

TORONTO GREY  
AND BRUCE.

CREDIT VALLEY  
RAILWAYS

1872, 1879.

time on Chief " Coincidence or pitiless murderers, robbers and desperadoes.

## CREDIT VALLEY RAILWAY.

On Saturday, a party of gentlemen, numbering about 250, accepted invitations extended to them by the directors of the Credit Valley, to inspect the work of construction on the Orangeville branch. The train, consisting of four or five cars, gaily decorated with evergreens and bunting, left the Parkdale station shortly before noon on Saturday. At Streetsville the cars were shunted into the Orangeville branch, and a pleasant run was accomplished through the fruitful valley of the Credit. A short halt was made at the stirring little town of Brampton, and a number of its prominent residents were taken on board. Till the Caledon mountains were reached, the scenery was of the usual rural character—fine farms and comfortable farm houses. The road, at this point, is constructed for several miles at the base of the mountainous range, and the scenery to be viewed is without doubt the grandest and most romantic in Canada. Seated in the car the passenger cannot help being filled with admiration as he looks on either side of the road. To his left as far as the eye can see, rise the free stone hills of Caledon; to his right, in the valley below, flows the winding Credit, which acts as a motive power to many mills lining its banks, and passengers who have viewed the celebrated scenery of the Rocky Mountains, say that in many respects the view to be obtained from this section of the Credit Valley, if not equal to, will bear favorable comparison with the former. The valley is bridged near where it forks out into a double stream. The bridge, which is built of wood, with stone abutments, is 1,248 feet long, containing half a million feet of lumber; the cars cross 90 feet above the river bed. A halt was made at this point, and a majority of the passengers made the journey across the bridge on foot. A thorough inspection of the road was made from the bridge to within a short distance of

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August 28  
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ers having recently increased the wages of  
their employees.

**T., G. & B. RAILWAY.**—The annual  
meeting of the shareholders of the road  
was held in the Company's offices, Toron-  
to, on Tuesday, the 24th ult. The at-  
tendance was very large. The report of  
the directors having been read and adopt-  
ed, the following directors were elected  
for the ensuing year:—Messrs. John  
Gordon, A. Nairn, Peter Ryan, R. Noth-  
er, W. Ramsay, W. B. Hamilton, N.  
Dickey, L. R. Bolton, and W. M. Clark.  
The new board, with the approval of the  
bondholders, is making active efforts at  
once to obtain, both from the municipali-  
ties and from the Ontario Government,  
the aid necessary to enable the Company  
to change the guage of the road, and on  
Monday last started on a trip over the  
line to consult with the leading men of  
the various municipalities through which  
the road passes, with a view of obtaining  
bonuses for that purpose.

September 19

1878

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## Emigrants

Will find this the Cheapest and most Comfortable route. Fine Steamers! Good Accommodation! Inside route, escaping the rough waters of Lake Huron.

For freight and passage apply to the various Station Agents upon the line of Railway, or to Head Office, Cor. Bay & Front Streets, Toronto.

**Edmund Wragge,**

General Manager

Toronto, April 23, 1878.

## Toronto, Grey & Bruce RAILWAY.

Georgian Bay & Sault Ste  
Marie.

The Splendid Steamers

"NORTHERN BELLE"

AND "NORTHERN QUEEN,"


Of the Georgian Bay Transportation Company, carrying the Royal Mail, will run in direct connection with this Railway, leaving

## Owen Sound

Every MONDAY and THURSDAY, at 9:30 P.M., on the arrival of the evening train, for Killarney, Manitowaning, Little Current, La Cloche, Mudge Bay, Gore Bay, Spanish River, Blind River, Thessalon River, Bruce Mines, Hilton, Richards' Dock, Garden River, and SAULT STE MARIE.

## RETURNING.

Steamers will arrive at OWEN SOUND on morning of MONDAYS & FRIDAYS

 Rates of freight and passage as low as by any other line.

For particulars apply to the various Station Agents upon the line of Railway, or to Head Office, Cor. Bay & Front Streets, Toronto.

**EDMUND WRAGGE,**

General Manager

Toronto, 23rd April, 1878.

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1878



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filled the hearts of the electors with joy.

## T., G. & B. RAILWAY.

THE annual meeting of the shareholders of the Toronto, Grey, and Bruce Railway took place on Wednesday, the 11th of September, in Toronto. The net revenue for the year was \$116,699.02, as compared with \$122,871.95., a decrease of \$6,172.93, or 5.29 per cent. The decrease was on live stock, lumber, farm products, &c. The Directors regret this decrease in traffic, the whole of which occurred in the half year ending June, 1878, thereby rendering it out of their power to meet the coupon on the bonds payable on the 1st July last. The Directors have since last summer had under consideration a proposal, urged upon them by the leading men along the line of railway to change the gauge from three feet six inches to the standard gauge of four feet eight and a half inches, and to otherwise improve the line, and they are now taking active steps to carry the proposal into effect, aided by the municipalities interested. It is intended to give to the municipalities in exchange for their municipal debentures second mortgage bonds of the Company to an equal amount, the necessary authority for the issue of which has already been obtained from the Legislature. The adoption of the report was moved and carried unanimously. The election of directors for the current year was then proceeded with and resulted in the re-election of the whole of last year's Board.

September  
19  
1878



direct claims \$580,000. A deed of discharge will be submitted to the creditors.

C. V. R.—At the forks of the Credit the whole of the tressle work is up, with the exception of the diagonal braces. The iron is laid to the town line of Caledon, and is expected to be at the end of the Forks bridge in a couple of weeks. A large gang of men is at work at Church's Falls. The *Elora Express* understands that operations have commenced at Douglas bridge.

CANADIAN MANUFACTURES ABROAD.  
—The *South Australian Advertiser*, published at Adelaide, in its issue of June 14, says: "The visit of the Hon. J. Young to this colony to ascertain whether a trade could be established between it and Canada has already borne fruit. The barque *Cilston*, which ar-

August

28  
1879

ONTARIO  
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dry season, but not to compare with last year.

**CHARLESTON.**—Fall Wheat, complete failure, not worth cutting; Spring Wheat, 15 to 20, very light; Oats, 20 to 25, lighter than they were ever known; Barley, 15, very light; Peas, appear to be plentiful. Crops in general very poor.

**ALTON.**—Fall Wheat, eighteen bushels per acre, killed in spring, small crop; Spring Wheat, sixteen, light from want of rain; Barley, 25, light; Oats, 25, light; Peas, 20; Potatoes, average crops; Turnips, poor. Crops generally very light this year.

**ORANGEVILLE.**—Fall Wheat, 15 bushels per acre, poor crop, more than half of it having been winter-killed; Spring Wheat, 20, fair crop; Oats, 30, promise well; Peas, 15; Turnips almost total failure; Potatoes, very fair crop.

**AMARANTH, WALDEMAR, AND LUTHER.**—Fall Wheat, very little sown, but what there is of it is good; Spring Wheat, 20 bushels per acre, looks well and will average this at least; Barley, good crop, rather better than average; Oats, 40, large quantities sown, very fair prospects; Peas, look well; Hay, good crop, well saved; Roots, good crops.

**ARTHUR.**—Crops have not looked as well for years back. Fall Wheat, very little grown; Spring Wheat, better than it has been for years; coarse grain and green crops very good and above the average.

**KENILWORTH.**—Fall Wheat, 35 to 40 bushels to the acre, good yield; Spring Wheat above the average; coarse grains unusually promising; Potatoes, good crop; Turnips, failure generally.

**MOUNT FOREST.**—Fall Wheat, 30 bushels per acre, good, not much sown; Spring Wheat, 25, large quantities sown; Barley 40, not much sown; Oats 50, good, large quantities sown; Peas, 40, good, largely sown; Turnips, 100, poor, large quantities sown; Potatoes, 200, good, largely sown.

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**TWELFTH OF JULY.**—A grand Orange excursion from Laurel and intermediate stations, to Toronto, on the T., G. & B. Railway, will take place on Saturday, July 12th, when those members of the order who may desire to take part in the grand celebration to be held in Toronto on that day, may enjoy a cheap and agreeable trip. Wm. Johnston, Esq., M.P., Imperial Grand Master, and other grand delegates from the old country to the Grand Council, will be present and deliver addresses on the occasion. Special train will leave Laurel Crossing at 6:30 A.M. and Orangeville 7:15 A.M., arriving at Toronto 10:30 A.M. Return tickets from Laurel, Orangeville and Alton, \$1; Charleston, 90cts; Mono Road, 70cts; Bolton, 60cts; Kleinburg, 50cts; Woodbridge and Dayton, 40cts; Weston, 30 cents. Children half price.

✓ **FIRES.**—There were two fires in the town during the past week, both started by the match of an incendiary. The first, and by far the most destructive, was the burning of the Masson Manufacturing Company's Ware House, near the T., G. & B. Railway Station, on Tuesday night. Stored in the building was a large number of reapers, mowers, rakes, seed drills &c., valued at \$3,000. The loss is partly covered by insurance. The company, with exemplary enterprise, is rebuilding the Ware House, and meanwhile is filling orders for this section of the country direct from their machine works in Oshawa. The second fire occurred the following night, when an unoccupied dwelling, near the Tannery on Mill Street, owned by Mr. J. W. Shaw, was totally destroyed. The loss is estimated at \$400. Through the exertions of the Fire Brigade the tannery and adjoining buildings were saved. In both cases large quantities of coal oil must have been used, as the flames spread with fearful rapidity, and when first discovered the air was suffocating with the odor of petroleum. In neither case can any motive, save the wanton destruction of property be assigned, for these incendiary fires. It is to be hoped that the guilty parties, will be discovered, and punished with the utmost rigor of the law.

Orangeville  
Sun

May 9  
1872



the Municipality of Muskoka, Territory, consist of the radon, Elfrid, of Strathroy, urdsville, with

the Townships of Peel, West be Villages of with Arthur

FACTS, have the court- then seriously cotemporary of elf quite equal is issue of last highly-taxed

well, showing that by opening up this country (known formerly by him as frozen Madineton) many homes might yet be made for emigrants from the mother-country, and advised the natives to remain in Ontario, and by no means to go to the States where railroads are generally paid in bogus money. Mr. Wm. Jolly, proprietor, was next called to the floor, and stated that he thought there were 15,000 or 20,000 bushels of wheat annually passing through this section of country. He next spoke of the gentlemanly manner in which the natives, contractors, &c., conducted themselves during the past year. Thus ended the speeches, which were all interspersed by most appropriate songs from Messrs. Hilde, Carr, and others. A vote of thanks was then given to the host and hostess, chairman, inspector of railways, &c., after which all dispersed, feeling perfectly satisfied with the evening's entertainment. SPOTATOR.

### Items of the Week

THE election for President in Mexico has resulted in the almost unanimous choice of Lerdo de Tejada. The votes against him were few and scattering. The programme which the President proposes for himself has been made public, and may be condensed into this phrase:—"Little politics and much administration."

### SOUTH AMERICA.

THE Verrugas Viaduct, recently constructed by the Baltimore Bridge Company on the line of the Lima and Oroya Railroad, in the Andes of Peru, is remarkable for being the highest structure in the world, and far surpassing all others of the same class in its perfect system of bracing and connections. It crosses a mountain torrent called Agua di Verrugas, in a wild and picturesque locality, twelve thousand feet above the level of the sea. The viaduct consists of four spans of the Elink type of

A QUESTION.—V four or five ill-looking the work that are in form. If the horse broken winded, has his wind in anyway title is bad, or his ranged, has a rebound, we would in the use of Darley's and Arabian Heave fails to benefit and the disease, it is that can injure, and times with safety. be satisfied. Remember that the signature on each package. I Newcastle, Ont., printed by all Medicine

THE PRINT We find the following all printers and publishers, in command them to

November 14  
1872



of use her 69, lec- ion the ray In so- of ith nd ed an- ey he the ral on. ill  
Mt. Forest raised the water in the river, straining the boom in Mr. Yeoman's dam, so that it gave way and 200 logs escaped, which will hardly be recovered. The logs by their passage down tore out a quantity of the stone on the face of the dam.

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Active operations have again begun on the Toronto, Grey and Bruce Railway, between Orangeville and Mount Forest. Gravel trains commenced ballasting the track through Amaranth, Luther, and Arthur, on Wednesday, and the work will be pushed forward with the least possible delay. Track-laying on the Grey extension, now nearly graded, will be begun early in July.

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THE WEATHER continues to be a subject of interest to all whom it concerns.

June 27  
1872

# THE FAIRLIE LOCOMOTIVE.

THE Toronto, Grey and Bruce, and the Toronto and Niagara Railway Companies have each recently imported from England one of the Fairlie locomotives. This locomotive consists of two ordinary locomotives, minus the tenders, joined together at the rear and with the boilers so united that they have the appearance of being only one. The cab is thus brought to the center of the locomotive and is inclosed on all sides. The supply of water is kept in four tanks, one on each side of each end of the boiler; and on the top of the boiler, extending, like the tanks from the cab to each end of it is a gallery for the fuel. There is also a reservoir for water below the center of the boiler and between the two pairs of driving wheels. The engine-driver occupies the same side of the cab no matter which end of the locomotive is ahead and the stoker the other. The fuel is put into the furnace through doors in that side of the boiler on which is the stoker's post. On each end of the locomotive is the ordinary cow-catcher, and above each is a long connecting rod, which admits of the locomotive being attached to a train without the cow-catcher, on that which, for the time, is the rear end of the locomotive being removed. The boiler being of much more than ordinary length and the platform one piece from end to end it might be supposed that the locomotive could not go around sharp curves; but this is not the fact; the two complete sets of wheels are so connected with the body of the locomotive that they work as independently of each other as though the engine were two entirely separate locomotives. The weight also is so disposed that there is no more pressure by any one of the wheels on the rail than there is by the corresponding wheel of the ordinary locomotive. These two locomotives are the first of the sort ever seen on the continent of America, and it is said that only about twenty of them have yet been manufactured. The distinguishing merits claimed for them are economy and much more than double the power of ordinary locomotives. These two are intended to be used for hauling freight trains.—*Globe*.

April 4  
1872



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this section of the country—to warrant the application of such abusive terms to the company as our cotemporary indulges in. But our cotemporary's "professions" and "conduct" never yet agreed. A resolution passed by the Directors, authorizing the payment of \$250 to Mr. G. J. Wheelock for a survey of the tramway, and \$250 to Mr. J. Foley for printing, expenses on delegations, etc., is a source of great annoyance to our cotemporary. The fact is, that the assets of the company would not be sufficient to meet its liabilities if the expenses of the survey, printing, and traveling expenses of delegations were paid in full. Mr. Wheelock made a survey of the route of the tramway through Caledon, and for this the company had entered into a written agreement to pay him \$400. Mr. Wheelock has consented to reduce this to \$250. As to the \$250 authorized to be paid Mr. Foley, they would not even cover his traveling expenses on delegations, to say nothing of the large expenditure of time and means otherwise expended by him in promoting the undertaking. As to the president of the company being "a tool" in the hands of "schemers," no man possesses more sterling independence, or is more highly respected for his probity and integrity. In the arrangement between the Tramway Company and the Toronto, Grey & Bruce Railway Company, he and his associates succeeded in getting the railway bonus reduced \$3,000, thereby saving that amount to this village. If the Tramway Company should even fail to repay the village its \$1,000 bonus, Orangeville will clearly be the gainer by \$2,000 through the tramway.

So far as we can learn, the public generally and the ratepayers of Orangeville are well satisfied with the Tramway Company management; yet these are the men that Pufferst represents as "swindlers," "schemers," and "tools," but perhaps the censure of the man whose swindling brought the Lawsons to bankruptcy and ruin, who twice defrauded his creditors by going into insolvency, who pocketed the money advanced him to publish a religious paper, and who offered to become the "tool" of the president of the Tramway Company for the sum of \$400, will be regarded by them and the public higher commendation than his praise.

HENRY WARD BEECHER AS PRESIDENT

April 4  
1872

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Our cotemporary professes to discuss public matters temperately, and to avoid "personalities," yet in his last issue he calls the Tramway Company "swindlers" — its president "a tool" in the hands of the schemers who projected the enterprise and the project itself he characterises as a "fraud." The cause of all this is that the Directors, in winding-up the affairs of the company at the earliest possible moment, have decided to pay claims against the company out of the assets, which amount to over \$1,800, in the following order, namely: 1. The paid-up calls of shareholders; 2. Direct claims against the company, and 3. The bonus of Orangeville, to the extent of the company's ability. Surely there is nothing in this reasonable and just way of dealing with the liabilities of the company—liabilities incurred to promote the welfare of this section of the country—to warrant the application of such abusive terms to the company as our cotemporary indulges in. But our cotemporary's "professions" and "conduct" never yet agreed.

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**almost certain to insure good crops.**

**THE TORONTO, GAY AND BRUCE Railway, says the *Globe*, on the Queen's birthday carried over 1,500 passengers by their excursion trains, most of them to Orangeville. This large number was safely and comfortably conveyed to and from the different stations of the line. The large number of excursionists that availed themselves, on the Queen's birthday, of the liberal terms offered by this company shows how popular this new route has already become among pleasure seekers.**

1,100 SONGS OF TEMPERANCE. -- The Adjutant  
MAY 9 1872



## QUEEN'S BIRTHDAY IN ORANGEVILLE.

FRIDAY being the fifty-third anniversary of the birth of her gracious Majesty the Queen, was observed as a general holiday in Orangeville. Places of business were closed, and the streets being decorated with evergreens and bunting, presented a gay appearance. The morning was dark and gloomy, however; but as the sun approached the meridian the clouds passed away, and though the air was rather cold and chilly, the weather was not unfavorable to outdoor amusements. It had been announced that the day would be commemorated by a military review and sham battle, in which eighteen infantry companies would participate, and the desire to witness this novel display attracted an immense crowd of visitors from the country. Excursion trains were also run at half-fare from Toronto and Mount Forest, and over fifteen hundred people availed themselves of this liberal arrangement to visit Orangeville. By two o'clock, the number of visitors in town could not be less than three thousand. The military review and sham battle—which were to be the chief attractions of the day—proved to be real shams; of the eighteen companies that were to be present, only the Orangeville and Mount Forest Companies put in an appearance, and as these had not their full complement of men, no military display, beyond a parade along the principal streets to the excellent music of the Mount Forest Brass Band, and the Orangeville Odd-Fellows Silver Band, was attempted. Though much dissatisfaction was expressed at the failure of the review and sham battle, the visitors, cheered by the music of the bands, appeared to enjoy the holiday.

In the evening, the excursionists from Toronto and Mount Forest were accompanied to the station by the Orangeville Infantry Company, the Odd-Fellows' Band, and a number of citizens, who cheered the visitors lustily as they embarked, and the train moved off from the station. Thus closed one of the tamest, yet one of the best attended anniversaries of Her Majesty's birthday that we ever witnessed in Orangeville.

Whether the committee which was entrusted with the celebration of the day, is to blame for the failure of the military review, or whether the failure is attributable to the companies invited, we are unable to say; but the practise of announcing entertainments and displays, and neglecting to carry out the programme, is too common in Orangeville, and cannot but result in seriously affecting the suc-

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1872

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OBSTRUCTING THE TRACK—The western train on the Toronto, Grey and Bruce Railway, on Monday night, ran against a boulder weighing about 300 lbs., which some miscreant had placed on the track near Kenilworth. The cowcatcher of the engine was broken by the concussion, but otherwise the train sustained no injury. *The Confederate* says that this is the third time the line has been obstructed in the vicinity of Kenilworth. We hope that the miscreant who would thus wantonly jeopardize the lives of persons who may be on the train, will be found out, and adequately punished.

JUN 13 1872

BASE BALL MATCH.



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**TORONTO, GREY & BRUCE RAILWAY.**  
**EXCURSION TO THE CAMP AND NIAGARA**  
**FALLS.**

*JUNE 20 1872*

By advertisement in an another column it will be observed that people desirous of visiting the Volunteer Camp at Niagara, or of going a little further and viewing the great Falls, will have an opportunity of doing so on Tuesday next, at reduced fares. From Orangeville to Niagara Falls and return for \$3—to the Camp at Niagara and return, \$2.50. Those who have friends or relatives among our gallant Volunteers can visit them and spend a few hours pleasantly, returning home the same day. Six hours can be spent either at the Camp or at the Falls. The fare is very low, in fact the sail across Lake Ontario and up the Niagara River is worth more. We trust there will be a large turn out on Tuesday morning next at four o'clock, when the train starts, so as to connect with the steamer *City of Toronto* at Toronto.

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# TERRIBLE RAILROAD ACCIDENT.

30 PERSONS KILLED—50 WOUNDED.

ONE of the most terrible accidents that ever occurred in Canada, took place on the Grand Trunk Railway, near Shannonville, on Saturday morning. The catastrophe rivals in loss of life the disaster at Desjardine's Bridge and Belle Isle, and far surpasses them in the excruciating tortures of the unfortunate survivors.

The train was the Express, which leaves Toronto for Montreal about 7 o'clock in the evening. It was made up with a Pullman car in the rear, then a first class car, the post office van and smoking car, a second class car and conductor's van.

The second class car contained about 50 lumberers, some men employed putting up telegraph poles, and three families.

The smoking car was occupied by a few first class passengers, and some of the men just now mentioned, there being but few others on the train, with the exception of the occupants of the Pullman car, which was full. About one o'clock in the morning when the train was half a mile east of Shannonville, the flange on one of the wheels of the engine broke, causing the train, which was then going at the rate of 30 miles an hour, to run off the track.

The driver of the locomotive reversed his engine when the accident occurred, and did everything in his power to avert the calamity, but all his efforts were unavailing. The engine, after running some distance, fell over an embankment about eight feet high, falling with its smoke-stack upwards, pointing directly across the track. The second class car was pulled over on its side, and as it capsized it unfortunately caught the safety valve and dome of the engine, breaking them both, and letting the entire contents of the boiler into the car, and also into the smoking car which had one of its ends broken in. The scene at the time is described as truly awful. The most frightful screams and cries for help rent the air, and for a few moments, so dense was the steam and intense the heat, that no assistance could be rendered to the unfortunate creatures who were being gradually boiled to death in their wooden prisons. At last three brave men, Mr. H. Neilson, the conductor of the train, the Pullman car conductor, and Mr. R. Roddy, went to the rescue and succeeded in liberating the sufferers.

The damage done was strictly confined to the second class and smoking cars, the post office car and its occupants having escaped by something a little short of a miracle. The first class and Pullman cars, and their passengers escaped uninjured. Of the passengers in the second class and smoking cars, some were scalded instantly to death by the heated steam and water from the boiler of the engine, and others died soon after from the effects of their injuries. The casualties, as far as ascertained, are 31 killed and about 50 wounded. It is a most singular thing that, among all the number of killed and wounded, with about two exceptions, viz., the driver and fireman on the engine, those injured did not

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June 27  
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**THE CONSTRUCTION OF THE GREY EX-  
TENSION OF THE TORONTO, GREY & BRUCE  
RAILWAY IS RAPIDLY APPROACHING COMPLE-  
TION. THE GREATER PART OF THE GRADING AND  
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BRIDGES ARE WELL UNDER WAY, THE TIES  
HAVE BEEN DELIVERED ON THE GROUND, AND  
ALTOGETHER, THE WORK IS WELL ADVANCED.—  
THE PEOPLE OF GREY MAY CONFIDENTLY EX-  
PECT TO HEAR THE WELCOME NEIGHING OF THE  
IRON HORSE THIS FALL.**

**DOMINION DAY WILL BE CELEBRATED IN**

JUNE 27 1872

was well attended by the youths of both sexes.

## MURDER AT ARTHUR.

### A MAN KILLED ON THE CARS!

A most dastardly murder was committed at Arthur on the evening of the 12th of July. As a western bound train on the Toronto, Grey & Bruce Railway was leaving the station an altercation took place between some of the employees on the train and a party of men who were loitering on the platform, whereupon some of the latter drew their revolvers and fired at the train, killing a passenger named David Hunter, a resident of Orangeville, who happened to be standing on the platform of one of the passenger cars at the time. The ball entered his left breast, just beneath the nipple, and cutting the leading artery to the heart, lodged against the back-bone. Hunter, observing that he had been "shot," walked into the car, and died in a few minutes. Several shots were fired, but fortunately missed their aim. Mr. Geo. Campbell, the brakeman, for whom the fatal shot was said to have been intended, narrowly escaped a second shot, the bullet which was coming in a direct line for him, being intercepted by a nail in the corner of the post-office car. Mr. S. Leslie, the postal clerk, also narrowly escaped, one of the bullets having grazed his head.

As soon as the fatal effect of the firing was ascertained, the train was backed up to the station, and the body of Hunter removed to the station house. An inquest, commenced on Saturday and concluded on Tuesday, was held on the body of Hunter by Dr. Ecroyd, of Mount Forest, and an intelligent jury. Several witnesses were examined, whose testimony went to show that George Moore, a blacksmith, of Arthur, and William Laidlaw, a farmer, residing near Arthur, were the parties who fired at the train, and both were immediately arrested and committed to jail to stand their trial.

The body of Hunter was brought to Orangeville by the evening train on Saturday, and interred in the Presbyterian burying ground on Sunday, by the members of the Orange Association, of which Order he was a member. The funeral was well attended, the mournful procession being over the

July 18  
1872



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terian burying ground on Sunday, by the  
members of the Orange Association, of  
which Order he was a member. The fun-  
eral was well attended, the mournful pro-  
cession being over a mile in length, and  
containing 120 vehicles. The deceased  
was a son of Mr. Joseph Hunter, of the  
Gore of Garafraxa, and the sympathy for  
the bereaved parents was general.

July 18  
1872



proceedings to a close.

September 5  
1872

**RAILWAY ACCIDENT.**—As an old man named Campbell was walking on the Toronto, Grey & Bruce Railway, near Charleston, on Wednesday evening, he was struck by the locomotive of No. 2 Train, and so seriously injured that no hopes are entertained for his recovery. The unfortunate man had one of his legs smashed to a jelly below the knee, and was bleeding profusely from the wound. Mt. J.H. Doyle, Barrister, of this place, who happened to be on the train, bound up the leg with his handkerchief and stopped the bleeding till the arrival of a surgeon. Campbell is about 70 years of age, deaf and dumb, and did not hear the alarm sounded by the driver of the engine, who did all in his power to prevent the accident. No blame can be attached to the officials on the train.

**CARDWELL ELECTION.**



# T. C. & E. RAILWAY PIC-NIC.

THE annual pic-nic of the employees of the Toronto, Grey, and Bruce Railway was held on Saturday, in the Grove at Woodbridge, one of the stations on the road. The affair was of a highly pleasing and successful character. About 600 persons were present, among them, John Gordon, Esq., President; Mr. R. Wragge, Chief Engineer; Mr. N. Weatherston, General Superintendent; Mr. W. Sutherland Taylor, Mr. George Dixon, and others belonging to the company's staff. The recreations on the ground consisted of games, dancing and other amusements, all of which were entered into with the greatest heartiness by the company. The prize list was large, and the games committee were sincere in their expression of thanks to the Hon. George Brown, Hon. John Crawford, Messrs. F. Shanly, J. Shedden and other gentlemen for their contributions towards this end. Everything passed off in a satisfactory manner throughout the day, closing with the delightful trip home—winding around the curves and gradients of the road where, in places, it almost seemed as if the occupants of the different cars were face to face. The quadrille band, which was present throughout the day, added to the pleasure. The following is the prize list.

QUOITS.—1st, J. Jillet; 2nd, J. Dickson; 3rd, F. Stuckly.

PUTTING THE STONE.—1st, E. Verrell; 2nd, J. Morrison; 3rd, W. Osborne.

JUMPING WITH POLE.—1st, H. Shuttleworth; 2nd, H. Davidson; 3rd, M. Redmond.

MEN'S FLAT RACE.—300 yards—1st, E. Verrell; 2nd, M. Redmond.

EGG SPOON RACE.—1st, W. Wetts; 2nd, John Taylor; 3rd, W. Coneyworth.

RUNNING HIGH JUMP.—1st, Edmond Wragge; 2nd, J. J. Clarke.

HOP, STEP AND LEAP.—1st, J. J. Clarke; 2nd, H. McMan; 3rd, W. Hyde.

FLAT RACE.—150 yards—1st, J. Murphy; 2nd, W. Varrell; 3rd, W. Newman.

GIRL'S RACE.—under 12—1st, Miss Watson; 2nd, Miss A. Pilgrim; 3rd, Miss Olive Brown.

SACK RACE.—1st, W. Coneyworth; 2nd, W. Osborne; 3rd, T. Joggan.

FLAT RACE.—Men over 40 years—1st, G. Macdonald; 2nd, F. Spry; 3rd, T. Raa.

FLAT RACE.—Boys under 12—1st, S. Davidson; 2nd, C. Moody; 3rd, J. Spry.

WOMEN'S RACE.—1st, Miss Kirk; 2nd, Miss M. Spry; 3rd, Miss Flint.

MARRIED WOMEN'S RACE.—1st, Mrs. Evans; 2nd, Mrs. Dunn; 3rd, Mrs. Barton.

SPECIAL RACE.—Mr. Abell's employees—1st, G. Bentley; 2nd, R. Williams; 3rd, C. Bell.

CONSOLATION RACE.—1st, J. Hunt; 2nd, J. Ellis; 3rd, S. Edwards.

SCRATCH RACE.—1st, Miss Spry, \$10; 2nd, Miss McNorty, pocket; 3rd, Miss Campkin, cruet stand.

September 5  
1872

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## Correspondence.

### THE ACCIDENT ON THE RAILWAY.

*To the Editor of the Sun :*

SIR,—As you mentioned in your last issue that I was on the train on the T. & G. & B. Railway at the time the unfortunate old man Campbell was hurt, I think it but justice to Mr. Conductor Lewis and the Engineer, that the public should know that everything was done by them that was possible. Mr. Lewis, in the most humane manner, offered to carry the poor fellow to Charleston. I am sure all on the train will unite with me in saying both men are deserving of the greatest credit and commendation. Yours, &c.,

J. H. DOYLE.

Orangeville, Sept. 9, 1872.

November 7  
1872

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**OCTOBER 31, 1872.**

**For working oxen, 3rd**  
any breed, 3rd; broad,  
2nd; setiaette, 2nd;  
1st; tomatoes (recom-

**For Leicester ram,**  
any kind, 1st.

**For Cotswold**

**For Leicester**  
shearling, 2nd; early  
and; turnips, any kind,

**For one year old colt,**  
cow, 1st and 3rd; Lei-  
; sow, any breed, 2nd.

**For grade bull, 1st**  
and, 3rd.

**For two year**  
so.

**For year**  
size; aged ram, grade,  
apples, 1st prize; soap,  
gent's shirt, 2nd; col-  
horse blanket (recom-

**For Glasgow wheat, 1st**

pass an Act to erect the townships of  
Amaranth, East Garafraxa, Luther, Mc-  
Innes, Mulmur, and Mono, and the  
village of Orangeville, into a new county,  
to be called the County of Dufferin.  
The resolution was carried unanimously,  
and a memorial based on it adopted,  
signed by the Reeve and Clerk, and im-  
pressed with the corporate seal.

The Clerk was instructed to notify  
the Toronto, Grey and Bruce Railway  
Company, to repair the crossing on 20  
Side Road. The Clerk was also instruct-  
ed to inform Messrs. Miller and Miller,  
that the township would refund the taxes  
paid by them in 1867 and 1869, and to  
request Mr. D. Spence, to whom the said  
taxes should have been charged, to pay  
them to the Township Treasurer.

The Council adjourned to meet again  
at the Town Hall, Laurel, at 10 A. M.,  
on Saturday, the 30th of November.

**R. WANSBROUGH, Township Clerk.**

**October, 28, 1872.**

## News of the Week.

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Anderson, Mene; Thomas Turnbull;  
Mene; Mr. Ford, Orangetown; Mr.  
Gilchrist, Orangetown.

## SERIOUS RAILWAY ACCIDENT.

A CONSTRUCTION train on the Toronto,  
Grey and Bruce Railway, ran off the  
track near Owen Sound, on Thurs-  
day, killing three men, and seriously  
injuring four others. The names of the  
killed are Isaiah Sherman, James Sher-  
man, and George Davidson, and of the  
wounded, John Graham, Thos. Shannon,  
Edward Verrill, and Francis Wiener.  
The cause of the accident was an ob-  
struction maliciously placed on the track,  
by some person unknown. It is to be  
hoped that the perpetrator of this heathen-  
ish act will be discovered, and punished to  
the utmost rigor of the law.

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## Legislature.

# Wainqueville and vicinity.

THE NARROW GAGN.—The Engrin-  
eers of the Toronto, Grey, and Bruce  
Railway are now in Howick, planning the  
line and locating the station.

WOODHARTING was visited by bus...

1872

## Correspondence.

### RAILWAY CELEBRATION AT SHEL- BURNE.

To the Editor of the Sun :

DEAR SIR.—Knowing the interest that you take in the country generally, and particularly in Melancthon, Mulmer, and Amaranth, I send you a synopsis of the proceedings at an entertainment given by the citizens of Shelburne to the contractors and employees of the T. G. & B. Railway, and the inhabitants of the vicinity, on the 30th of October. Supper was served at Mr. Jelley's Hotel, and after all had done ample justice to the good things provided by the host and hostess, Mr. Robert McGhee, Reeve of Melancthon, was called to the chair, and in a brilliant and enthusiastic address stated that the object of the meeting was to celebrate the entrance of the first locomotive into this part of the civilized community. W. Airth Esq., J.P., Hornings Mills, was introduced by our worthy chairman, and made an able and fluent speech regarding the prosperity of the country, and manifested exquisite delight to see that, after many long years of hard toil in this new country, he was now able to have immediate communication with the principal cities and towns of this vast, free, and prosperous Dominion. Mr. Neuman, railway contractor, was next called upon, who interested the company with a few, but well chosen remarks. Dr. Barr, of Hornings Mills, was then introduced, and, with his good nature and easy flow of language, gave a most enthusiastic speech regarding the progress of the country generally, and of the proper sentiment for the county town, which is now being agitated by the ratepayers of the several townships adjacent to this place. Mr. Teal, locomotive inspector, was next introduced, who spoke very highly of the good condition in which he finds the road. Mr. Conner, railway contractor, being next called upon, assured the company that he and his comrades would do their utmost to complete the road as soon as possible, and to the satisfaction of all concerned. Mr. S. Jelly also made an able and eloquent speech, respecting the great advantage the narrow gauge has over the Grand Trunk and other railways. Mr. Thompson, representative of the Narrow Gauge Company, also gave an interesting account of the progress of this road. Mr. Sleight-holm was next called upon, who, in a few choice words, expressed his ideas respecting the narrow gauge railway, in Canada. Mr. Wright next spoke for a few minutes, to the great amusement

1872



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# HARVEST PROSPECTS.

THE following information respecting the crops in the country traversed by the Toronto, Grey & Bruce Railway, will be read with interest by the readers of The Sun. It has been compiled from the reports of the Station Masters to the General Superintendant of the road and may be considered reliable:—

WEXTON.—Fall Wheat, twenty bushels per acre, very light; Spring Wheat 20, fair; Peas, 25, rather light; Early Oats, 45, good crop; Barley, 40, very good in straw and light in grain; Turnips, 800, good crop.

WOODBIDGE.—Fall Wheat, 20 bushels per acre, crop small and winter killed; Spring Wheat, 22, not a great quantity sown this year, but if rust does not touch it, it will reach this average; Oats, 40, very good crop and largely sown; Barley, 30., good crop; Peas, 20, middling, but not so good as last year; Potatoes, rather small crop (bug and rust.)

KLIENBURG.—Fall Wheat, 15 bushels per acre; Spring Wheat, 10, Barley 15; Peas 16; Oats 17, probably estimate may exceed these figures.

BOLTON.—Fall Wheat, 10 bushels per acre, a failure; Spring Wheat, 20 to 25; Barley, 25, fair; Peas and Oats, very poor, barely enough oats for home consumption; Potatoes fair, depending on rain.

NONO ROAD.—Fall Wheat, almost a total failure; Roots, likely to be plentiful; crops generally very fair considering dry season, but not to compare with last year.

CHARLESTON.—Fall Wheat, complete failure, not worth cutting; Spring Wheat, 15 to 20, very light; Oats, 20 to 25, lighter than they were ever known; Barley, 15, very light; Peas, appear to be plentiful. Crops in general very poor.

ALTON.—Fall Wheat, eighteen bushels per acre, killed in spring, small crop; Spring Wheat, sixteen, light from —

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