McAdam, assistant air brake inspectors.

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July 29

1909

Havelock

AUGUST 12, 1909.

Havelock.
AUGUST 12 1909

C. P. R. Short Line.

W Section Will Be Built In Victoria Harbor.

Montreal, Aug. 6.—(Special.)—There is a story here to the effect that the C. P. R. will not use the whole distance of line from Smith's Falls to Peterboro for the formation of their great grain route from Montreal to Victoria Harbor, but that a cut-off section will be built which will reduce the distance very considerably.

This week the company's double track from Vaudreuil to Finch, a distance of 55 miles, will be finished, thus completing the double track on the Montreal and Smith's Falls section.

Farm

**20,000
Wes**

To meet demand in Manitoba, 8 special section tickets will be run by the company from all Ontario points. A one-way ticket from Winnipeg to the west will be issued without charge. The company will contract to run 20,000 tickets without charge for months work. The tickets will be issued at good on Farm. Tickets will be issued but no half-rates of exchange.

clergy will also take part in the service.

Great Collision.

A near end collision between C. P. R. passenger train No. 4 and a freight train, occurred at Paulton on Sunday afternoon. The passenger was in charge of engineer Altek Rose of town, and passed the semaphore, which was set against it, crashing into the van of the freight, in charge of conductor Geo. Young of town. Fortunately no one was in the van at the time and the only damage that ensued was that caused to the engine and cars, which will amount to about \$1000.

News For You.

September 23, 1909
Havlock.

At Division Court here last week a farmer residing in the township of Bel-

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New Grain Route's Junction May Be At Kendry.

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Springville, Oct. 1.—A party of engineers who are staking out a route for the Victoria Harbour Grain line reached this vicinity to-day and according to this survey, the new line will meet the main line of the C. P. R. at Kendry siding, 5 miles west of Peterborough. The surveyors state that they have found the route very satisfactory, no steep grades having been met and the general condition of the country being favourable for the proposed railway. It branches down from Omemee cutting across through Cavan and Manvers townships. The people in this vicinity are very well pleased with the faint promise of becoming a junction. The surveyors expressed such a favourable opinion of the route they have taken that the Springville villagers already have a station and all its accessories, in their midst.

October 7
1909

Havelock

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, THURSDAY, OCTOBER 14, 1909.

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Havelock Lodge
A. F. & A. M.

MEET THE FIRST
FRIDAY in each
month on or before
the full of the moon

Parcels Goes Free.

Judge So Decides in Leason-
Parcels Case.

Scores Leason and Parcels in
Very Strong Terms.

The trial of Geo. A. Parcels of Belmont before Judge Huycke at Peterboro on Monday, when the defendant was charged with obtaining money and notes from Samuel Leason of town, by intimidation and threats, lasted until five o'clock in the afternoon, when His Honour gave judgement in favour of Parcels, finding him not guilty.

The defence called Parcels and Mr. and Mrs. Watson as their witnesses. His Honour in delivering judgement administered a scathing rebuke to Parcels and Leason for their conduct in the affair. He refused to believe the evidence submitted by the principal witnesses excepting that given by Mrs. Leason. The points that weakened the case for the prosecution were the famous "dear sister" letter and the fact that Leason was anxious to pay Parcels after the payment on the notes had been stopped.

Parcels is allowed to keep the money he obtained from Leason and also the three promissory notes.

Havelock May Be Junction Point.

Havelock and Peterboro Are
Points Mentioned.

C. P. R. Makes Unfavourable
Proposition to Peterboro.

Mr. W. J. Leonard of the C. P. R. Company has written to the Peterboro Council submitting plans for the entrance of the new grain route into that city, and asking for sweeping concessions in regard to closing of six streets and control of practically the whole water front. Mr. Leonard stated that the junction point was not yet definitely decided, and that it was a question between Peterboro and Havelock, intimating that if the concessions asked for were granted that Peterboro would get the preference.

The concessions asked for are very extensive and may not be granted by the Peterboro council, who considered the proposals on Tuesday night, when officials were present on behalf of the Company. The majority of the Council and the Board of Trade think that the Company's request is out of the question altogether.

October 14 1909
Havelock.

No Entrance Near Peterboro.

Grain Route May Yet Join at Havelock.

The following item of interest to Havelock in reference to the C. P. R. grain route is taken from the Peterboro Examiner of Saturday last:

There seems to be no hope of securing an entrance for the grain route of the C. P. R. to the city except that already proposed. The only other alternatives, according to the statements of the representatives of the company is the route to Havelock or the junction at Kendry Siding, the surveying of which is not yet completed. At the Board of Works meeting last night Engineer Hay gave a report of his trip with Mr. H. M. Killaley, of the C. P. R., through Monaghan and Smith to the western boundaries. The ground has been well covered and no feasible plan could be secured. If the junction is to be made in the immediate vicinity, it therefore seems that the proposed route through the west end will have to be followed. Nothing definite has yet been determined, pending the survey near Kendry, but it has already been stated that the extra five miles from Kendry to Peterborough is a weighty disadvantage. Summing everything up it looks like the line through the west end or the more direct route to Havelock. Just what will be decided upon remains to be seen, but it is understood that the Company is losing no time in their work, and it is expected that the city will soon have to decide what their wishes are in the matter.

November 4
1909
Havelock

DECEMBER 2, 1909.

Wants Better C.P.R. Service.

Mr. W. F. Maclean, M. P., editor of the Toronto World is agitating for better railway service on the C. P. R. between Toronto and Ottawa, and is devoting considerable space in his journal to airing his grievance.

On Wednesday last in the House, on a question of privilege, he brought up the efficiency of railway service in Ontario, which resulted in members who left Toronto on Monday only reaching the Capital next morning. He declared that railway managers had such little faith in their own roads that they travelled in private cars with well stocked larders. On the train in question, which was stalled in Smith's Falls the ordinary passengers were hours without food, while two private cars were attached, at the rear of the train, containing the chairman of the Railway Commission and another magnate, who fed on the fat of the land, while just ordinary members of Parliament went hungry. When the train did leave Smith's Falls it could not make time because the engine was overtaxed with hauling these private cars. Mr. Maclean caused much laughter by remarking if these magnets wished to travel in private cars, let them hook up to freight trains and not delay the general public. Mr. Maclean was proceeding to criticise railway facilities in general, but was called to order by the Speaker.

Havelock
December 2
1909

Always sign your name to any article sent to a newspaper.

Held The Train.

The conductor of Sunday's west bound passenger train through here is a man not to be trifled with. At Peterboro that day, what is known as a spotter, got aboard his train and started in to check it up. He announced that the conductor was six tickets short, but the conductor was a man not given to having shorts and protested that the checker had made a mistake. The latter was sure he had not but said they would check the tickets again when they reached Toronto. "Oh no! we won't," said the conductor, "we'll check them right here and now and we'll stop the train until its done." And he did. He held it for 40 minutes until the checker discovered that he was wrong and the conductor was right.

December 2

1909

The Altar.

Havelock

MATHISON - KIDD - In Peterborough on

best
Iron Miller's Grip Powders/ Cure. For
sale by A. C. Denike.

side- Some others may be good, but without
ssue. doubt Miller's Compound Iron Pills are
the best. For sale by A. C. Denike.

The Grain Line.

severe The C. P. R. have filed the plan of
ce in their Georgian Bay and Seaboard Rail-
town way route from Coldwater to Lindsay,
and it is said that the Company has de-
cided to join the main line at Kendry.

Send In Accounts.

our are All parties having accounts against
stant the Municipalities of Havelock or Bel-
mont and Methuen, are requested to
have or send them in to the Clerk before
nday the 15th inst., the date of the last meet-
tata. ing for 1909.
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Another Suit Against Township.

aged Dr. H. C. Kindred of town has issued
school a writ against the township of Belmont
Vic- for the recovery of an account which he
ough claims is due him for services rendered
during the recent epidemic of smallpox
in the township.

Engaged New Principal.

the Port W. The School Board held a special meet-
cted ing on Monday, and engaged Miss Donna
Cook of the present staff, as principal of
the continuation classes for 1910, at a
salary of \$700.00. An assistant to Miss
Cook is now being advertised for.

Dance Friday Night.

Val- The local Football Club will be the
1 in hosts at an "At Home," in the opera
pre- house on Friday night of this week.
the Tickets have been placed at \$1.00 for
gentlemen, and it is to be hoped that the
boys will realize enough to wipe off the
financial deficit of the past season.

Claims \$3000.

g a lay. Mr. Edw. Foley of town has issued a
uits writ, claiming the sum of \$3,000 from
the Mr. Chas. West of Seymour for compen-
sation for the breaking of his leg at that
gentleman's saw mill early last summer.
Mr. Foley claims that the machinery
was defective and not properly pro-

Dr. Buchanan, Eye, Ear, Nose and
Throat Specialist, of Peterboro, will be
at the Armstrong House the second
Tuesday of every month from 12 to 3.30
p. m.

Common oysters are shipped in open
wooden tubs and have to be re-iced fre-
quently en route. They are half water
when they reach their destination.
Water or ice never touch "Sealship"
oysters. They are sealed air-tight at
the seaside, and iced from the outside.
Buy "Sealship" from us and get the
best.

COON & CHILES.

The Amity Club will probably open
next week some time. The club house
has been fitted up in first class shape
and the members are anxious to enjoy
their new home. Electric lights have
been installed fitted with the new Tung-
sten bulb, the gymnasium appliances
are in position, a piano has been pur-
chased, and has arrived. chairs, tables,
bles, etc., are ready for use, and the
reason of the delay in starting is the
non-arrival of the latch keys, which
however, are expected in a few days.

S. S. Convention.

The annual convention of the Belmont
Township Sabbath School Association
was held in the Presbyterian church on
Wednesday afternoon and evening of
last week. The afternoon session was
well attended, instructive addresses
being given by Mr. R. W. Clarke of Mill-
brook, the local clergymen and Mr. P.
O Nelson. In the evening the church
was crowded to the doors, many being
unable to gain admission. The Rev. H.
R. Trumpour of Peterboro, Mr. Clarke,
and Rev C. W. Holdsworth, gave most
instructive addresses. Both sessions
were brightened by special music con-
tributed by local talent, to whom the
Committee wish to extend their hearty
thanks. On the whole the Convention
was the best ever held in Havelock and
will do a great deal towards creating
greater enthusiasm for Sunday School
work. The officers elected for the ensu-

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December 9 1909 Havelock