

ONTARIO AND  
QUEBEC  
LAKESHORE LINE  
GEORGIAN BAY  
AND SEABOARD

HAVELOCK  
STANDARD



# WELLOCK STAND

Havelock, Ontario, Thursday, January 13, 1898.



## C. P. R. Time Table.

GOING WEST.	
Through Express	3.55 a. m.
Local Express	6.25 a. m.
Through Express	3.30 p. m.
GOING EAST.	
Through Express	12.25 a. m.
Through Express	12.20 p. m.

**METHODIST CHURCH.**  
 ONTARIO STREET.  
 Divine service every Sunday at 11 a. m. and 7 p. m. All seats free. Strangers welcome.  
 Sunday School and Bible Class at 2.30 p. m.  
 Prayer meeting, Wednesday evening at 8 p. m.  
 Epworth League, Tuesday evening at 8 p. m.  
 Rev. H. McQUINN, Pastor.

## LETTER ON DEER AND WAYS OF DEER HUNTING.

### AN ENTHUSIAST VENTILATES THE SUBJECT.

The Subject Broadly Treated—All the Aspects Dealt With—Practical Suggestions as to Eliciting Real Opinion.

The following letter appeared in the Globe of the 27th :

SIR,—I observe that there is a bill before the Local Legislature to permit the shooting of deer in the water, "so long as hunting with dogs is allowed." For several years the proper mode of killing deer has been discussed, and the operation of the law forbidding the killing of deer in the water has been thoroughly threshed out by those who hunt, and by many who have a taste for sport. With your permission I will present my views, knowing that I represent in them a very large proportion, if not a major-

manner prescribed by law? No, the way the butcher kills the steer, the way called "butchery" is the kindest way; it puts the animal quickly out of pain, it prevents it escaping to die a lingering death, it saves the meat, it enables the butcher to get the meat to camp in the best form and with least labor.

To shoot a deer on the runway may be more sport for the crackshot, but it is anything but kind to the deer. So long as the deer runs the hunter will shoot, and the poor thing may carry away into the swamp and escape with five times as many bullets or slugs as would have settled its fate in the water. If you say that the dogs and canoes the beakwoodsman who, living in the forest, can shoot when the deer presents itself, or after the snows fall, by still hunting, but the amateur hunter, who goes for his annual outing, cannot leave known ground and tramp into the wilderness from morning till night in hope that he may get a shot at an animal which sees, or smells or hears him long before it is seen. No amateur dare wander thus far from camp at a season when there are not even his own foot marks in the snow to guide him home. And if perhaps he did shoot a deer a few miles away, even if he knew where he was, it would be more than it was worth, in a rough roadless country to get it to camp.

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## Around The Station.

It is stated that Mr. J. D. Cameron of Quebec will soon commence the construction of the Cobourg and Tweed line of railway, which recently has been subsidized by the Ontario Government.

Receipts from traffic on the C. P. R. for the week ending January 14 were \$404,000; for the same week last year \$325,000; increase, \$79,000.

Mr. Price, C. P. R. car distributor, stated this morning that he had never seen the freight business on the road so heavy in January. The earnings for the past fortnight had been \$79,000 in excess of the total in the same two weeks last year. All kinds of goods, but grain chiefly, made up the extra freight.

They were now removing 100 car loads of grain from the Owen Sound elevator to St. John, N. B., for export. A great quantity of freight was being received for transport at Detroit, in bond for eastern points. Fifteen car loads of baled cotton were received from the Michigan Central at St. Thomas. G. T. R. freight business is equally heavy.

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A slight accident occurred at the station on Tuesday when the locomotives were being changed for the noon express going east. When the engine was backing down to the train, the air-brake refused to work, and the big mogul crashed into the coaches, throwing the baggage and passengers in all directions and breaking the draw-head of the engine and the platform of the baggage car. The smash necessitated the changing of engines again causing a short delay.

\* \* \*

The Canadian Pacific Railway is now one of the most gigantic corporations in the world. It has belied all the predictions of the knowalls who said it would never pay running expenses. The road is now only eighteen years old, and yet it has 8,676 miles of track. It has besides two steamship routes on the Pacific ocean to India and China. Its assets, which are valued at \$245,000,000, have a yearly earning capacity of \$24,000,000.

\* \* \*

From appearance this is going to be a record season for immigration to Manitoba, not to speak of the Klondike business that is doing from the Province of Ontario. Many hundreds of settlers are leaving the north-western part of Ontario, up around Kincardine, Palmerston Southampton and such points, to take up land in Manitoba, and both railway companies are reaping the benefit of this increased business. The Canadian Pacific settlers' train which passes through here for Winnipeg every Tuesday, was very large this week comprising 11 coaches. There is one carload of passengers from Wingham, one from Harrison, and one from Mount Forest.

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A breakdown occurred at Tweed, on Tuesday morning, by a truck breaking on a box car. Very little damage was done.

Eight or ten C. P. R. employees at Toronto ~~Jet~~ have signified their intention of going to the Klondike in the spring.

The school re-opened on Monday with a greatly diminished attendance. About 100 scholars are prohibited from attending on account of the measles.

Queen City Lodge, No. 262, Brotherhood of Locomotive Firemen, will hold their annual Ball and Supper at the Sunnyside Club House, Toronto, on Monday Feb. 21st.

The C P. R. has just issued a map of its road and connections, showing routes to the Yukon gold fields, Alaska, Klondike and the Northwest mining territories of Canada.

The Canadian Pacific Railroad is borrowing locomotives from the Michigan Central to make up the shortage in motive power caused by the new route via Smith's Falls, Carleton Junction to North Bay.

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**Doro Review.**

### **Jumped the Track.**

The C. P. west-bound express, due at Havelock at 12.37 p. m., jumped the rails near Sharbot Lake, on Saturday morning last. The four coaches of which the train was made up, together with the tender, were thrown off. The damp weather or an overflow of water is supposed to have caused the spreading of the rails and thus brought about the accident. Fortunately, no one was injured. Auxiliaries were immediately sent to the scene from this place and from Smith's Falls, and cleared the track in the afternoon. The company made arrangements for the trans-shipment of the passengers on the 3.30 and 3.35 trains besides taking every means to secure their comfort.

**East Peterboro's Member.**

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amusements being indulged in.

The 12.15 train Tuesday morning on the C.P.R., was drawn by two engines. It included the two private coaches of the Governor-General, Lord and Lady Aberdeen being on board, en-route for Ottawa.

The burglar who was captured at the station here last week, will go up for trial in Peterboro' on Friday. At present the case looks very black for him. A number of our citizens will attend the trial as witnesses.

While engine No. 497 was climbing the hill this side of Tweed, the crown sheet blew out, slightly injuring the fireman, Mr. B. Farrar, who has been congratulating himself ever since, on his narrow escape from death.

Good Friday was spent very quietly in town. Service was held in St. John's and the Presbyterian church in the evening. Rev. Robt. Laird of Campbellford conducted the preparatory services in the Presbyterian church.

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April 14 1898



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# The Canadian Pacific to be Double Tracked.

## Big Thing For Havelock.

**The Line to be Double Tracked Between Montreal and Toronto, Hundreds of Thousands of Dollars to be Expended, Additional Bridges to be Built.**

The Canadian Pacific Railway Company has decided to double track its line between Montreal and Toronto. This will be good news to the people of Havelock. The company has found that the traffic has practically reached the limit of the capacity of a single track line. Surveying parties are to be organized and sent out at once, for the purpose of making the required surveys, and the work of double tracking will be proceeded with as rapidly as circumstances will permit.

This means an enormous outlay of money, especially through Peterboro County, where the cuttings are heavy and many additional bridges will be required. We all remember the "good times" that came with the construction of the C. P. R., when money was comparatively plentiful. The expenditure of so large a sum of money in a community is sure to be felt, and is certain to produce a period of prosperity. While the proposed work may not equal the original outlay, it will be very large. Additional right of way must be obtained, probably 20 or 30 feet, another roadbed made, fences removed and set back, culverts widened, grading and filling in accomplished, additional iron bridges built, etc.

Vice-President Shaughnessy stated to the press that the company had fully decided on going on with the work and what the C. P. P. undertakes, it always accomplishes.

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, Ontario, Thursday, April 28, 1898.

## Railway Notes.

### Flashes From the Headlight—Cinders for the Eye.

#### LOCOMOTIVE DEPARTMENT.

The C. P. Co. is adding about fifty compound consolidation locomotives to its equipment, twenty seven of which are being fully built at the Co's works. De Lorimer Avenue, Montreal, under the supervision of Mechanical Superintendent Atkinson. It is estimated these will haul 25 to 30% more load than the 10-wheelers.

An order has been placed with the Baldwin Locomotive Works, Philadelphia, Pa., for 10 complete and 10 partially constructed Vaucrain system locomotives. Mr. Atkinson writes that the partially constructed locomotives will be completed at the C. P. R's Montreal shops. They are being supplied without cabs, boiler mountings, boiler covering, sand boxes, bells, stacks, headlights, smokebox fronts, smokebox nettings, tubes, pilots, ash-pans, grates and tenders complete, and are virtually boilers, frames, cylinders, wheels and motion,

The C. P. R. Co. recently placed an order with the Richmond Locomotive Works which calls for Richmond compound locomotives weighing in working order 140,000 lbs., with cylinders 20½ and 32 in. by 26 in. The boiler will be of the extended wagon-top type, (Belpaire firebox) 62 in., in diameter at the smallest ring, made for a working pressure of 200 lbs. The firebox will be 9 ft 1½ in. long, 3 ft. 6½ in. wide, 5 ft 4½ in. deep in front and 5 ft. ½ in. at back.

track. The wo but as Sir Wm. pointed out, it i gent things at executive. Mr there is, of cou work of surveyi the work itself c dicates that thei in proceeding.

At Toronto Ju 60 x 130 ft. will shops, costing \$13,000 will be s facilities of the T

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Many eloquent been tendered f the vast chang which can be jus truction of the g way, the Canadia perhaps has the t or more forcibly Roberts, in his ne in two sentences merit quotation: mountains, all al strung little settl villages, villages k so filled with san sparkle like jewe steel, and so the great highway n gantic shuttles da forward across weaving into the land the bright life."—Railw'y &

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### **A Broken Leg.**

The C. P. R. freight train, No. 56, which arrives here on its way east at 11.05 p. m., met with an accident, on Thursday morning which considerably delayed traffic on the road. It was a long freight, drawn by one of the new four wheelers, and when between Ardendale and Kaladar, about forty miles east, the train broke down from some cause and a bad wreck resulted and several cars were ditched. The 3.30 west bound train did not get in till after ten o'clock, while the 1.30 p. m. train was fifty minutes late. The express which passes through here at midnight and the early morning train could not pass and the passengers had to be transshipped. Brakeman Ed. Oldrie of this place met with a number of injuries, chief among them being a compound fracture of the left ankle. He was taken to St. Michael's hospital, Toronto, where he is doing very nicely.

### **Havelock Game Club.**

A meeting of the Havelock Game Club was held during the past week when the following officers were elected:—

Hon. President.—Jno. Lang, M. P.

Hon. Vice Pres.—T. Blezard, M. P. P.

President.—J. Holdcroft, M. D.

Vice President.—H. W. Jeffs, M. D.

Secretary.—J. A. Fox.

Treasurer.—P. Lancaster.

Wardens.—Wm. Hill and F. C. McMaster.

The above club has leased a portion of Plato Creek and have already placed the trespass signs along the stream as required by law, and a notice will also be found in another column. It would therefore be advisable for all parties to take notice of the same, as the club will prosecute any person found fish-therein. The members of the club

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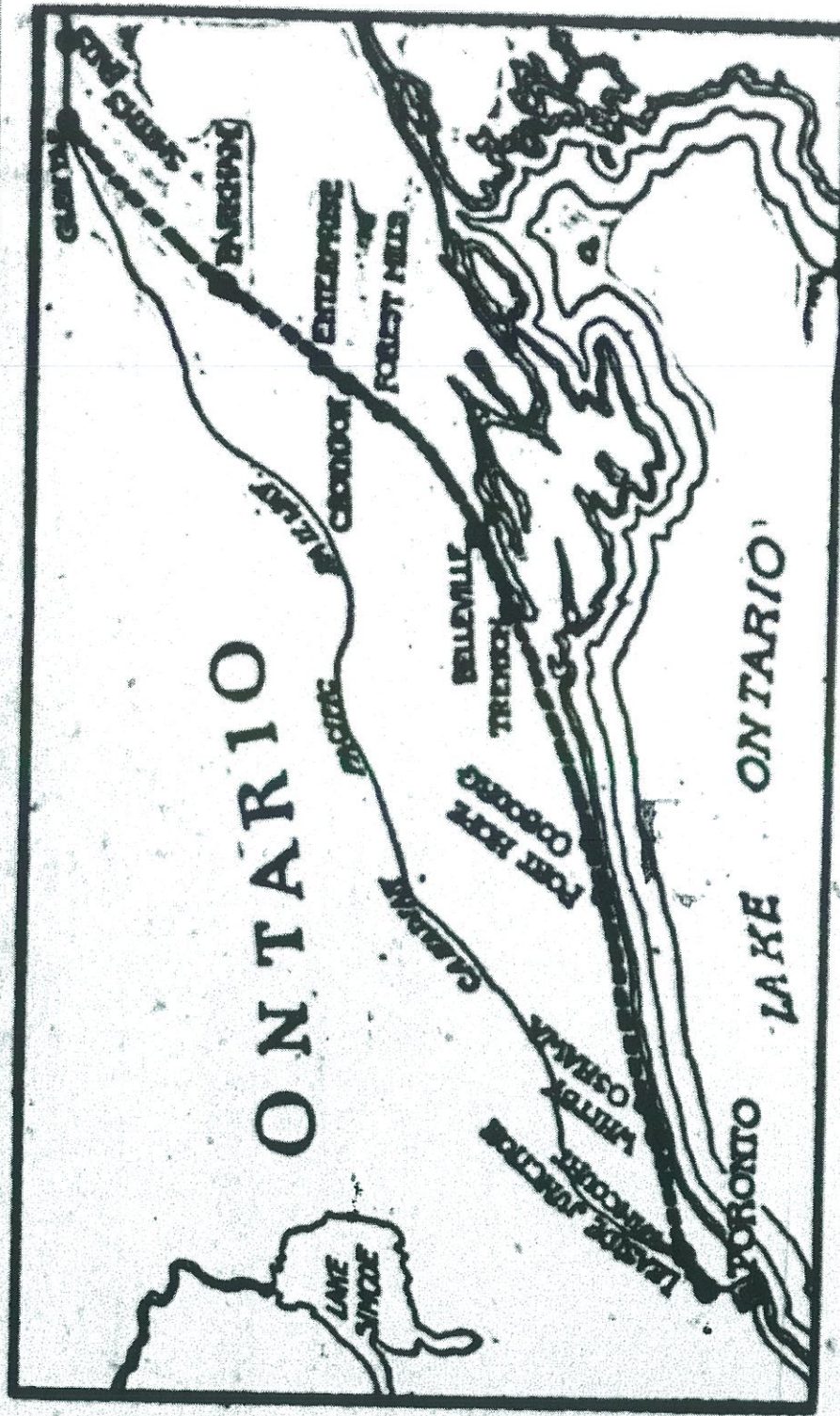
An entertainment will be held at the Round Lake Methodist church on Friday night of this week. Light refreshments, good program. Admission 10 and 20 cents.

The C. P. R. line from Port McNicholl is expected to be opened and trains running early this month. The work of ballasting the line commenced on Monday of last week.

MARCH 12, 1912



# NEW C.P.R. LINE THROUGH EASTERN ONTARIO



The contract has been let for the construction of the C.P.R. line from Leaside Junction to Gentes, near Smith's Falls, to Dilke and Hinds of Toronto. The tender was \$10,000,000. While not following the right-of-way of the existing line, it will be the equivalent of a double track road from Montreal to Toronto.



Montreal, July 9.—Oats—Canadian Western, No. 2, 51-2c; do., No. 3, 49c; extra No. 1 feed, 50-1-2c. Barley—Manitoba feed, 64-1-2 to 65c; malting, 81-06 to 81-07. Flour—Manitoba Spring wheat patents, firsts, \$5.80; seconds, \$5.50; strong bakers', \$5.10; Winter patents, choice, \$5.40 to \$6.50; straight rollers, \$4.95 to \$5; do., bags, \$2.40 to \$2.45. Rolled oats—Barrels, \$5.05; bags, 90 lbs., \$2.40. Bran—\$21; shorts, \$26; middlings, \$27 to \$28; mouillie, \$30 to \$34. Hay—No. 2, per ton, car lots, \$19 to \$20. Cheese—Finest Westerns, 12-7-8 to 13-1-8c; finest Easterns, 12-3-8 to 12-5-8c. Butter—Choice creamery, 25 to 25-1-4c; seconds, 24 to 24-1-2c. Eggs—Selected, 25 to 26c; No. 2 stock, 15 to 16c. Potatoes—Per bag, car lots, \$1.50 to \$1.60.

#### UNITED STATES MARKETS.

Minneapolis, July 9.—Wheat—July, \$1.10; September, \$1.03-3-4 to \$1.03-7-8; December, \$1.04-1-4; No. 1 hard, \$1.12-3-4; No. 1

ed for choice steers was \$7.50, but the bulk of the trading was done in good stock at \$6.00, \$6.50 and \$7.00 per cwt., while the common and inferior sold from that down to \$3.50 to \$4 per cwt. Choice butchers' cows sold at \$4.00 to \$5.00 per cwt. Bulls, from \$3.00 to \$3.50 per cwt. The market for sheep and lambs was weaker, and prices ruled lower, with sales of the former at \$4.00 to \$4.50 per cwt., and the latter at \$4.00 to \$5.00 each. Selected lots of hogs at \$8.50 to \$8.75 per cwt., and mixed lots as low as \$8.00, weighed off cars. Calves, \$3.00 to \$3.00 each.

Toronto, July 9. — Cattle — Exporters, choice, \$7.50 to \$7.75; bulls, \$6 to \$6.25; cows, \$5.50 to \$5.75. Butcher—Choice, \$7.50 to \$7.65; medium, \$6.50 to \$6.90; cows, \$5 to \$6. Calves—Steady, \$7.69 to \$7.85. Stockers—Steady, \$4.50 to \$5.75. Sheep—Light ewes steady at \$4 to \$4.50; heavy, \$3 to \$4; spring lambs, steady, at \$7.75 to \$8.70. Hogs—Selects, \$7.65 f.o.b., and \$8 fed and watered.

## FORTY-ONE PEOPLE KILLED

### And Fifty Were Injured in Passenger Train Wreck Near Corning, N. Y.

A despatch from Corning, N.Y., says: Westbound Lackawanna passenger train No. 9, from New York, due to arrive at Corning at 4.47 a.m., composed of two engines, a baggage car, three Pullmans and two day coaches, in the order named, was demolished at Gibson, three miles east of Corning at 5.25 o'clock on Thursday morning by express train No. 11, due at Corning at 5.10 a.m. Forty-one persons were killed and between fifty and sixty injured. Many of the victims were holiday excursionists bound to Niagara Falls, who had boarded the train at points along the Lackawanna from Hoboken to Buffalo.

The wreck was the worst in the history of the road. Its cause, according to Engineer Schroeder of the express, was his failure to see the signals set against his train. The morning was a foggy one, and he said he could not make them out.

The wrecked train stood on the main track blocked by a crippled freight train. There was no flag out, according to Engineer Schroeder. The signals, which he declared it was too foggy to see, were just around the curve.

Schroeder had taken train No. 11 at Elmira fifteen minutes before. It was a few minutes late. The stretch of track from Elmira to Corning is fitted for fast running, and he was sending his train along at the rate of 65 miles an hour. No. 9 was supposed to be half an hour ahead of him. He never had any warning until he made out the outline of the rear coach of No. 9 through the fog that was crawling up the mountain from the river far below. He saw the lights ahead and threw on the reverse without shutting off the steam.

The jerk threw the train off the track, and the locomotive plunged on a few rods further to splinter the

two day coaches filled with excursionists and tear through the last of the Pullmans. Schroeder said that the impact was so great that it threw him from the cab and landed him on his shoulder on the road bed, practically unhurt.

The 100-ton monster continued its plunge through the middle of the train, grinding everything in its path. It seemed as if it would cut through every car. Then when it was finally blocked by a mountain of debris piled in front of it, it remained on the roadbed in the midst of the desolation its plunge had created, while thousands of persons rushed in every kind of vehicle to the scene to lift and pry the dead and injured from the tangled mass of wreckage.

Thirteen of the injured and ten of the dead were taken to Elmira on a special train. The other dead were taken to undertaking rooms in Corning and the remainder of the injured were conveyed to the Corning City Hospital. There a large corps of doctors and nurses worked rapidly and efficiently. All the physicians in the city were summoned, and many ministers and priests were called to administer last sacraments and receive messages for relatives and friends from the dying.

Most of the bodies were badly mangled, their condition testifying to the terrific driving power of Schroeder's engine as it crashed through the fated train. The cars themselves were one heaped-up mass of wreckage, telescoped into each other. The last two cars on No. 11 remained on the track and later were used as hospital coaches.

The people of Corning have opened their homes to the injured who could not find accommodation at the hospital, or whose injuries were too slight to warrant their crowding other persons from the institutions.

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week, 15th inst., to which all are cordially invited. A good programme. Admission 25 cents.

Fourteen freight cars were derailed at the "Devil's Elbow," near Ardendale on Sunday afternoon, caused by a broken rail. The train crew escaped injury but the cars were badly damaged and a number totally destroyed.

Miss Beatty, a sister-in-law of C. H. Brewster, met with a severe and most painful accident on Monday morning, when one of her ears was torn across the middle, the result of falling down stairs and hitting the sharp corner of a

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# Stand

Y, MARCH 21, 1912.

## Lets Contract for Ten Million

### C. P. R. Makes Award of Toronto-Montreal Line.

The contract for the new Canadian Pacific Lake Shore road, which will branch from the present Toronto-Montreal line at Agincourt and rejoin twenty miles west of Smiths Falls, total distance of 198 miles, was let Monday to Messrs. Deeks & Hinds of Scott street, Toronto. The value of the contract will run into eight figures, \$10,000,000 being the approximate sum mentioned yesterday.

Work has been begun on the details of the contract and the contractors expect to begin the construction of the first camp within a fortnight. The contract calls for the completion of the work within two years, but it is understood, the contractors feel confident of cutting that period down by several months.

Twenty-five hundred men will be engaged on the construction of the new road, and Messrs. Deeks & Hinds are likely to sublet their contract to about thirty firms. This would work out at some seven miles each, but a considerable number of the sub-contracts will be for short distances of rockwork. The construction will entail the boring of a number of tunnels, the longest being about eight hundred and fifty feet.

A single track is to be laid on the new road, though the bed will be built sufficiently wide to accommodate a second set of rails when traffic conditions warrant them. The new line, it is understood, will tap almost every city now served by the Lake Shore line of the Grand Trunk. By the time that this line is built the Toronto & Eastern electric line, serving the same district, will in all probability be running, so that three separate roads will tap the same territory, while the main line of the Canadian Northern, running a few miles inland, will provide a fourth. Thus the north shore of Lake Ontario will have one of the best transportation services in the country.



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### Port M'Nicholl New C. P. R. Harbor.

An official statement issued at C. P. R. headquarters, announces that at the opening of navigation, Port McNicholl, and not Owen Sound, will be the headquarters of the C. P. R. upper lake fleet. The great lakes fleet comprises five steamers, and a five-day service every week will be put on between Port McNicholl and Fort William. Only one call a week will be made at Owen Sound.

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## DAMAGE BY FLOODS.

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### Towns Inundated and Bridges and Dams Swept Away.

On Sunday, at Owen Sound, several bridges and dams were wrecked, small craft were swept out into the harbor and wrecked, and the C. P. R. and Grand Trunk tracks were washed out. Two bridges at Southampton were wrecked and much damage done to the electric light plant and other business places. At Galt people in the low-lying sections had to be rescued to boats. Several manufacturing plants were flooded and the loss is very heavy. Guelph reports the biggest flood in 43 years. Two or three bridges were damaged and dams also suffered. Here also factories are flooded, and the Guelph Carpet Company will lose a large amount in stock and looms damaged by water. Access to the Ontario Agricultural College is cut off. Two dams at Paisley were swept away, and Mr. James had a narrow escape from drowning. Part of Brantford was flooded. Quite a big flood occurred at Ottawa. Some heavy losses have been caused at Beaverton and Meaford. The C. P. R. bridge at Durham was undermined and collapsed.

April 11

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Killed At Sharbot Lake.

Conductor Wm. Green - of  
Town Met Death in Col-  
lision.

About 5.15 a. m. on Saturday morning a rear-end collision between two freight trains on the C. P. R. just west of Sharbot Lake yards, resulted in the death of Wm. H. Green, conductor, and the narrow escape of other members of the crew on both trains.

A west-bound train in charge of Mr. Green and engineer Walter Clark of town, pulled out of the yards at the Lake, and a following train in charge of conductor Geo Buchanan and engineer Wm. Boyle of town, which left a few minutes later, overtook the first freight and smashed into the van. Conductor Green, who was in the van when the pitch-in occurred, was found beneath a pile of debris, his body being badly crushed and mangled. He was dead when taken from the wreck and the end apparently was instantaneous.

His brother-in-laws, Mr. Robt. Flynn and Mr. Wm. Watson, of town, were his brakemen, and the former had a very narrow escape from a like fate, succeeding in jumping clear just a second before the smash. The latter was at the front end of the wrecked train and was knocked down by the concussion, but was uninjured. The van was badly smashed and the debris was strewn about the track, but the heavy engine in charge of Wm. Boyle was not damaged to any extent.

An inquest was held at Sharbot Lake on Saturday, and the jury brought in a verdict censuring the C. P. R. Co. for not giving the wrecked train sufficient time to clear from the yards.

The remains were brought to his home here on Sunday morning, the funeral taking place on Tuesday afternoon.

Some twenty-two years ago the deceased lost an arm in an accident at Apple Hill.

He was one of the most popular employees on the road and had been in the service all his life.

Cheese Board.

At the Campbellford Cheese Board on Tuesday of last week, 670 boxes were boarded and the highest price paid was 12½ cents.

Mr. Lowery, who is conducting cow-testing associations in that district, was present and gave the Board an idea of his work and how associations may be formed. If a certain number of the patrons (say five) of each factory would form themselves into an association, a man would be sent by the government to test, free of charge. If in each of these five factories 60 cows were tested this would ensure the services of a man to test. The farmer furnishes his own scales and a bottle in which to keep the milk. The milk of each cow is weighed three days in every month and put into a bottle, and a preservative is used to keep the milk until the end of the month, when it is tested at the factory and a record of each cow sent to the owner.

In this way farmers can ascertain their good and poor cows and raise the standard of their herds. The work has proven to be very beneficial and should be taken up in this section.

Mr. Lowery would be glad to have the farmers take up the matter and start an association next spring.

A Beautiful Picture.

We notice in this week's issue of the Family Herald and Weekly Star, that the publishers have secured as a premium picture for subscribers another beautiful subject entitled "Mother's Treasures," a companion to the beautiful picture, "Home Again," which they gave last year. Family Herald pictures are always good and it is said that "Mother's Treasures" is the best yet. It is truly wonderful what great value one receives for one dollar a year in The Family Herald and Weekly Star. It is a paper no home in Canada should be without. Every member of a family will find some part of it interesting, and alone well worth the year's subscription. The premium picture, "Mother's Treasures," is 23 by 29 inches, all ready

New Fall  
Suitsing

Smart Fabrics in the latest patterns.

Also Black and Blue Serges at different prices made up to individual measure, finished with the best linings and trimming

Morrison the Tailor

High Class Tailoring at Moderate Prices.

Bright, Strong  
If your eyes tire easily, listless, a strengthening

Nyal's Eye Water  
flamed eyes and sore they need glasses, or oughly tested and There is a Nyal Eye every common ailment Nyal's and you will

THE RED CROSS  
Andrew Orr



# Standard

WEDNESDAY, MAY 2, 1912.

## New C. P. R. Trains.

A direct train between Toronto and Ottawa will be the chief feature of the new time-table of the Canadian Pacific, effective the first week in June. This train will make few stops and is intended to give a fast service between the two cities, irrespective of connections at either end. It will be quite parliamentary.

But this is not the only change. There will be a new local train from Toronto to Havelock, a distance of about 100 miles, leaving the Union Station at 8.20 in the morning, and returning to Toronto at 7.20 in the evening. By reason of this new train, the two day expresses between Toronto and Havelock will be relieved of all the local traffic between Havelock and Toronto. These day expresses leave and arrive at Toronto at 9 a. m. and 7 p. m. respectively. At present they are overworked. The Tweed accommodations up and down will remain about as they are.

The Ottawa train will probably leave Toronto as late as 11.30 at night and will be the first to come in in the morning. It will be to and from the Union Station, and will be a high-class train in every respect, and will, especially during the session, carry more passengers than any train going or coming into the city to the east. It will have high-class equipment.

And before Christmas the Canadian Northern hope to have a similar night service between the capitals.

## New Liquor Amendments

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survive up and pass away.

### New Line In Operation.

The Georgian Bay & Seaboard division of the C. P. R. was opened on Monday, when freight trains were sent over the road for the first time. As yet no regular passenger trains have been put on.

Reeve Joyce is circulating a petition for street sprinkling and is meeting with encouraging results. It is to be hoped that the merchants and others interested will fall in line, so that the awful dust nuisance will be lessened.

Union services will be held in the Presbyterian and Methodist churches this month, Rev. J. R. Real officiating. Services will be held in the Presbyterian church every Sunday at 11 a. m., and in the Methodist church in the evening at 7 o'clock.

### Division Court.

Only one case came up before Judge Hyncke at the Division Court here on Thursday last. It was an action for \$100 by Geo. A. Parcels against Wilson Parcels, both of Belmont. The defendant put in a counter claim of \$159.30. The action was dismissed with costs, and the counter action also dismissed, but without costs.

The Lindsay Council and Board of Trade will request the C. P. R. to run one of its transcontinental trains through Lindsay over the Georgian Bay & Seaboard Railway. The Company run three transcontinental trains, and if one of them ran over the grain line, the Lindsayites think it will be an advantage to the town. Havelock might co-operate.

### Division Court Statistics.

The report of the Inspector of Divi-

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# Havelock Stan

LOCK, ONTARIO, THURSDAY, AUGUST 8, 1912.

## Engineer Jos. Muldoon Killed

### Despatcher McCutcheon Seriously Injured.

#### Result of a Rear End Collision at Tweed on Sunday Morning.

Engineer Joe Muldoon instantly killed, fireman Harry Pollock with a badly wrenched ankle, and despatcher W. J. McCutcheon seriously injured, was the result of a rear end collision at Tweed at 4.30 o'clock on Sunday morning.

The cause of the accident has not been made known officially, but it is said that the deceased engineer had a stop at Tweed, and that in some way unexplained he neglected to stop his train and smashed into a standing freight there at a high rate of speed. Fortunately the conductor and brakeman of the wrecked van were not in the car at the time, but were at the station. Despatcher McCutcheon had boarded this van at Havelock for a trip to Ardendale and was fast asleep when the collision occurred. It is a miracle that he escaped instant death. As it is he is in a very serious condition from injuries to the skull, but the doctors hold out bright hopes for his recovery.

Engineer Muldoon jumped at the last moment, but failed to clear the wreckage, and his head, body and arms were badly crushed.

Fireman Pollock who is only a boy, was fortunate in escaping with a wrenched ankle. He jumped clear of the wreck and was slightly bruised and shaken up.

The track was torn up for a distance of 100 yards or more. 14 cars and the engine of the second freight were demolished and a fire that broke out burned a number of cars. The heavy engine ploughed through the van and motionless cars as if they had been but pasteboard breaking and piling them up in the utmost disorder and damage.

Engineer Muldoon has lived here for a number of years, although his home was in Smiths Falls, and his tragic death came as a great shock to the community.

The Cradle.

## Special

Made to Order  
Irish Blue Serg  
Suitings  
Special at

# \$20.00

## Morrison the Tailor

High Class Tailoring at  
Moderate Prices.

## Do Bright, Sp

If your eyes tire easily  
listless, a strengthening

**Nyal's Eye Water**  
flamed eyes and str  
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**THE RED CRO**  
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AUGUST 8  
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ing our rights. See the advertisements  
in this issue.

A special mixed freight train running  
from Port McNicholl to Havelock nar-  
rowly escaped being wrecked at a point  
about seven miles from Bethany Junc-  
tion on Sunday afternoon. The acci-  
dent was caused by the fifth car from  
the van leaving the track while the  
train was speeding along. The derailed  
car tore along the roadbed for about  
eighty yards and toppled over into the  
ditch.

July 25  
1912



# the Havelock Star

HAVELOCK, ONTARIO, THURSDAY, OCTOBER 24, 1912.

## Killed At Sharbot Lake.

### Conductor Wm. Green of Town Met Death in Collision.

About 5.15 a. m. on Saturday morning a rear-end collision between two freight trains on the C. P. R. just west of Sharbot Lake yards, resulted in the death of Wm. H. Green, conductor, and the narrow escape of other members of the crew on both trains.

A west-bound train in charge of Mr. Green and engineer Walter Clark of town, pulled out of the yards at the Lake, and a following train in charge of conductor Geo. Buchanan and engineer Wm. Boyle of town, which left a few minutes later, overtook the first freight and smashed into the van. Conductor Green, who was in the van when the pitch-in occurred, was found beneath a pile of debris, his body being badly crushed and mangled. He was dead when taken from the wreck and the end apparently was instantaneous.

His brother-in-laws, Mr. Robt. Flynn and Mr. Wm. Watson, of town, were his brakemen, and the former had a very narrow escape from a like fate, succeeding in jumping clear just a second before the smash. The latter was at the front end of the wrecked train and was knocked down by the concussion, but was uninjured. The van was badly smashed and the debris was strewn about the track, but the heavy engine in charge of Wm. Boyle was not damaged to any extent.

An inquest was held at Sharbot Lake on Saturday, and the jury brought in a verdict censuring the C. P. R. Co. for not giving the wrecked train sufficient time to clear from the yards.

The remains were brought to his home here on Sunday morning, the funeral taking place on Tuesday afternoon.

Some twenty-two years ago the deceased lost an arm in an accident at Apple Hill.

He was one of the most popular employees on the road and had been in the service all his life.

## Cheese Board.

At the Campbellford Cheese Board on Tuesday of last week, 670 boxes were boarded and the highest price paid was 12½ cents.

Mr. Lowery, who is conducting cow-testing associations in that district, was present and gave the Board an idea of his work and how associations may be formed. If a certain number of the patrons (say five) of each factory would form themselves into an association, a man would be sent by the government to test, free of charge. If in each of these five factories 60 cows were tested this would ensure the services of a man to test. The farmer furnishes his own scales and a bottle in which to keep the milk. The milk of each cow is weighed three days in every month and put into a bottle, and a preservative is used to keep the milk until the end of the month, when it is tested at the factory and a record of each cow sent to the owner.

In this way farmers can ascertain their good and poor cows and raise the standard of their herds. The work has proven to be very beneficial and should be taken up in this section.

Mr. Lowery would be glad to have the farmers take up the matter and start an association next spring.

## A Beautiful Picture.

We notice in this week's issue of the Family Herald and Weekly Star, that the publishers have secured as a premium picture for subscribers another beautiful subject entitled "Mother's Treasures," a companion to the beautiful picture, "Home Again," which they gave last year. Family Herald pictures are always good and it is said that "Mother's Treasures" is the best yet. It is truly wonderful what great value one receives for one dollar a year in The Family Herald and Weekly Star. It is a paper no home in Canada should be without. Every member of a family will find some part of it interesting, and alone well worth the year's subscription. The premium picture, "Mother's Treasures," is 23 by 29 inches, all ready

## New Fall Suiting

Smart Fabrics in the latest patterns.

Also Black and Blue Serges at different prices made up to individual measure, finished with the best linings and trimming

## Morrison the Tailor

High Class Tailoring at Moderate Prices.

## Bright, Sp

If your eyes tire easily, listless, a strengthening

Nyal's Eye Water  
inflamed eyes and  
they need glasses, carefully tested and  
There is a Nyal F  
every common ailment  
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THE RED CROSS  
Andrew Or

October 24 1912



# Havelock Standard

HAVELOCK, ONTARIO, THURSDAY, FEBRUARY 13, 1913.

## of the Omemece Catas-trophe.

tives of Late Mrs. Wm. McCaffrey Lose Suit for Share in Estate.

Justice Britton has dismissed it costs the case in which the re- of the late Mrs. Wm. McCaffrey or a share in the estate of her id, the late Wm. McCaffrey, ting to about \$12,000. The point e was one that crops up very . On the 25th of September last d Mrs. McCaffrey and their two n were drowned in the Pigeon ear Omemece, by the upsetting canoe in which they were fishing. saw the disaster, but the rela- Mrs. McCaffrey contended that y have lived some time after her d, thereby entitling them to a n the estate.

N. F. Davidson, K. C., counsel endants, pointed out that the of Lords had decided a similar in 1860. In that judgment it ted that in case of persons dying ommon disaster, there was no ption regarding age or sex as to rship. The question must re- solely of fact and not of law, if no evidence could be brought l to prove survivorship, the per- ing the claim fails.

J. A. Thompson of town, who is r of the deceased William Mo- , will consequently be entitled hare in this estate, which will to about \$1250.

## OCKEY.

s Win From Hastings.

ocal hockey team defeated the s septette in a very fast but me here on Friday night last by of 6 to 4. The weather was not conducive to good hockey, a gale blowing from the west out the evening, but despite idicap, those who ventured out warded by witnessing a splendid on.

isitors were somewhat heavier r boys, but the big rink bothered nsiderably. Their goal tender, od right wing were especially e latter putting up a remarkably nc.

in and Innis starred for the and O'Brien in goal, as usual l his nets excellently.

rennan of town refereed, and men were sent to the fence for fractions. The line-up: gs—Goal, N. Scriver; Point, R. son; Cover, W. Scriver; Rover, h; Centre, B. Dodd; Left, B. light, T. Hill.

ock—Goal, Jos. O'Brien; Point, son; Cover, R. Quinlan; Rover, . Centre, B. Scriver; Left, W.

## \$3,000 Will Be Paid.

C. P. R. To Give That Sum to Widow and Children of Late Wm. Green.

The Canadian Pacific Railway Co. has agreed to pay the sum of \$3,000 to the widow and family of the late Conductor William H. Green of town, who was killed in a collision at Sharbot Lake on Oct. 19th last.

It will be remembered that Conductor Green's train was telescoped by another from the rear, and the coroner's jury brought in a verdict finding no one to blame.

Mrs. Green was left with six children to support, the eldest boy who is 22 years of age, being her sole means of support.

The settlement as above stated, was ratified by Mr. Justice Middleton at Osgoode Hall on Thursday last.

## Obituary.

MRS. WESLEY HART

On Saturday afternoon, Mrs. Wesley Hart of town passed into the Great Beyond, after months of suffering. She was a woman of generous impulses and hospitable ways. She was at home by the bedside of the sick and delighted in all kinds of neighborly offices. She bore adversity bravely and enjoyed prosperity quietly. She had filled the relations of life and filled them well. Who can do more? But she is gone! Another name is stricken from the ever lessening roll of our old citizens, and a solitary man in the sunset of life, and a lonely home, are left to attest how sadly they miss her. It must be so; these tender human ties cannot be severed without a pang. Yet in such a death there is really no cause for grief. Her life work was done and well done. She had lived over three score years, and wearied with life's duties and cares, weary of suffering and waiting, she lay down to rest.

The funeral took place on Monday afternoon, when largely attended services were held in the Methodist church of which she was a staunch member. Rev. J. R. Real preached a most touching sermon, and the interment took place at the Maple Grove cemetery.

The deceased, besides her husband, leaves one sister and three brothers to mourn her loss. They are Mrs. Eddy and Mr. Chance Masters of Albwick, Daniel Masters of Methuen and John Masters of Victoria Harbor.

There is always someone somewhere who is anxious to buy what you have to sell, someone who has just the article you want to buy. To complete a deal, each must know the other's wants, and there is no better way to make these wants known than through the "want" columns of the Havelock Standard.



## It's High Time

you were getting a more modern fob or chain for your watch. How about your watch? Does that keep good time or is it practically worn out?

And as for the shabby cuff links and that old scarf pin, you can't afford to use them a minute after you find how reasonably you can replace them here with

Up-to-date Jewelry

J. E. Fowler & Co.

Issuer of Marriage Licenses.

## HOME PRESCRIPTION

We pay part attention in filling Prescriptions with recipes.

Try our Powder for the Cough.

THE RED CROSS Andrew Ormiston

## THE LIVING

is our idea of a successful portrait study of the character and—as well as of salient features for interpreting them.

Our Studio equipment is up-to-date studio surroundings are a sitter at ease, enabling us to natural, everyday expression.

If this is your idea of a portrait, let us make our work.

H. R. NIELSEN

The Photographer in

February  
13  
1913



A C. P. R. mail car was destroyed by fire on the Montreal Express on Saturday morning of last week, between Peterboro and Cavan. One hundred packages of express and an unknown quantity of mail were burned, and no one seems to know how the blaze started.

The C. P. R. Company have engaged two special policemen to protect their interests in Havelock and vicinity. The men arrived on Tuesday and will make their headquarters here. They are of splendid physique and their names are A. Blatchford and J. Odium. One will be on duty in the day time and the other at night.

### **Night Phone Service.**

Local manager Fennell is endeavoring to secure a night telephone service

February 19  
1913



# DOUBLE TRACKING THE C.P.R.

## Will Spend \$16,000,000 to Complete Work of Last Season and Begin New Sections.

A despatch from Montreal says: The Canadian Pacific Railway will spend \$16,000,000 on its eastern lines during the coming season. This expenditure, which is approved of by Sir Thomas Shaughnessy, President of the company, will not be wholly for new work, as at least ten millions of the amount is to complete work commenced last summer, including a portion of the new Lake Shore line, and the extension from St. John's to Farnham Junction, and the Forsythe street branch in Montreal. The majority of the new works will be double-tracking various parts of eastern lines, which will cost in the vicinity of six million dollars.

The main line from Islington to

Guelph Junction on the London subdivision will be double-tracked for a distance of thirty miles, and it is expected the work will be finished by November. It is proposed to double-track between Romford, which is the junction between the main line and the Toronto-Sudbury branch, and Port Arthur, covering a distance of 135 miles.

It is intended to eventually double-track the entire Toronto-Sudbury line, a total distance of 553 miles, in order to handle grain after the close of navigation on the lakes.

Another important work to be commenced this year is the double-tracking of a small stretch of fifteen miles between Agincourt and North Toronto.

February 27 1913



## Y. TRAINMAN KILLED.

### Am- And Engineer Received Broken Leg and Internal Injuries.

ys: A despatch from Sudbury says:  
ate Xavier Pacaud, brakeman, of North  
le- Bay, killed, and Engineer Thomas,  
ter of North Bay, leg broken and inter-  
re- nal injuries, is the casualty list fol-  
er- lowing a derailment one mile this  
is- side of Byng Inlet at 8 o'clock on  
ew Wednesday morning on the Sud-  
out bury-Toronto line of the C.P.R.  
nc- An engine, tender and van were  
500 proceeding backwards to Sudbury,  
re the derailment taking place on a  
in- bridge and all except the van going  
ed over. Brakeman Pacaud was riding  
te- on the tender and was instantly  
ent killed.

### er- CAN FIGHT FOR SIX MONTHS.

### he Bulgarian Finance Minister Says He Has Plenty of Funds.

s: A despatch from Sofia says: The  
Finance Minister on Wednesday de-  
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financial difficulties unfounded. He

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# WRECKS KILL THREE, INJURE THIRTY-EIGHT

(Continued from Page 1.)

the hospital at Palmerston. The remainder were transported to their respective homes.

## Stood on His Head.

Conductor Hill was found standing on his head among the debris of baggage. He is sixty years of age.

The sides of the baggage car were ripped open by coming into contact with the first engine, which was close to the rails, and which tore open the side of the first passenger coach. The mail car was stove in at one end and the mail bags scattered. The clerks, Chas. McNiven and Bert Merrifield, escaped unscathed.

No estimate of the damage to rolling stock was obtainable from an official source last evening. It will be heavy. Traffic was blocked until 5 p.m., at which time the Palmerston auxiliary had pushed the wreckage to either side of the track. A stub service was operated between Hanover and Stratford and between Owen Sound and Hanover while the track-clearing operations were being prosecuted.

## Two Trainmen Instantly Killed.

Two of the trainmen of the C.N.R. freight train were instantly killed when the engine of their train left the tracks and rolled down a steep embankment just north of East Don yesterday morning. The dead are: Fireman George Toms, Havelock, and Brakeman J. Smart of Parry Sound. Smart jumped, and was run over by the rest of the train, while Toms was crushed under the engine. Engineer Scott stayed with the engine, and sustained nothing more than a few bruises. An auxiliary train was made up and the wreckage cleared away in three hours.

Mr. W. Whiteside of the C.N.R. issued the following official statement:

"Engine No. 2,146 of northbound way freight train of this date was derailed just south of mile post 8 on the Parry Sound subdivision at 7.15 this morning. Ice on the rail apparently derailed the pony truck of the engine, and as soon as the front of the engine left the rails the weight of the train apparently pushed the back of the engine around so as to cause it to completely turn around, and it is now lying on its side in the cutting, headed south. In falling, the engine did not quite clear the track, but the tender ran by without being derailed, but the next two cars were derailed by coming into contact with the running gear of the engine. There were three men on the engine: engineer, fireman and leading brakeman.

"The engineer, Jas. Scott of Parry Sound, was rescued immediately and

wreck, and had the injured removed to Cayuga Hospital. There were thirty passengers on the train.

## Engines Meet, Both Derailed.

Guelph, March 3.—Luckily the air brakes on engine 2,345 worked all right this morning. Engineer Sam Anderson was at the throttle, taking a heavy freight train through the local C.P.R. yards, when suddenly out of the storm the yard engine loomed up before him. The smash came just east of Heffernan street bridge, and the engines pitched into each other at a much decreased speed. The pilots on both engines were broken up and both locomotives derailed. Conductor Cecil Reed of the yard engine had his cheek laid open by a flying piece of steel.

## Head-on Collision, Crews Jumped.

Port Colborne, March 3.—A head-on collision on the Grand Trunk occurred last evening at Ridgeway station. A double-header freight going west and a heavy cattle train going east collided in a blinding snowstorm. The train going east had the right of way, and was running at about thirty miles an hour. The crews of the three engines jumped and saved themselves. The engines were completely demolished, three cars of cattle were piled up, and seven of the men in charge of the cattle were injured. They were taken to the Buffalo Hospital, their names could not be learned.

## DEATH OF WM. RUSSELL

Winnipeg, March 3. Wm. Russell, a quiet, but strong character in the commercial and financial life of Manitoba for the last thirty years, passed away at his home, 122 Crescent road, in this city, yesterday, at the age of fifty-three, after four weeks' illness due to an attack of pneumonia. Mr. Russell was born at Eglington, Ont., and came west in 1892. His wife, one son and one daughter survive. Interment will take place at Elmwood cemetery.

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# FATAL WRECK ON THE C.N.R.

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**Train Derailed In Blinding Snowstorm, Carries Crew  
to Bottom of Gully, Near Leaside**

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A despatch from Toronto says: Forging through a blinding snowstorm under full head of steam, a Canadian Northern freight train on Monday morning left the rails at Leaside, and the engine, running free, crashed down the steep embankment, hurling a fireman and brakeman to horrible death. In miraculous fashion the engineer shot through the doorway and landed unharmed farther down the hill. At the jerk and sudden stop the train crew poured from the standing cars and rushed down to extricate their comrades. Nothing, however, could be done for the two, Fireman Thomas, of Parry Sound, and leading brakesman J. Smart, of Mt. Albert. The bodies were discovered close to the engine in a terribly mangled condition. A hurried police call was sent in to the city and ambulances and patrol wagons dispatched first to Rosedale and then to the Queen street crossing to intercept the dead and injured. Upon receipt of the message at the C. N. R. headquarters, a wrecking crew was immediately formed and dispatched to clear the line.

The three men in question were riding in the engine cab and were the only occupants of the fore part of the train. Had the main freight section followed the engine on its somersault down the hill the whole length of track would have been torn from its foundation.

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## PRICES OF FARM PRODUCTS

to \$3.50 for common rough stock. Light ewes, \$6 to \$7, and heavy ewes \$5 to \$6. Lambs \$8.50 to \$9.50. Fed and watered hogs

MARCH 4 1913



# Standard

HAVELOCK, ONTARIO, THURSDAY, MARCH 6, 1913.

## Former Resident Killed at Toronto.

### Fireman George Toms of Parry Sound the Victim.

C. N. R. fireman George Toms of Parry Sound, and formerly of town, was instantly killed at Leaside Station, Toronto, on Monday morning, when the engine which he was firing slid off the track owing to icy rails and rolled down an embankment, crushing the unfortunate fellow beneath it. Brakeman J. Smart of Mt. Albert, jumped but was caught by the tender and crushed to death. Engineer Scott was thrown through the cab window and landed at the bottom of the hill unharmed.

Fireman Toms is the son of Mr. Jas. H. Toms of Belmont and a son-in-law of Mr. Matt. White of town.

The body was brought here on Tuesday night and the funeral takes place this afternoon to the Maple Grove cemetery, services being held at the home of his brother-in-law, Mr. P. M. White, Ontario street, at 1 o'clock.

Besides his widow, the deceased leaves a two-months old baby girl.

Belmont & Matheson

## Given Great Send Off.

### Mr. Jas. Beatty Honored by Fellow Employees.

On Saturday night last at the Oddfellows' Hall, Mr. Jas. Beatty was given a hearty farewell that he will long remember.

He was the guest of about fifty-four "old scouts," as they are fondly termed by one another, and the evening was spent in card games, bowling and speeches.

During the course of the festivities, Mr. Beatty was "called on the carpet," and presented with a handsome Morris chair and the following address read by Edw. Chapman, to which he replied in appropriate expressions of gratitude, and regret at his approaching departure from Havelock.

Havelock, March 1, 1913.

Mr. James R. Beatty,

Dear Friend,—We, a few of your fellow employees, who for the past number of years have been associated with you in railroad circles, have recently learned with regret that you have decided to sever your connections from us and to follow another vocation of life from out of our midst, and that this will be our last opportunity of



## PERFECT GEMS ALL OF THEM

you will agree, when you view our collection of jewelled rings, brooches, scarf pins, earrings and other

## Ornamental Jewelry

And there is a beauty of quality as well as one of appearance, too. If you plan a gift to another or to yourself, you'll do well to select it here.

**J. E. Fowler & Co.**

Lessor of Marriage Licenses.

The Ban Paid Rese Sav vite on l Moi Dra Let Tra issu Gen near

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## Awarded \$2,350 Damages.

For Death of Husband in December last.

Mrs. Florence F. Richardson of town was a claimant for damages against the C.P.R. on behalf of herself and five children, one of them an infant as yet unchristened. She sued on grounds of negligence in connection with the death of her husband, the late Manley M. Richardson, a fireman who was killed in the accident at Ivanhoe on December 18th last.

This week judgment was awarded to Mrs. Richardson by Mr. Justice Middleton for the sum of \$2,350 and costs. Apportionment reserved and money to be paid into court.

## Blame Placed for C. N. R. Wreck.

The Canadian Northern wreck at Leaside on March 3, in which two trainmen, George Tombs of Parry Sound and formerly of town, and John Smart, a brakeman, were killed, was caused by ice on the track. The evidence brought out at the inquest last week, showed that there is a spring in the middle of the cut where the accident occurred, and that the water had frozen up along the ditch, and run over the rails. It was the custom of the sectionmen in cold weather to cut out a flange along the rails, which was done Friday and Saturday, but not Sunday, the day preceding the wreck. The section foreman stated that the water seemed to be running out freely when he walked along the tracks Sunday, and apparently during the night had frozen up.

In the verdict the C. N. R. was blamed for faulty construction and maintenance of the roadbed at the point.

Bulletin of Religions From

## Workmen's Compensation Act.

A Tabloid Story of the New Measure.

The first draft of the Workmen's Compensation Bill was presented on Monday by Sir William Meredith, and it provides that every workman shall receive compensation for injuries incurred during his employment, except when such injuries are the result of his own wilful negligence. Even in such cases, if the injuries result in permanent disablement or death, compensation shall be paid to him or his dependents.

All compensation shall be fixed by a Commission of three, whose decisions shall be outside of the jurisdiction of any court of law.

Compensation will be paid from a fund contributed to by the employers of labor, who will have to contribute to it in accordance to the number of men they employ and the hazardous nature of the occupation.

Some industrial diseases even are to be compensated for the same as accidents in industry.

## Death of Pioneer.

Mr. Thos. E. Wilde, a Manitoba pioneer, and for many years a resident of the Gilbert Plains district, passed away on Feb. 28th, at the home of his daughter, Mrs. Thos. Spencer, Itanico, Sask., aged 78 years, 7 months and 21 days. An attack of bronchitis was the cause of his death, his system at his advanced years being unequal to the task of throwing off the disease.

The deceased was born at Napanee, Ont., in 1834. He came west to Deloraine in 1888 and moved to Gilbert Plains in 1896, where his wife died the following year. He was well esteemed by neighbors and friends and was for several years a member of the Council of the rural municipality.

The surviving members of his family



## EASTER DRI

is made inviting by artist Both ladies and gentlemen this and that's why we too acting pains to secure for the a good variety of

## Necklaces and W

suitable for Easter gifts. See buy something. Get a ne wife or your intended and yourself. We'll make prices

**J. E. Fowler &**  
Issuer of Marriage Licen

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**THE RED C**  
Andrew



Work has commenced on the new C.P.R. coal shutes here.

See Coon & Chiles' advertisement for money-saving opportunities.

The result of the entrance examinations will be published in our next issue.

Friday last was the hottest day yet this year, the thermometer registering 92 degrees in the shade.

Buy your Orange and Blue Arm-Bands, Neckties, White Vests, etc., for the 12th of July at Coon & Chiles.

At last a watering cart has made its appearance on our streets. Mr. Garnet Rutherford is in charge of the "dust-layer."

All roads in this district will lead to Hastings on Saturday—the 12th of July—where a monster Orange celebration will be held.

Now is the time to get a shine. B. Smith, shoemaker, has a shoe shine stand and is prepared to do all kinds of shoe shining.

Miss Ena Gillelan of Toronto, was the first victim by drowning at Stony Lake this year. The accident occurred at Crowe's Landing on Wednesday of last week.

Miss Margaret Forsythe and Mr. Harry B. Atkinson, both of Seymour township, were married in Peterboro on the 25th of June by the Rev. Jas. Rollins.

Havelock Orangemen will celebrate the Glorious Twelfth at Hastings this year, although some intend taking in the Tweed celebration. The local lodge are running an excursion to Hastings from Trent River.

The annual picnic of St. John's church Sunday school was held on Wednesday of last week at McCutcheon's Landing, Round Lake, where the youngsters enjoyed themselves hugely in various games, boating, bathing, etc.

The Cordova Stage leaves Cordova daily (except Sunday) at 8.30 a.m. for Havelock and leaves here on the

Mr. M. Riley has engaged Mr. Harry Kane of Campbellford, as barber, and the latter has moved his family here, residing in the apartments in Andrews' Block.

#### L.O.L. Excursion.

Havelock L.O.L. No. 326, will run an excursion from Trent River to Hastings on the 12th, leaving the River at 7.30 a.m. and 10 a.m. Tickets for the round trip 30 cents.—Advt.

#### Trespass Case.

A trespass case came up in court for adjustment yesterday afternoon, but we went to press too early to give the result. The plaintiff was Mrs. Alex. Mathison, sr., and the defendant, Mr. Thos. Stillman, sr.

#### Big Bass.

The biggest small mouth black bass caught in this vicinity was secured at Round Lake on Saturday last, when Chris. Keller landed a 5½ pound beauty. It will be entered in the Toronto Star's black bass contest.

#### Prosecuting Boys.

A C.P.R. detective has laid information before Magistrate Edmison against fifteen local youths for trespassing on C.P.R. property and setting fire to the grass thereon. The case will be tried here some day this week.

#### Former Resident Married.

Mr. A. Roland Graham of Winnipeg, formerly of town, was married on the 13th ult., to Miss Lila Lee of Winnipeg. Their address is Osoeasy Cottage, River Park, Winnipeg, Man., and the groom's host of friends here unite with us in warmest congratulations.

#### Drunk Fined \$20.

A laborer employed at the Porcupine stone quarry east of the village, came to town on Thursday afternoon under the influence of liquor, and as a result of his "jag" was arrested by Chief Post and lodged in the cells all night. On Friday morning he was assessed \$20 and costs. He took the pledge afterward and said "never again."

#### Fined for Swearing.

JULY  
10  
1913



# e Havelock Stan

HAVELOCK, ONTARIO, THURSDAY, SEPTEMBER 11, 1913.

## \$20,000 Station for Havelock.

### Havelock to be Headquarters for Department Heads.

In addition to the fact that the C.P.R. round house is being enlarged and practically re-built, and that an up-to-date coal elevator and sand tower will be completed within two weeks, the Standard is pleased to be able to announce that the contract for a new \$20,000 station has been let.

The new building is to be modern in every particular. It will be built of brick directly east of the present station and will be two stories in height. The ground floor will consist of a ladies' waiting room, general waiting room, baggage and express rooms, lunch room and the baggage check room. The second floor will consist of a ladies' waiting room, baggage check room, etc., while the upstairs will be utilized for offices and apartments for the despatchers and the heads of different departments.

The building will be equipped with steam heat, electric lights and lavatories and a cement platform 800 feet in length will be constructed in place of the present wooden one.

It is said that the contract calls for the completion of the station by the 1st of December.

## Threatens To Issue Writ.

### Wm. Mathison Says Town Dump is on Road Allowance.

Reeve Kindred received a letter from R. E. Wood of Peterboro, on Monday, informing him as head of the Council, that he had received instructions from Mr. Wm. Mathison to issue a writ against Havelock and Belmont for allowing night soil and other refuse to be dumped on the road allowance between the two municipalities, at the east end of the village, and intimating that no action would be taken if such deposits were removed at once.

Reeve Kindred states that the town leased the present dump from Mr. Alex. Mathison, who assures them that it is not on the road allowance but on his land, and in view of that fact, the Council will not take any notice of the communication from Mr. Wood.

## Norwood Man Murdered In Edmonton.

The body of Jas. McNulty, a realty salesman, was found in a shack on the Hudson's Bay reserve, in Edmonton, by his partner, Burrard Mober, on the

## In Our Savings

YOU should have an account  
YOUR WIFE should have  
YOUR CHILDREN should have  
the value of money.

## Your Savings A

will be given every attention  
be large or small, and into  
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ing of this week, 12th inst. Tickets  
75c per couple. All are invited to at-  
tend.

### New C.P.R Bridge.

The work of building a new C.P.R.  
bridge at Peterboro will be commenced  
in a few days. The present structure  
has to go owing to the increased traffic  
over this section, and a far heavier  
structure will replace the present steel  
span. The new bridge will be con-  
structed on temporary piles and when  
completed the old structure will be  
removed and the new one placed in  
position within three hours, by the use  
of hydraulic jacks and other modern  
machinery.

### Obituary.

September 11 1913

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# Havelock Stan

HAVELOCK, ONTARIO, THURSDAY, NOVEMBER 13, 1913.

## New Railway Line for Havelock.

Will Traverse Central Ontario to Cobourg and Brighton.

A despatch from Ottawa on Friday last states that a charter will be sought at the next session of Parliament by the Ontario Lake Front Terminal Railway, which proposes to build a branch line from Havelock via Campbellford to Brighton.

The Ontario Lake Front Terminal Railway Co., of course, will be a subsidiary Company of the C. P. R., and considerable color is attached to the despatch in view of the fact that surveyors have lately been busily engaged at Blairton station, a few miles east of here.

## Mrs. Pressick Wins Appeal.

Cordova Widow Must Be Compensated for Death of Husband.

The Appellate Division Court delivered judgment on Monday dismissing with costs the appeal of the Cordova Mines Company against the decision of Mr. Justice Latchford, awarding Mrs. Lily Pressick the sum of \$1,750 and costs, for the death of her husband in May, 1912. A remarkable feature of the dismissed action was that the judges were evenly divided, two were for allowing the appeal and two for dismissing it. In consequence of this deadlock, the decision of Mr. Justice Latchford, appealed against, stands.

## The Conven of a Savings Account

Outside of a Savings Account offered the public by which interest in sums of one placed, together with earned, can be recalled invites Savings Account half-yearly.

Paid-up Capital  
Reserved Fund  
Assets .....  
Deposits.....

# THE



## LOCOMOTIVE EXPLODED.

Fireman James Thorpe and Gustave Stang Killed.

A despatch from St. Thomas says: Fireman J. Thorp, of Fort Erie, and an unidentified man were killed on Thursday morning when the boiler of a G.T.R. Wabash engine exploded. The accident happened about six o'clock while the locomotive was returning light to the Buffalo yards. Engineer Nicholas J. Curran, of St. Thomas, had a miraculous escape. He was thrown from the cab, but while severely scalded is expected to be all right again in a few days. F. Clark, brakeman of St. Thomas, and W. R. Cameron, of Windsor, were injured by escaping steam, and W. Lohr, A. Schults, and W. B. Bartell, switchmen on the Erie Railway, who were close by, were hit by flying debris.

KING AND QUEEN.

January

1  
1914



# Havelock Stand

HAVELOCK, ONTARIO, THURSDAY, FEBRUARY 26, 1914.

## Accident in Dummer by Narrowly Es- apes Death

of Dummer, was the vic-  
ar and rather serious ac-  
lay while working in a  
d by his brothers. He  
putting some belt dress-  
y which was slipping.  
ught in the pulley and  
l around it, drawing him  
w. Murphy fought the  
ger until nearly all his  
orn from him. He was  
e and thrown toward the  
leg struck on the saw,  
ep nearly in two. His leg  
d cut on the inside of the  
the knee. Mr Murphy  
ercome by the struggle  
only when utterly ex-  
was bruised about the  
red the loss of a consid-  
of blood. Dr. Sutton,  
im, hopes to save the

## FATALLY INJURED BY ENGINE

Richard Ball Has Legs Mang-  
led and Succumbs  
to Injuries

Richard Ball, aged fifty-eight years,  
was run over by an engine in the yard  
here on Monday morning, and injured  
so badly that he passed away at six  
o'clock the same night. The unfortun-  
ate fellow was employed on the C. P. R.  
bridge gang, and had just started to  
work after a five weeks' lay-off. Fif-  
teen minutes after starting work the  
fatal accident happened. Ball was  
carrying a bag of cement and blinded  
by the steam from a number of loco-  
tives near the coal shutes, did not see  
an approaching engine, which backed  
down upon him, knocking him down  
and running over both of his legs below  
the knee. The limbs were terribly  
mangled and Drs. Holdcroft and Kind-  
red found it necessary to amputate.  
Ball came through the operation all  
right, but succumbed to the tremendous  
shock some hours later.

He was a resident of Manvers and  
leaves a widow and several grown-up  
children.

Coroner Kindred empannelled a jury,  
who after viewing the body, adjourned  
until Friday afternoon of this week at  
1 o'clock, when an inquest will be held.

## Joint Savings Accounts

A savings account in the  
frequently possesses elements  
In an account of this nature  
withdrawn at will by either  
her individual signature.  
half-yearly.

**THE**  
**BANK OF**  
INVITES YOUR B.  
INCORPORATED 1855

**H. F. M.**

Manager H

117 Branches in Ontario

## and Fellowship

## Churches Holding on Meetings

Protestant churches are  
of Union Meetings, the  
last night, 25th inst.,  
church, when Rev. J. R.

**UNION**  
**BANK**  
OF CANADA



# **Central Railway to Be Completed**

## **Line Will Be Run North of Stoney Lake**

This important undertaking is now actually under way. Mr. Burnham, M. P., has written to the County Council stating that the contract calls for completion of the road to Midland Harbour by Dec. 31st, 1915. The rails are now being laid west of McAlpine. This railway runs to the north of Stoney Lake, and will open up the whole north country. It will be remembered that Mr. Burnham asked for instructions last session from the County Council and was told to do all he could for the scheme.

After a good deal of trouble, rival companies were compelled to withdraw their opposition and the road will soon be completed.

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**Pember Coming.**

April 9  
1914



# ck Sta

\$1.00 per Year in Advance.

D, THURSDAY, MAY 14, 1914.

## Heroic Act of Brakeman Carter.

### Saves Life of three year old Tweed Girl.

The life of a little three-year-old girl named Freeman of Tweed, was heroically saved on Sunday afternoon by Mr. J. J. Carter, front end brakeman on an east bound freight train in charge of engineer O'Hara, about 12.30 p.m. The freight was nearing the outskirts of Tweed when Mr. Carter espied the little one toddling toward the fast approaching train, shouting to the engineer to apply the brakes, he ran over the running board to the pilot, and when within a few feet of the baby, jumped and grabbed her and flung himself and the child into the ditch. Engineer O'Hara also ran forward to the pilot, but would have been too late to effect the rescue, had it not been for the quickness and presence of mind of Mr. Carter. Neither man nor baby was injured by their tumble into the ditch, and after the train had been stopped some eight car lengths beyond the place of rescue, the child was taken aboard and delivered into the care of the station agent. But for Mr. Carter's plucky act a tragedy would undoubtedly have occurred, and if anyone deserves the Carnegie life saving medal or the Humane Society medal, he certainly does.

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The C. P. R. inaugurated a new passenger train on the Lake Shore line on Monday.

## Wool Wanted.

We are paying a very attractive price

daughter, Lila Shirley, of Wlun Man., were the over Sunday guests the former's sister, Mrs. S. McGill.

Mr. and Mrs. T. H. Mills left for new home in Coboconk yesterday, take with them the good wishes host of friends in Havelock and vic

Mrs. Ann Decker M. A. E. D. D.

November 17  
1914



Subscription, \$1.00 per Year in Advance.

HAVELOCK, ONTARIO, THURSDAY, APRIL 30, 1914.

## Deputation Interviews General Manager C.P.R.

### Havelock Station to be Erected Next year

Following the announcement that the C.P.R. had again cancelled the contract for the new station here, a deputation consisting of Jas. Thompson, M.P.P., Reeve Kindred and S. S. Joyce, journeyed to Montreal on Thursday last, and were fortunate in securing an interview with General Manager Mactier of the C.P.R. on matters relating to the future of Havelock generally.

Mr. Mactier told the deputation that the erection of the Havelock station had been postponed until next year owing to the decision of the management to curtail and cut out all expenditures possible all along the line. This action was caused by the decrease in both freight and passenger traffic during the past few months. The management do not expect that the depression will last very long and hope that business will be normal before the end of the summer. There has been no change in the plans of the station, Mr. Mactier said, and it is the intention of the C.P.R. to build the station early next year, and when built will contain offices for the Asst. Supt., despatchers and the necessary staff.

The General Manager also informed the deputation that the Port McNichol business was increasing rapidly, the grain shipments having increased from 5,000,000 bushels in 1912-13 to 9,000,000 in 1913-14, and that Havelock would always be the divisional point.

The Government will refund the depositors of the Farmers Bank. \$1,200,000 will be voted for that purpose.



### Safety First A Fallacy?

To the Editor,

"Safety First" has come up for judgement! The self empannelled jury-men of our town have aired their views freely. In their self appointed capacity they appear to be happy. their task must be agreeable for they do not speak in that "still small voice," but with all the vehemence of self styled Philadelphia lawyers, bring most strenuous evidence to prove that "Safety First" is a fallacy, an atrocious monster of corruption and an enemy to be scorned as a viper in the grass. Can the prisoner at the bar redeem herself? Shall we throw up our hats and shout to her death knell? It has been said that criticism is a cheap commodity. If this be the case "Safety First" is one of it's worst victims. Every movement thrives on criticism, so will "Safety First." Wherein are the crimes she has committed and whom has she harmed? By all the laws that govern justice, one is innocent until proved guilty. Refrain therefore ye self appointed judges from passing your verdict. "Safety First" is a movement of the C.P.R. employees for us as employees. Railroading is not a drawing room profession, but by your amalgamation and aid, it can be made less arduous, safer and more agreeable. Unity is strength in all things, "Safety First" included. Had you been at the last "Safety First" meeting on the 20th, ult., you would have heard about bridges that have been widened, greater clearance between tracks and the removal of obstructions. "Get the habit" and come to the next. "Safety First" may come up for judgement, but she stands acquitted every time.

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# First Train Over Lake Shore Line

## Local Railway Men In Charge.

What practically amounts to a double track connection between Toronto and Montreal via the C. P. R. has now become an established fact. The passage in record time of a special train from Montreal, carrying Vice-President McNicoll of the Canadian Pacific to Toronto via the new Glen Tay line, on Saturday night marked the actual completion of the double track connection.

The new line, best known as the Lake Shore line, gives an additional line of steel from Toronto to Glen Tay, a distance of 109 miles from Toronto. From Glen Tay to Montreal a double line is already in existence.

Vice-President McNicholl expressed himself to The Sunday World as gratified at the excellence of the roadbed of the new line, and promised that early next month would see the inauguration of a fast freight service between Toronto and Montreal via the Lake Shore line.

Engineer Robt. Chambers, and Conductor Robt. Barlow of town, were in charge of the special from Smith's Falls to Toronto.

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July 2 1914



Subscription, \$1.00 per Year in Advance.

HAVELOCK, ONTARIO, THURSDAY, JULY 23, 1914.

## John Belleghem Crushed To Death

### Caught Between Freight Cars And Fatally Injured

### Begged The Doctor To Put An End To His Agony

Mr John Belleghem, C.P.R. engineer met with an awful death in the C.P.R. yards here on Saturday morning about six o'clock, by being crushed between two freight cars.

The unfortunate engineer was on his way to the round house to take out a train, and attempted to pass between two sections of a freight train standing in the yard about fifty feet from the station, when the sections were shunted together, almost cutting the deceased in two at the waist. The poor fellow was carried to the baggage room where he died in terrible agony about three quarters of an hour later, after begging the doctor to put an end to his suffering.

Coroner Kindred at once summoned a jury, and an inquest was opened at nine o'clock, the jury viewing the body and then adjourning until Friday of this week at 1 o'clock, when it will be resumed at the town hall.

The deceased leaves a widow and three small children, the eldest, a boy, being about twelve years of age. He was over thirty-six years of age, and came to Havelock from Peterboro about eight years ago.

Death of Ellis King

## O. A. Langley of Lakefield New County Police Magistrate

### Magistrate Edmison Has Resigned

The Standard is informed upon good authority that Mr. O. A. Langley, barrister, of Lakefield, has been appointed County Police Magistrate in succession to Mr. George Edmison, K.C. of Peterboro, who has resigned.

Mr. Langley's friends in Havelock, congratulate him upon the appointment and hope that his term of office will be marked by justice and impartiality in all his decisions.

## On Walking Tour of the Globe

Knapsack on shoulder, Joe F. Mikulec, a Croation, marched into Havelock on Monday on his fourth walking circuit of the world, which he hopes to complete in 1917, thereby winning a wager of \$50,000. He visited Reeve Kindred and other citizens and then left to trudge to Ottawa to call on the Duke of Connaught. He carries with him signatures from the rulers of nearly every nation in the world, and also possesses autograph letters from Admiral Togo, Ex-President Roosevelt, and the Mayor of Jerusalem.

## Killed Trying To Part Dogs

A distressing accident occurred in Marumora last week by which Bernard O'Brien lost his life. He was carrying a rifle, and upon two dogs beginning to fight, he took hold of the barrel of the gun and attempted to strike the dogs

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## Fast Montreal - Toronto - Detroit - Chicago Train Service.

These solid de luxe trains, carrying buffet-library-compartment-observation cars, electric-lighted standard sleepers, together with standard dining car service between Montreal-Toronto-Detroit-Chicago, via Canadian Pacific and Michigan Central railroads, are known as "The Canadian," and operated daily through the Michigan Central twin tubes between Windsor and Detroit.

Westbound: Leaving Montreal 8.45 a. m., arriving Toronto 5.40 p.m.; leaving Toronto 6.10 p. m., leaving London 9.33 p.m. arriving Windsor 12.10 a. m., arriving Detroit 11.35 p. m. (central time); leaving Detroit 11.55 p. m., arriving Chicago 7.45 a.m.

Eastbound: Leaving Chicago 6.10 p.m. (central time); arriving Detroit (M. C. R. Depot) 12.35 a. m.; leaving Detroit (Fort Street) 11.40 p.m., leaving Windsor (C.P. R.) 1.20 a.m. (eastern time), leaving Windsor (M.C.R. Depot) 2.10 a. m. leaving London 5.15 a. m.; arriving Toronto 8.30 a. m.; leaving Toronto 9.00 a. m., arriving Montreal 6 10 p. m.

Full particulars Canadian Pacific ticket agents, or write M. G. Murphy, District Passenger Agent, Toronto

"Pine Mrs. Hel scene of nes-day daughter Henry John To was per on of Br and aut was give the drav delssohn her brot wore a mense w ber veil and cau; carried lilies of t gift, a go was serv to Toron New Yo their ho bride tra and hat sian lar guests, Mrs. Ar Jaw, Sa:

November  
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## Railway Men To Form Regiment.

C. P. R. Call for Men for All Departments of Road Building.

Will Repair All Damage to Railways Done by Germans.

Recruits for a special service battalion, composed exclusively of railway construction men, will be called for immediately by the Canadian Pacific Railway, according to information received Saturday from Montreal. This regiment is to be despatched to the front as soon as it is recruited up to full strength, and will no doubt be on the way to France inside of eight weeks.

This regiment will be one of the most unique in the British service and possibly the only one of its kind at the front. Steam shovel men, track layers, rail-handlers, ballasters, graders and bridge-workers will compose the rank and file, while the officers will be selected from the railroad company's staff of expert engineers. The duties will be many and varied. At the present time the German army is destroying every bridge and mile of track as it falls back, and a body of practical railroad builders will no doubt prove a useful adjunct to the allied armies in immediately repairing such damage and keeping the railways

## Drainage Gave Big Results in 1914.

Try It On Your Farm This Year.

The Ontario Agricultural College reports that the Crop year of 1914 was the driest on record in Ontario. The precipitation from harvest 1913 to harvest 1914 lacked 5½ inches of being up to the average. This is a shortage of almost 20 per cent. The college has often stated that tile drainage was effective in a dry season as well as in a wet one, and last year it was able to prove this in a most practical way. Since 1912 the College has been installing Practical Drainage Demonstration Plots in parts of the province where little or no drainage has been done. The plan is to drain half of a field, leaving the other half undrained for comparison. Both parts are sowed to the same kind of grain and the crop from each part threshed separately. Nine plots were drained prior to 1914. The average of the nine fields showed that at market prices at threshing time the drained half produced \$14.12 more per acre than the undrained half, and that in the driest year on record. In an average season the average increase due to drainage is over \$20 per acre, and in a wet season even more.

For a number of years the Agricultural College has been making drainage surveys for farmers free of charge,

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Kerr & McElderry of Peterboro for Buchanan.

### Ice House Burned.

The C. P. R. Co's ice house at this place was totally destroyed by fire on Tuesday noon. The fire, which is supposed to have started from burning saw dust adjacent to the big building, had attained too much headway when discovered, to be extinguished, and the strong wind prevailing at the time, helped greatly in the work of destruction. A large number of box cars standing on the sidings in the front and rear of the building, caught fire, but were rescued by the yard engines. The wind, fortunately was from the north, and the spectacle of the immense volume of heavy black smoke streaked with the lurid flames, was a magnificent one. We are unable at present to give the damage loss.

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April 22 1915



to commence actual previous to his discharge.

The Tweed local left the rails approaching the Don station at Toronto on Monday morning. The train was traveling at a high rate of speed and many of the passengers were shaken up, but no serious injuries were sustained.

A copy of an official book, entitled "Reports on the Violation of the Rights of Nations and of the Laws and Customs

*September 16, 1915*

place of  
Sunday 1  
Bell Court  
and demer  
On the  
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at which  
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**District**  
Rev. C.  
Fennell,



## EXPLOSIONS AT NOBEL.

### Aliens Suspected of Destruction of Buildings of Explosive Plant.

PARRY SOUND, Nov. 23.—Explosions, believed to be the work of alien enemies, destroyed the drying houses, five small one-storey wooden buildings of the Canadian Explosives Co., Ltd., at Nobel, seven miles north of this town, on the Canadian Pacific Railway, about 7.30 o'clock this evening. Color is lent to the suspicion by the fact that the explosions occurred practically simultaneously in all the buildings. So far as at present learned, no one was injured, except possibly the nightwatchman, the employees having quit work some little time before the occurrence.

The premises cover some three square miles, situated on the shore of Georgian Bay, the buildings being isolated. The factory has been in operation for about two years, and is engaged in the production of gun-cotton, cordite, and other high explosives, having at present a large order from the British War Office. Mr. T. D. Yansey is the manager.

Major Storey, in charge of the overseas contingent in training here, sent one hundred and fifty soldiers of the Northern Pioneers to the Nobel plant. They will throw a cordon around the entire works, to guard them from entry by any person unauthorized.

When the explosions occurred the town was heavily shaken as by an earthquake. The glass in the windows and doors of the C. P. R. station at Nobel was broken, and all the buildings of the plant more or less shaken, some being very badly damaged.

As the explosions occurred in the gun-cotton, it is believed that they were not accidental, but caused by some hand, as the gun-cotton would not go up without the assistance of an explosive or incendiary attempt. The magazines are situated about a mile and a half from the works.

ALREADY SUBSCRIBED?

November 25  
1915



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ce orchestra, and  
-of-town guests are  
it.

o.  
of town and Mary  
lsay, were married  
J.C. Davidson, on  
f last week, 19th  
was tendered the  
same evening at  
m's parents, Mr.

r.

Knox Presbyterian  
year in Mr. Tom

Just four weeks until Christmas.

### Accident on New Line.

Messrs. J.C. VanSickle of town, brake-  
man, and Geo. Warren of Smith Falls,  
conductor, were severely shaken up on  
Saturday last when their train broke in  
two going into a siding on the lake shore  
line. Mr. VanSickle was cut under the  
chin and head, and was unconscious for  
over two hours, while Mr. Warren was  
considerably bruised from the effects of  
being shot clean through the cupola on  
the top of the van.

### Stillman Case Dismissed.

1915



