

## LONDON FREE PRESS

### Wingham Extension

August 2, 1887

The site chosen by the Canadian Pacific Railway Company for the erection of a station is back of the exhibition building in Wingham. It contains about two acres very level land and it is in a very convenient location.

August 18, 1887, Saturday

On Wednesday evening last a few before six o'clock the last spike was laid on the Canadian Pacific railroad extension to Wingham was driven by Miss Leila Macdonald of that town in the presence of a number of spectators. The track runs to the new salt block which is now in working order night and day.

## FATAL ACCIDENT.

**A Young Man loses his Life at the C. P. R. Station on Tuesday.**

A TERRIBLE accident occurred at the C. P. R. station, here, about 8 o'clock on Tuesday morning, which resulted in the injury and subsequent death of a young man named William J. Brown, a brakeman in the employ of the company. Brown was engaged in making a switch at the time the accident occurred, and, it is supposed, by some means got his foot caught in the frog. Before he could be extricated from his perilous position, the engine of a freight train passed over him, cutting and bruising him terribly, and amputating his right leg close to the body. The unfortunate young man was picked up and carried to the ladies' waiting room. Dr. Henry was called and dressed his injuries, but held no hope of his recovery. The injured man lingered until 2 o'clock in the afternoon, when he expired, retaining his senses up to the time of his death. The deceased was only 21 years of age, and came from Alleghany, Pa., where he is said to have wealthy relatives. He had been in the employ of the company for some time, was considered a sober and industrious young man, and was much esteemed by his comrades on the road. It was not considered necessary to hold an inquest, and word was immediately sent to the young man's friends, who reside in the States. In the meantime Undertaker King has taken charge of the remains, and the funeral will take place to the Forest Lawn Cemetery to-day.

ORANGEVILLE SUN

February 3  
1887

**ONE MORE UNFORTUNATE.**—A man named Richard Patterson, a quarryman, was killed on Wednesday evening at Credit Forks by a special freight on the C. P. R. He was lying on the track, apparently asleep. The engineer made every effort to stop the train, but could not on account of the heavy grade. Patterson was terribly mangled, and lived only two hours after the accident. He was under the influence of liquor.

MAY 24  
1888

May 24, 1888

THE C. P. R. station at Flesherton was destroyed by fire on Thursday night. Nothing was saved, the station agent and family, who lived in a part of the building, had a narrow escape from being burned to death.

Flesherton Station fire.

Sun.

February 2, 1888

The contractors finished laying the rails on the branch line of the C. P. R. between Wingham and Wingham Road yesterday. The ballasting will be completed at once. It is reported that Wingham is to have one of the best station houses on the line.

The Wingham Salt Block is turning out great quantities of salt for the C. P. R. A number of cars have been already shipped.

London Free Press

1887

**A SMASH AT BRAMPTON.**

**A C. P. R. Train Goes Clean Through a Grand Trunk Freight—No One Hurt—A Narrow Escape at Rockwood.**

BRAMPTON, Ont., Feb. 27.—Last night at 9 o'clock as a Grand Trunk freight train was crossing the Canadian Pacific railway track a freight train of the latter road rushed through it, cutting its way through, never stopping, not a wheel of the Canadian Pacific train leaving the track. The engineer and fireman jumped and saved their lives. A brakeman ran forward, setting the brakes, and, reaching the engine, brought the train to a stand after running two and a half miles past the scene of the accident. No one was hurt, but a great deal of damage to the property of the Grand Trunk railway was done. A car of coffins and one of sugar were literally smashed into matchwood.

Rockwood, Ont., Feb. 27.—What might have proved a terrible accident occurred at this place early this morning. As the Grand Trunk railway midnight express was nearing Rockwood, a wheel broke under the baggage car and the train ran about a mile and a half before it was noticed, passing safely over and stopping a short distance west of the long iron bridge near the station. Had the cars left the track on the bridge probably every person on the train would have been killed or injured. It is a mystery how the train passed over the bridge, as the track was more or less damaged from where the wheel broke to where the train was brought to a standstill.

Brampton Smash  
CPR and GTR.

Hamilton Spectator—  
February 28, 1889



It is rumored that the C.P.R. will  
relay the C.V.R. track and continue it  
up to the quarries.

April 19, 1890

# A TERRIBLE MISHAP!

## MR. G. B. ISLAND KILLED AT THE C. P. STATION

On Tuesday—Both the Victim's Legs  
Ground under the Wheels—Medical  
Attendance soon on the Spot—  
Who is Responsible for the  
Accident?

One of the most thrilling and lamentable accidents that has ever taken place in Orangeville occurred at the C. P. R. station at 10 45 o'clock Tuesday morning. Mr. Geo. B. Island, a widely known and highly respected resident of Orangeville, was the victim. It appears that Mr. Island had come from Toronto that morning by the Toronto Grey & Bruce train, and had walked across after alighting from the train to the station, where he conversed with some of his friends. He forgot to bring his valise out of the car, and returned to get it. He got his valise and was retracing his steps to the station. Just at that moment the U. V. R. train from the city was approaching unobserved by the deceased, who had just advanced the right foot inside the rail. The pilot of the engine struck the unfortunate man and threw him violently against the platform. The wheels of the engine or tender passed over his legs, mutilating them fearfully, and dragging him a distance of about forty feet. Baggage man Davidson, who witnessed the accident, ran and caught Mr. Island's head just in time to prevent the whole of his body from being drawn under the wheels.

A stretcher, which is kept at the station for any emergency, was immediately procured, and the body, which a minute before was full of life, but now reduced to a helpless condition, was placed thereon and carried into the waiting-room.

Drs. Henry, Smith and Lewis arrived upon the scene very shortly after the accident took place. A consultation was held, and it was decided to amputate both legs—the right above the knee, and the left below the knee. The operation was performed in the most skillful manner, it being the last resort to save his life. He was conscious after being picked up and remained so until a quantity of ether had been administered. After the operation had been performed he regained his senses and retained them until the hour of his death, which occurred at 9.30 P. M., exactly ten hours and three quarters from the time the engine struck him.

His wife and family were at his side shortly after the sad occurrence, and remained with him until he fell asleep forever. He leaves a widow and three of a family—two sons and a daughter. The loss of a husband and father is a heavy one.

April 24, 1890



The C. P. R. engine-house caught fire Saturday night, but the blaze was extinguished before much damage was done.

MAY 1, 1890

Roundhouse fire

The O. & N. R. have a large gang of men putting in a switch to their new gravel pit at Cataract, and in a few days they will start the filling in of the Credit Fork tressle.

MAY 1, 1890

for five times the subscription price.

## A CROWNING VICTORY

### Leslie's Plow Knocks its Rival Sky-High.

**A Great Machine in a 'Great Bank of  
Snow—The Track Cleared in Very  
Short Order by the Rotary.**

ST. ELMO, COLO., April 16.—[Special.]—The special train bearing a party from Denver interested in the contest between machines for clearing a snow blockade, arrived at St. Elmo at 4:30 this morning. It was composed of J. S. Leslie, president of the Leslie Bros' Manufacturing Company of Patterson, New Jersey; Daniel Houston, the company's representative between the Missouri and the Rockies; A. L. Humphreys, general master mechanic of the Colorado Midland road; W. H. Jackson and George Mellen, photographers, and representatives of the *News* and *Republican*. When Denver was left at 6:30 p. m. Tuesday a blinding snow storm was raging, which lessened in intensity after the mountains were reached.

After having eaten breakfast at the Clifton house the Denver party were met by Mr. Jull of the Jull Centrifugal Excavator Company of Patterson, New Jersey; J. B. Gilchrist, assistant superintendent of the Colorado division of the Union Pacific system; M. F. Egan, division master mechanic, and W. C. Sanders train master. The object of the trip was more to determine the merits of the rotary steam snow shovel, manufactured by Leslie Bros., and those of the conical snow plow operated by the Jull company, than to open up the Gunnison division of the South Park road.

At 8:15 a. m. the Jull machine, pushed by four locomotives, gave the first exhibition. The grade was 212 feet to the mile. A temporary delay was brought on a short distance from St. Elmo in order to adjust ice cutters to the machine. The Jull plow is conical in form with five blades similar to those of an auger. Its motion resembles the boring of such a tool. The one slants diagonally toward the right and attacks

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MAY 15  
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diagonally toward the right and attacks  
the snow from that side of the track,  
scooping it into the blades and throwing  
it out through a shaft on the right side.  
It is capable of doing 300 revolutions  
per minute. The entire weight, includ-  
ing car and boiler, is sixty seven tons.

A quarter of a mile stretch of road,  
having an ice bottom, was the first snag  
struck. The snow at this point raised  
in depth from two to four feet. The  
Jull plow slipped the track and its work  
was abruptly stopped. The ice seemed  
too much for the machine and but little  
was accomplished. Mr. Jull stated that  
the boiler, which was a brand new one,  
was not sufficiently broken in to accom-  
plish what was expected of it.

The rotary, as Leshe Bros' machine  
is familiarly called, then had an inning.  
It scored its first triumph by conquering  
the ice and clearing the road for more  
than a half a mile. Both machines were  
run by employes of the Union Pacific  
road. Mr. Gilchrist superintended the  
operations. The rotary is constructed  
on a plan entirely different from that of  
its rival. Two series of steel plate rec-  
angular blades do most of the work.  
Twelve of these are in the outer circle  
and six in the inner. They are set at  
angles suitable to cut and remove the  
snow rapidly, and with reasonable surety.  
As in the Jull, the snow is ejected from  
a shaft in the right side of the machine.  
The spray of snow thrown by both ma-  
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During the morning snow storms and  
sunshine alternated in rapid succession.  
At noon the weather cleared and the  
balance of the day was warm and bright.  
The photographers took a number of in-  
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at work. The afternoon was occupied  
by the Jull plow and much time was lost  
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was about four feet in depth and the  
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MAY 15  
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During the morning snow storms and sunshine alternated in rapid succession. At noon the weather cleared and the balance of the day was warm and bright. The photographers took a number of instantaneous views as the machines were at work. The afternoon was occupied by the Jull plow and much time was lost through the machine persistently lumping the track. The snow encountered was about four feet in depth and the real tests between the rivals will not come off until to-morrow, when heavier drifts will be met higher up in the mountain. When night came on the Jull plow was at work a quarter of a mile from Flan cock.

The rotary appeared but once during the day, and then did good work. This machine has been used on other branches in the State and in other sections of the country with good success.

Mr. Jull having made the claim that his apparatus was superior to the rotary, the present contest was brought on. Opinion is somewhat divided on the merits of the contestants, but to-day the rotary certainly displayed superior qualities. Early to-morrow morning the rotary will open the ball, and a lively day's work is expected.--Denver, Col., *Republican*, Apr 17, 1890.

**They Back It Up.**

The superior merits, as a blood-purifier and invigorating tonic, possessed by Dr. Pierce's Golden Medical discovery, warrant its manufacturers in selling it (as they are doing through druggists) under a *positive guarantee* that, if given a fair trial, it will cure all diseases arising from a deranged or torpid liver, as indigestion, or dyspepsia, and all humors, or blood taints, from whatever cause arising, as skin, scalp and scrofulous affections. The terms are, a benefit or cure, or money returned.

Mother Purification, daughter of W. A. Murray of Toronto, died in London

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MAY 15  
1890



## THE ROTARY VS. THE JULL.

On the sixteenth, seventeenth and eighteenth of April the Rotary and the Jull snow plows were given an opportunity to show to a number of railroad and newspaper men what they could do in a solid snow bank, on the Denver, Belle and Gunnison division of the mountain railroad. Master Mechanic Egan, Assistant Superintendent Gilchrist and Train Master Saunders, of the P.; Master Mechanic Humphrey, of the Colorado Midland, and C. E. Leeman, of the Denver & Rio Grande, were among the railroad men who witnessed the test. The newspaper men were City Editor Martin of the *Rocky Mountain Times*, H. J. Myers, of the *Denver Republican*, and the editor of this journal. Mr. Leslie, one of the proprietors of the Rotary plow, was ably assisted by an Houston, under whose supervision the Rotary was operated. Jas. Naismith, the snow plow man of the Union Pacific, looked after the Jull with Mr. Jull himself in the background.

Nearly all railroad men are familiar with the Rotary, and most have seen a picture, at least, of the Jull. The Jull intended to capture the snow by means of a screw or auger, which points down to the right hand rail. When the machine is put in motion, the revolving screw prances up to the snow at about the same angle a hog assumes when he goes to war; makes about as much noise, but doesn't accomplish as much. The Jull considerably heavier than the Rotary plow, having a sixty inch boiler, while the rotary's boiler is but 52 inches, the cylinders and other machinery smaller in proportion. The gauge of the road where the test was made is three feet and is very crooked and laid of light steel. Very little was accomplished on the first day, as it was nearly taken up putting the Jull on the track, that big machine having left the rails no less than six times. On the morning of the second day the Rotary was put in the field for the second time

then bolted on the sides which made the out four inches wider on either side and after that the Rotary hung to the rail like a leech.

The Jull was first out on the morning of the third day, but left the channel before she reached the snow. After being jacked unto the rail again, she allowed herself to be pushed into the beautiful, where the Rotary had left off at a depth of four feet. This was the first heavy snow encountered by the Jull, and everyone was watching breathlessly. Up on the side hill Mr. Jull stood with his photographer, Mr. Mellen, waiting to catch her at the most favorable moment, (which never came) while Mr. Leslie, the enemy, stood near with a famous photographer, Jackson, of Denver, and the pictures they made of the poor Jull were actually cruel. Mr. Egan had selected four of the best locomotives on the road with picked crews to do the pushing, but in spite of all this, it was impossible to hold the heavy machine up to her work, owing to the bad condition of the track, after the Jull had passed over it. It must be understood before we go further, that the enginemen were all in sympathy with the Jull, and did all in their power to give her a fair trial.

Less than ten feet was made when the Jull "struggled and strangled and died," but not until she had proven to the spectators that she would not throw snow to the left. The scenery was then shifted, the wheels put onto the rails and another run was made. At noon the Jull had slobbered over 100 feet of track, when she was pulled out and put into a side track. The Rotary was again put into the field and a great stream of snow was sent up, curled over the telegraph wires and went crashing down through the trees covering the ground with limbs and pine cones. It was not the intention of the officials to open the road, after making a mile or so, the Rotary was taken off, covered with snow and glory. The Rotary was stopped several times and photos were made showing the actual depth of the snow and also the condition of the track, after the machine had passed over it.

The railway officials were careful to see that the Jull had every opportunity to work. A gang of trackmen was kept flanging the way to give the locomotives a show to push the big plow.

Leslie Bros have spent lots of time and money during the last year to prove to the railways of the country that the

kept flanging the way to give the locomotives a show to push the big plow.

Leslie Bros have spent lots of time and money during the last year to prove to the railways of the country that the Rotary is the only plow made that will throw snow. The Jull, at least, ought never to be considered a competitor of the Rotary, after this test.

"The Rotary," said Mr. Leslie to us "defeated the Cyclone plow on the Central Pacific railroad at Cascade March 19th, in the presence of Gen. Sup't Pillsbury, Master Mechanic H. J. Small, Master Car Builder B. Welch, J. B. Wright, Sup't Sacramento Division; M. J. Conley, Division Master Mechanic; J. H. Waited, Sup't Truckee Division; Geo. H. Hunt, Division Master Mechanic. Also E. Dickinson, General Manager Union Pacific railroad." Conductor Tony Schmidt was in charge of the snow outfit. The crew on the pushers were Stout and Abbott Klitt and Cannahan, Plunkett and Walters, Dempsey and Blue.

On the forenoon of the eighteenth the whole party returned to Denver over the D. L. & G. The special was in charge of conductor Frank Smith, Engine O'Brien and fireman Warnock.

### NOTES FROM THE BATTLE FIELD.

The Jull resembles Myron Reed.

The *News* man backed into the Rotary buzz saw and lost the tail of his coat.

If Dan Houston ever gets out of job, he can rent a hall and open up good circus all by himself.

In the morn' when the mists from the mountains,

Sweat down over the top of the ten,  
I said to my friend, Danie Houston,  
Go mix a John Collins for me.

The daily papers gave a fair and impartial account of the battle.

It may sound strange, but its a fact that the next day after the snow par left St. Elmo, the people became so d that the town caught fire and was nearly all consumed.

P. S. Everything else was consumed during our stay.

When the returning party reached Como, a splendid dinner was served. At the banquet we heard the following toast.

JUNE 5, 1890



THURSDAY, JUNE 20, 1890

## A FEARFUL FALL

### Andy Collins Tumbles Off the Forks Bridge

But is not Fatally Injured—Miracu-  
lous Escape From Instant Death—

The Injured Man Doing Well  
at Last Accounts.

About half-past three o'clock on Satur-  
day afternoon Credit Forks was the scene  
of one of the most thrilling accidents re-  
corded. Bridge Inspector Andrew E.  
Collins was superintending the filling-up  
of the great trestle at that place, and  
while a train of loaded cars was on the  
the bridge he went to replace a broken  
stake in one of the cars. In order to  
do this he had to step on the side of the  
bridge. The stake appeared to be wedg-  
ed in very tight, and he gave it a smart  
jerk. It did not budge, so he gave it  
another and this time it came out very  
easily, Collins, however, becoming over-  
balanced went

HEADLONG OVER THE BRIDGE,

falling a distance of forty five feet and  
lighting on rocks at the bottom.

He was immediately picked up and  
medical aid summoned. An examina-  
tion revealed the fact that his legs and  
arms were broken, four of his ribs frac-  
tured, and his head badly cut. He was  
conscious and asked to be taken to the  
Toronto general hospital. He was  
taken thither that evening, and is now  
on a fair way to recovery. Mr. Collins  
was highly thought of by the railway  
officials, and had just been promoted to  
a higher position than that which he  
held when the sad affair happened. He  
was soon to assume the duties of the  
unfortunate Jas. Wanless, who was kill-  
ed in an accident a week ago.

JUNE 20  
1890

**Jno. A. Graham, foreman bridge builder for the C.P.R. began operations on Tuesday on the new wooden bridge to be placed over the Credit at the Forks. Engineer Hertzberg is superintending the work and about fourteen men are engaged on it.**

**Last week's storm played havoc with the telephone and telegraph wires, the**

*June 26, 1890*

## GRAND Valley

The C. P. R. station house at this village has been somewhat enlarged, much to the convenience of the travelling public.

July 17, 1890

## Orangeville

The addition to the C. P. R. station has been completed.

August 28 1890



## THE C. V. R. CLAIM.

A few meetings ago the special committee, which was appointed to arrange with the C. P. R. about the old C. V. R. claim, reported in favor of letting things remain as they were, but the report was left over. At the time THE SUN contained full particulars, and every ratepayer is familiar with the case. The town receives \$50 a year in taxes for the old C. V. R. grounds, and the committee were still in favor of letting things remain as they are. The report was adopted.

CVR. claim

September 25  
1890