

February 27, 1936

in has been
the past four
ear trouble.
able to con-
angeville High

Sunday School at 2.30.

C. P. R. PASSENGER TRAIN JUMPED TRACK ON MONDAY

C. P. R. passenger train No. 706, which left Owen Sound at 7.45 on Monday morning, came to grief a couple of miles south of Chatsworth, when a portion of the train jumped the rails, effectively blocking traffic. No person was seriously injured, although it is reported that some members of the train crew were badly shaken up. It is not clear just what happened to cause the derailment.

The train was in charge of Conductor Matthew Grimes and Engineer R. H. Flint, the same pair who were in charge of the train that was sideswiped at Streetsville Junction a little more than a week ago.

The wreck caused a delay of a little more than an hour to the passenger train from the south. The Toronto train was delayed for several hours and did not reach Orangeville until well along in the afternoon. An engine and two spare coaches were sent out from Owen Sound and proceeded south to the scene of the wreck, where the passengers, mail, etc., were transferred from the northbound train to the special. The southbound passengers, mail, etc., were transferred to the northbound train, which then returned south, reaching Toronto late in the day. The line was open for traffic late in the afternoon.

BLOUNT WOMEN'S INSTITUTE

The March meeting of Blount W. I. will be held at the home of Mrs. Gar-

which was so in
blue attacks. T
for the O. H. S.
in the minds o
which was the

Part of this
plained perhaps
Brown in the c
iod. Usually Br
the school but
short a goal k
volunteered to
red and blue t
no mercy and

Every player
scored at least
stood out with
by Hopkins w
school's nets.
do but two go
in the course o
sult of scramb

With a littl
squad could m
ing and it is h
date it may be
other game be
puck chasers.

For the sch
Jeffers stood
Wilson played
up follows:

School—Goa
Patterson, G.
wings, Leach.

College—Go
shire, Grills;
Bennett, Reyn

ORANGEVILLE

Orangeville
held its orga
Library Build
February 19th

BROAD

eville curlers
ay. They were
the Ontario
General's tro-
ayers were:—
R. A. Mar-
C. V. Jeffers,
illespie, A. M.
skip; Gover-
C. Island,
er and J. D.
og, J. C. Hue-
ell and A. D.
ankard rinks
ving, working
ts before they
first round the
nson, of King-
second from
3 to 11 and in
y Harstone, of
1 to 12. Dr.
st game from
(alley, 13 to 8,
d Kingston, 14
en by H. Cow-
ie other rinks
g down in one,
as first beaten
und, by 16 to
of Galt, by 11
first game to
to 11 and his
la, 10 to 8.

HIGHWAY

ORANGEVILLE, ONTARIO, THURSDAY, FEB. 27, 1936.

CALEDON

M. S. met on Thursday in the church. The Vice-pres. O. L. Stuckey, conducting exercises, after which Mrs. Dods took the A. B. Smith had charge of Africa, and altogether we profitable hour. The W.M.S. the Day of Prayer on Friday, in the basement at 2:30 with all ladies of the congregation present.

Mr. Patterson, of Alton, reek-end at the home of Mr. J. H. Thompson.

Speers, who is working near spent the week-end at his

fish of Toronto, is a visitant with Mrs. W. P. R.

Nevitt spent a few days with friends in Toronto.

"A Sweeping Victory," will be in Caledon on March 12, under the auspices of the Knox Church.

has Bell left on Sunday for where she has secured a position to report that Kenneth

no has been seriously ill in hospital, is rapidly recovering and will be missed very much.

is an active member of the and also the Young People's school class. His many friends see him out as usual in the

events scheduled for the past few weeks have had to be postponed account of bad weather and

le roads. The Young People's school, which was to be held last Friday evening, will be a Friday evening of this week.

t and renew the scenes of 1 days.

Hedon W. I. will hold their meeting next Wednesday afternoon at 2:30 p.m. in the library. The

will be answered by the name birth month and a copper for

ter in it. Mrs. Norman Mc will give a talk on her trip to

and Mrs. A. B. Smith, the North student of Peel, will give a

Mrs. McCarroll will give a first aid kit and give instructions

how to use it. Lunch will be after the business meeting. All of the community are cordially

uchre and dance, which the ad planned for two weeks ago

held on Friday evening, March is held here. Be sure to come

spend an enjoyable evening. Chambers, who is attending

school in Extn, spent the week-end here.

McKenzie, of Lakeside, spent the id at the home of Dr. W. P. R.

J. P. U. met on Tuesday evening in the basement of the church. The

of this meeting was the nt. Mr. Robt. Smith.

Scott Dods spent the week-end lends in Toronto.

Marjorie Vanwyck returned to me last week after an extended

th friends in Caledon, Easton and Toronto.

Friday evening a number of our People journeyed to Inglewood

for a pleasant evening's skating rink there.

Margaret Atkinson has been d to her home for the past four

with tonsillitis and ear trouble. st she will soon be able to con-

her studies at Orangeville High

OUR CURLERS ABROAD

rinks of Orangeville curlers in Toronto on Friday. They were

silver winners in the Ontario rd and Governor-General's tro-

competitions. The players were: rd, G. E. Colbeck, H. A. Mar-

W. C. Hopkins and C. V. Jeffers. Bert Prestie, C. B. Gillespie, A. M.

nd Dr. S. T. White, skip. Governor-General's Trophy, F. C. Island,

Smith, A. S. Walker and J. D. lian, skip; J. H. Lang, J. C. Hue-

Dr. G. H. Campbell and A. D. trick, skip. The Tankard rinks

an excellent showing, working way up to the Eights before they

eliminated. In the first round the rinks won from Hanson of King-

by 10 to 9, in the second from n. of London, by 12 to 11 and in

third were beaten by Harstone, of ion Thistles, by 13 to 12. Dr.

e's rink won its first game from McIntyre, Grand Valley, 13 to 8,

cond from Lough, of Kingston, 14 and was then beaten by H. Cow-

garnia, 13 to 5. The other rinks of fare as well, going down in one

order. McMillan was first beaten McCanne, Owen Sound, by 8 to

1 then by Stewart, of Galt, by 11

McKenzie lost his first game to it, of Unionville, 13 to 11 and his

id to Hinds of Grills, 10 to 8.

AVING ON NO. 10 HIGHWAY

all there has been no official announcement, and probably will not be some little time. It is understood the Department of Highways is

is serious consideration to the

of paving the unfinished section

between No. 10 from Chate-



LIEUT.-COL. G. M. FITZGERALD

Recently appointed Commanding Officer of the Peel and Dufferin Regiment.

PRESBYTERIAN CHURCH

The hour of service on Sunday morning will be 11:30 instead of 11 a.m. The

reason is that our new King, Edward VIII, has arranged to give a message

to the Empire over the radio on Sunday morning at 11 a.m. (our time) and

every loyal subject will be anxious to hear it—so our morning hour of Public

Worship on Sunday, March 1st, will be at 11:30. The young King's message

will have a peculiar interest. Less than two months ago we listened to his Roy-

al father's voice. It is safe to say the prayer of the Empire will be that King

Edward may seek guidance from the same source as did his father and

that he will continue to exhibit those qualities which already have made him

so much beloved, and show the other kingdoms of the world how a British

monarch with a democratic Christian spirit can adorn a throne.

The Women's International Day of Prayer will be observed on Friday next

in St. Marks Church at 3 p.m. We urge the women of our church to attend as

far as possible.

The Young People's Society had their toboggan party on Monday night. The

members met at the church at 7:30 p.m. and there were cars in plenty to

take them to the rendezvous. Reaching there it was found that the ground,

owing to the sudden thaw, was not suitable for comfortable tobogganing

so all had to the capacious and hospitable home of Mr. and Mrs. Harold

Watson, 1st line, Caledon, East, where, to the number of forty-two, they had

a very enjoyable time. Mrs. Harold Watson had much capable and willing help

in preparing and serving dainty refreshments. Harry Butler, president of

the Y. P. S., thanked the Watson family for their hospitality.

The sermon subject for Sunday evening service will be "Religion Judged

by Its Results," which is a good subject for anyone to meditate on. Better

attendances are in evidence now with more moderate weather and we hope

to see the church full again. Visitors are cordially invited.

Sunday School at 2:30.

C. P. R. PASSENGER TRAIN JUMPED TRACK ON MONDAY

C. P. R. passenger train No. 706, which left Owen Sound at 7:45 on

Monday morning, came to grief a couple of miles south of Chateaufort, when

a portion of the train jumped the rails, effectively blocking traffic. No person

was seriously injured, although it is reported that some members of the

train crew were badly shaken up. It is not clear just what happened to cause

the derailment.

The train was in charge of Conductor Matthew Grimes and Engineer R. H.

Plint, the same pair who were in charge of the train that was sidwiped

at Streetsville Junction a little more than a week ago.

The wreck caused a delay of a little more than an hour to the passenger

train from the south. The Toronto train was delayed for several hours

and did not reach Orangeville until well along in the afternoon. An engine

and two spare coaches were sent out from Owen Sound and proceeded south

to the scene of the wreck, where the passengers, mail, etc. were transferred

from the northbound train to the special. The southbound passengers, mail,

etc. were transferred to the northbound train, which then returned south,

reaching Toronto late in the day. The line was open for traffic late in the afternoon.

BLOUNT WOMEN'S INSTITUTE

The March meeting of Blount W. I. will be held at the home of Mrs. Gar-

vey on Wednesday afternoon, March 19th. Scripture reading by Mrs. J. At-

kinson. Roll Call. Exhibit of some one article of your own handicraft. Topic

by Joseph Garvey. Contest by Mrs. Reid. Music by Mrs. Wellwood. Mono

Mills Eyeopener by Mono Holmes. Pa-

nor by Miss Betty Crozier. Contest

LOCAL LEAGUE
TEAMS BATTLE

Coca-Cola Sailors Down Clerks by Count of 7 to 3.—Business College Boys Show Lack of Experience in Tilt with High School Sextette.

Town League hockey was continued on Tuesday last when a single game

was played, in which the Sailors and Clerks were the opponents. The final

score was 7-3 for the Sailors and play was fast most of the time. The Sail-

ors were without the services of their regular goal keeper, Joe Merlina, and

in his absence Jay Murray and McClellan took turns at wearing the pads. Murray played in goal for the first two

periods and McClellan guarded the cage in the final stanza.

This was the fourth loss for the Clerks this winter and they have yet

to win their first game. Tough luck seems to be dogging their footsteps

and they just can't seem to come out on top in any game.

In the first period the Sailors scored four goals and the Clerks could not

put the puck past Murray on any occasion. Calbeck scored the first, to be

closely followed by a goal by Campbell. About halfway in the period Mc-

Clellan notched a counter and just before the period ended Randall scored

the fourth and last goal of the stanza. Sailors 4, Clerks 0.

Early in the second the Clerks missed a great chance from a scramble in

front of the net but the shot went wide and no score resulted. Later on Grills

beat Murray for a goal, the first for the Clerks. It was a clean goal and

Murray had very little chance to save. Boyle scored another for the Clerks

soon after, when he stickhandled the puck through the entire team and

beat the goalie for a well earned goal. When the period ended the Sailors had

not increased their lead and the score was: Sailors 4, Clerks 2.

Grills scored again in the last period, to make the score 4-3. The game

at this stage was fast and both teams were desperately trying to score. On a

long rush Snell beat Jack Cunningham for the Sailors' fifth goal. Randall

scored his second goal of the game. Murray, who played out in the last

frame, and Grills were penalized for pushing one another in the corner and

several blows were struck but no damage was done. The final score was 7-3

for the Sailors. The line-up follows:

Sailors—Goal, Murray; defence, McClellan, Snell; centre, Randall; wings, Campbell, Cooney; subs, Calbeck, J. Merlina.

Clerks—Goal, J. Cunningham; defence, J. Ahern, J. Boyle; centre, K. Cunningham; wings, Aberdeen, Grills; subs, Walters, A. Duncan.

Referee—L. Dalgleish.

In the Arena on Monday night the powerful school hockey squad clashed

with the boys of the local business college for school supremacy in town. The

game was not very even as the college team had not the practice or teamwork

which was so noticeable in the red and blue attacks. The final score was 16-2

for the O. H. S. and no doubt was left in the minds of the spectators as to

which was the better team.

Part of this large score may be explained perhaps by the presence of

Brown in the college nets for one period. Usually Brown plays left wing for

the school but as the college were short a goal keeper for a period, he

volunteered to play in the nets and his red and blue team mates showed him

no mercy and scored repeatedly.

Every player on the school squad scored at least one counter and Leach

stood out with 6, to be closely followed by Hopkins with 4. Duncan, in the

school's nets, had very little work to do but two goals were scored on him

in the course of the game, both the result of scrambles in front of the net.

With a little practice the college squad could make a far better showing and it is hoped that at some future date it may be possible to arrange another game between these emergent

puck chasers.

For the school, Leach, Hopkins and Jeffers stood out and for the college Wilson played a good game. The line

up follows:

School—Goal, B. Duncan; defence, Patterson, G. Walker; centre, Hopkins; wings, Leach, Jeffers.

College—Goal, Wilson; defence, Wilshire, Grills; centre, Aberdeen; wing, Bennett, Reynolds.

ORANGEVILLE LIBRARY BOARD

Orangeville Library Board for 1936 held its organization meeting at the

Library Building on Wednesday night February 19th, when officers and com-

mittees were appointed as follows:

Chairman—W. C. Hopkins

Vice-Chairman—A. L. Hartmire

Secretary-Treasurer and Librarian

Mrs. Ethel P. Moore

Book Committee—H. B. Church,

Hackett and Dr. R. N. Kyles

Committee—A. L. Hartmire

February
27
1936

RANGEVILLE BA

H WHICH IS AMALGAMATED THE ORANGEVILLE SU

ORANGEVILLE, ONTARIO, THURSDAY, MARCH 5, 1936.

C.P.R. BRAKEMAN KILLED HERE MONDAY MORNING

Harold Leslie Crushed Fatally When Caught Between Bumpers of Two Freight Cars.—Unfortunate Man Resident of Toronto.

Harold Leslie, C. P. R. brakeman, of 216 Fairview avenue, Toronto, was instantly killed when he was crushed between two freight cars in the Orangeville station yard on Monday morning. Leslie was working on a freight extra which left Toronto for Orangeville during the night. The train reached Orangeville at 6.15 a.m. and the unfortunate brakeman was killed at 6.20, exactly five minutes later. Leslie was cutting out a section of the train sixteen cars back from the engine. After throwing the coupling, he signalled the engineer to go ahead with the forward part of the train. The rails were slippery with frost and after starting forward the train suddenly backed, catching Leslie between the two sets of bumpers. Death was instantaneous.

Deceased was born near Guelph, but had lived in Toronto for the past twenty years. He had been in the service of the C. P. R. for twenty-five years, following in the footsteps of his father, who was superannuated from the road after many years' service. He is survived by his widow, two daughters, Aileen, aged 9, and Audrey, aged 2, and two brothers, Mervyn, C. P. R. agent at Embro, Ont., and A. Ross, also in the service of the C. P. R. in Toronto.

The freight was in charge of Conductor A. T. Gray and Engineer Padon.

Dr. S. T. White, Coroner for Dufferin, ordered an inquest. A jury was sworn in composed of Messrs. D. J. Torrie, foreman, Dalton Patterson, Fred Webb Jr., C. E. Hanley, Geo. B. Brown, A. M. Ellis and J. R. Hughes. After the jury had viewed the remains and the scene of the fatality, Dr. White adjourned the inquest until Friday night at 7.30, when evidence will be taken and a verdict returned. The inquiry will take place in the Orangeville court house.

MARCH 5, 1936

Creemore and at I commen-
reer, which I
a quarter of
rugged man
first in Cree-
he position I
not necessitate
ch are the lot
that reason I
for some time.
ave my house
may return to
life in the vil-
as my home."
e the superin-
vincial Hospi-
is now under
an associate
at the Ontario
by. Interview-
was unable to
s to when the
ould be ready.
three months,
x months," he
umber of men
lding and it is
a unit is com-
o use, he add-
Star.

ite" on Jack

which heroes

out that "any
ct of a dis-
in the Canad-
be interpreted

British ideals
on and dissat-
ittee felt this
y regrettable
g so much re-
led world."

y celebrations
the following
darkdale, Aug.
and Hamilton.

e chapter are:

S. Parkinson,
Registrar, Rev.
on, Ont.; Dep-
William Clarke,
surer, R. E.
Deputy Grand
ylor, Aurora;
Cubitt, Wal-
arker, Guelph;
Hudson, Lon-
Collingwood;
arers, James
nd, and James
rand Pursuiv-
h; Grand Mar-
Toronto.

CAR WITH THEFT

mobile on Or-
it grief to Alex.
early Sunday
s awakened by
McNeill and un-
n the town jail.
he was slumber-
Thomas Lennox,
y and they have
r theft and with
of a car.

and Family: Gates Ajar, Mrs. Duffort,
Mrs. Blackburn, Mrs. Busher and Miss
Banks; Baskets, Mr. and Mrs. D. H.
Patterson and J. Kearns & Son.

C. P. R. TRAIN SMASHES TRUCK

C. A. Wishon, of Orangeville,
Had Fortunate Escape
When Truck He Was Driv-
ing Was Struck on Street
Crossing in Dundalk Thurs-
day Morning.

The C. P. R. northbound train in
charge of Engineer Harry Topplin, of
Toronto, and Conductor C. D. Oatt, of
Owen Sound, was delayed at Dundalk
about 15 minutes at 11:15 o'clock on
Thursday when it struck a large truck
owned by the O'Keefe Brewing Co., of
Toronto, driven by C. A. Wishon, of
Orangeville, at the Main street cross-
ing. Fortunately Mr. Wishon escaped
without injury of any kind, as the
truck was hit as it was almost across
the railway tracks and was turned
completely around, facing the opposite
direction from which it was travelling.

The truck was going in an easterly
direction and it is said that the driver
did not hear the engine whistle or see
the train until the truck was struck.
The crash could be heard all over the
village and people rushed from all di-
rections to see what had happened. The
truck was loaded with a large cargo
of soft drinks of various kinds and
these were scattered everywhere, with
quite a few of them still on the front
of the engine when it was brought to a
stop. The truck was badly wrecked, al-
though the cab and front part remain-
ed intact. Mr. Wishon was still in his
cab after the crash, and was unhurt
in any way. It is estimated that the
train was travelling around 30 to 35
miles an hour as it passed over the
crossing, but was quickly brought to a
stop. Some damage was done to the
front of the locomotive, which was one
of the streamlined ones now being used
on the Owen Sound-Toronto run, but
it was able to proceed without repairs.

According to Wishon, the Main St.
crossing in Dundalk is obscured by
buildings. He said there was no wig-
wag signal at the crossing, although ef-
forts had been made to have one in-
stalled.

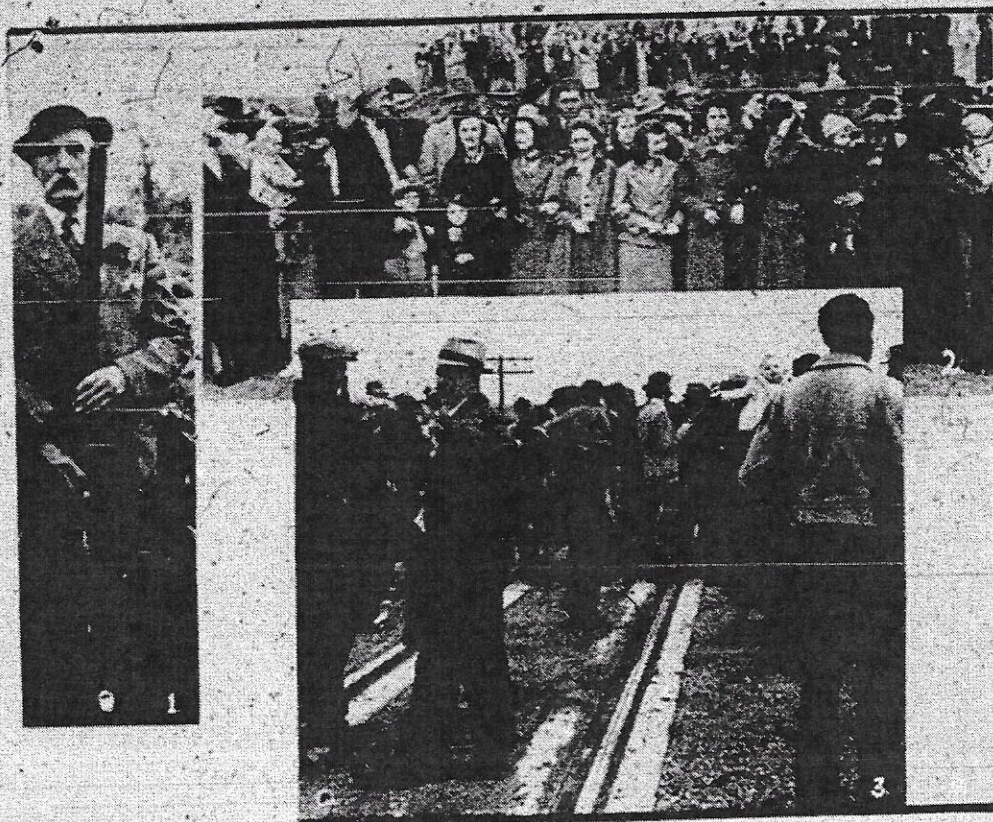
"I had just pulled away from a store
and started over the rails in low gear,"
related Wishon after the crash. "The
front wheels were on the tracks when I
saw the train bearing down on me. So
I stepped on the gas and the engine
struck the back of the truck. It was
the narrowest escape I have ever had.
I have been driving since 1913, and this
was my first level-crossing smash-up,
and I hope it's my last."

—Mr. and Mrs. David Evans, of An-
caster, Ont., have moved back to the
Horton farm in Erin township. They
had resided west of Alton before mov-
ing to Ancaster.

MAY 19
1938

June 1 1939

ROYAL TRAIN DISAPPOINTED THROG AT BLACKHORSE



A lifelong ambition to salute a reigning Monarch might have come true for Robert Ryder, 78-year-old veteran of the Afghanistan War, had not the Royal train been forced to make up time while passing his home at Black Horse, fifteen miles east of Orangeville, on Monday, May 22nd.

The King and Queen overstayed their scheduled time at Christie Street Hospital in Toronto, and so the train went by the veteran's home at forty-five miles an hour, too fast to allow His Majesty to take the salute.

"Those veterans at Christie Street Hospital deserved the extra time with the King and Queen more than I did, anyway," said the old man.

Mr. Ryder had planned to fire a volley of three shots from a shotgun

at the approach of the train and then to make his salute.

A member of the "Bloody Eleventh of Devon" he is one of the few soldiers living today who took part in the "great march" through the Khyber Pass under Lord Roberts.

Neighbors, hearing of the Royal visit and knowing of Mr. Ryder's one great wish, wrote to Prime Minister Mackenzie King requesting, if possible, an opportunity for the veteran to make his salute. An answer was received promptly acceding to their request, but the letter asked them not to expect the train to slow down if it was behind schedule. Mr. Ryder was thrilled at the news.

Mr. Ryder, who is noted for his skill in knitting in that part of the country,

sent a huge knitted "flag of all nations" to King George VI at the time of the Coronation. The King's Secretary returned the gift to him explaining that a King is not allowed to accept such gifts, but the King was deeply touched by the gift, and that he was returning it so that Mr. Ryder would be the guardian of it for him. During the Great War, Mr. Ryder knitted 113 pairs of wool stockings for members of the 11th Regiment of Devon.

The pictures give some idea of the size of the crowd, which included many people from Orangeville, Palgrave, Tottenham, Beeton, Schomberg and other nearby points. Mr. Ryder (left) is shown on a special stand near the railway track, waiting to give the salute, he had no opportunity of firing.

LET US SMILE

During a very stormy Channel crossing a Judge, staggering below, ran into an obviously sea-sick passenger whom he recognized as a barrister who practised before him.

"Can I do anything for you?" he inquired, solicitously.

"I am a doctor," answered the

HUGHSON-DRAPER

A quiet wedding was solemnized at the parsonage in Brampton on Wednesday, May 24th, when Dorene, only daughter of Mrs. Earl Draper and the late Mr. Draper, was united in marriage to William Chester Hughson, eldest son of Mr. and Mrs. William Hughson, Orangeville. Dr. C. E. G. Cragg, of Grace United Church, Brampton, was the officiating minister. The bride

ALTON

A special treat is in store for the people of Alton and district in the Baptist church here on Sunday, June 4th, when Rev. W. Frey, of Bienne, Switzerland, and Rev. T. Carson, of Verdun, Montreal, will be the guest speakers, afternoon at 2.30 and evening at 7. Both are young men and they have great messages.

The de well-known occurred Wednesday by two s of Totter stead, M Hill, and funeral with ma church a in St. J

W William Mono to May 19t failing h a heart been con 6th of ti year.

Deceas township young m half of thirty y est, har made a was wel politics eral par the wife two dau liston, Centre, Bert Fo Mrs. W sisters: peg (is l

The f of his Mono, Monday T. V. F the ser The rel resting Hermar Woolne Ford.

Robel dent of at his Tuesda He was Mono t family Mills.

Surv his wif three d Margat Anna. l liam, c of Sint one sis Toront tish C high r and hi by a k The Past

City Hall Reception Viewed From The Air

May 25
1939

A Banner Representative Witnessed the Proceedings from Stirling Tower.

With pomp and splendour befitting the occasion, Their Gracious Majesties, King George VI and Queen Elizabeth, were received in Toronto on Monday before cheering Canadians, glad to have the privilege of welcoming their Sovereigns to their shores, and to the Capital of Ontario in particular. From the moment of their arrival at North Toronto station, at approximately 10:30 a.m., until their special train carried them further on their journey across the Dominion, Their Majesties were accorded the whole-hearted love of a section of the Dominion populace, which was given in continuous, thundering applause during the periods that they appeared before their people in the Royal procession, and in a more quiet, but none the less sincere, commendation during the times that they were making public appearances.

From a point of vantage 150 yards south of the Toronto City Hall and approximately 225 feet above, on the 22nd floor of the Stirling Tower, I had the pleasure of witnessing the regal reception which was accorded Their Majesties on the steps of the Toronto City Hall. It was a scene which will not escape my memory for many years to come. Simple in many respects, but deeply impressive, the scene was of glamorous splendour of a quality which has never before been witnessed in the Queen City of Canada.

From my stand I could not distinguish with the naked eye the features of Their Majesties nor of the civic officials who tendered the welcome. Nor had I any conception of the actual address of Mayor Day and the reply by King George. Many small but none the less important items which may have been distinguished by those thousands who thronged the streets and lawns of the City Hall were not in evidence from my point of view, but, given the same choice on another occasion, I think I would choose the same location, insofar as a close-up view of the Royal couple was forthcoming later in the day. For, high in the sky overlooking the reception in entirety, one had a view of the magnitude of the demonstration which it would be impossible

to secure from any vantage point on the ground. The regal splendour of the stirring drama was not missed in any form. Perhaps most impressive from high in the sky were the cheers which rose upwards in waves of thunderous sound as loyal subjects of the British crown paid homage to their King in the most impressive way they knew how.

As the scheduled hour for their arrival at the City Hall drew nearer, hundreds gathered from all sides to swell the throng which had come in the early hours of the morning to make certain an unobstructed view of the proceedings. Estimates indicate that approximately 25,000 persons were crowded and jammed into the space immediately adjacent to the City Hall. It was a solid mass of humanity which conducted itself surprisingly well, for pushing and shoving such as would be expected under the circumstances were not in evidence.

Promptly as Big Ben tolled 11 o'clock Their Majesties' maroon car drew to a stop at the City Hall, six minutes ahead of schedule. Their Majesties were assisted to the sidewalk and were greeted by Mayor Ralph Day and Mrs. Day, who accompanied them to the royal enclosure, where the King and Queen stepped forward to take the salute during the playing of the National Anthem by the Royal Regimental Band. It was during this brief interval that the greatest of the thundering ovation broke out. Never since the declaration of the Armistice, the daily press has told us, did the people of the Queen City take part in or witness such a heart stirring drama spectacle as that which was tendered our Sovereign and his gracious lady. Surely no occasion since that time has been worthy of such a genuine display of sincere happiness by the people of this part of Canada, and surely for a long time to come these cheering citizens will not find it in their hearts to unleash such a pandemonium of sound, symbolic entirely of a deep-rooted love of King and Country in every happy heart.

Through field glasses the reception and following presentation was brought much closer. The periodic breaks in the line of those privileged to receive Their Majesties' greeting as they walked into the City Hall after presentation told a silent story that the Royal couple had engaged some, at least, in conversation for a period longer than was absolutely necessary.

The ceremonies completed, Their Majesties returned to their car and were assisted into the rear by a Mounted policeman, bright and colorful in the scarlet tunic of that organization. They were preceded down Bay Street by the Royal Dragoons, attired also in natty uniforms of bright red, with helmets of burnished gold color. Soon the procession had rounded a corner

to Their Majesties ing to All Canadians

ill Human-
d Make It
Symbol



Queen Across Canada

WESTERN POINTS ON
ROYAL ROUTE

MAY

Travel via Chapleau, White River, Schreiber.

Tuesday, May 23—Arrive Port Arthur 5:00 p.m. E.S.T.

Motor to Fort William.

Leave Fort William 5:30 p.m. C.S.T.

Wednesday, May 24—Arrive Winnipeg 11:00 a.m. C.S.T.

Leave Winnipeg 7:00 p.m. C.S.T.

Thursday, May 25—Arrive Regina 12:30 p.m. M.S.T.

Leave Regina 8:00 p.m. M.S.T.

Brief stops at Moose Jaw and Medicine Hat.

Friday, May 26—Arrive Calgary 3:00 p.m. M.S.T.

Leave Calgary 5:00 p.m. M.S.T.

Arrive Banff 7:30 p.m. M.S.T.

Saturday, May 27—Rest day.

Sunday, May 28—Leave Banff 10:40 a.m. M.S.T.

Short stop at Kamloops.

Monday, May 29—Arrive Vancouver 10:00 a.m. P.S.T.

Leave Vancouver 5:30 p.m. P.S.T.

Arrive Victoria 8:00 p.m. P.S.T.

Wednesday, May 31—Leave Victoria 9:00 a.m. P.S.T.

Arrive Vancouver 12:00 noon P.S.T.

Leave Vancouver 1:00 p.m. P.S.T.

Travel via New Westminster, Chilliwack.

JUNE

Thursday, June 1—Arrive Jasper 9:00 a.m. P.S.T. (rest day).

Friday, June 2—Leave Jasper 10:00 a.m. M.S.T.

Arrive Edmonton 3:00 p.m. M.S.T.

Leave Edmonton 10:00 p.m. M.S.T.

Saturday, June 3—Arrive Saskatoon 2:00 p.m. M.S.T.

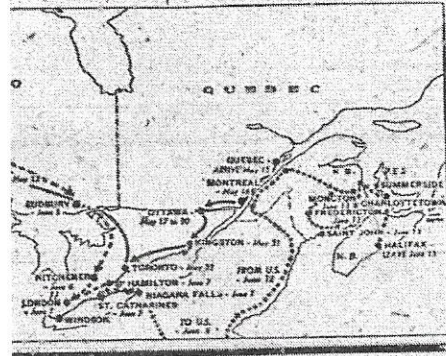
Leave Saskatoon 4:00 p.m. M.S.T.

Leave Saskatoon 4:00 p.m. M.S.T.

Travel via Melville, Winnipeg, Sioux Lookout, Armstrong, Long Lac.

Resume Eastern Tour, including three day visit to the United States.

George VI

Education
Important Meeting

Important matters of the members of Board of Education at a meeting on Friday night.

Medical Officer of the Board to make provisions of a public health order to assist in coping with epidemic of the town. He is of a Nurse at from the Board decided to Scott's disposal.

Many Schoolchildren Plan to
See King and Queen MondaySpecial Train Will Carry One
Thousand People from Or-
angeville and District.

Orangeville, Mono, Amaranth and other municipalities in this part of Ontario are observing Monday, May 22nd, as a public holiday to give all who wish an opportunity to go to Toronto to see their Majesties, King George and Queen Elizabeth. Many people will undoubtedly avail themselves of the opportunity, some going by motor, others by Gray Coach, busses and still others by C. P. R. trains. The C. P. R. is running a special train right through to Riverdale Park and it is expected that this will carry at least one thousand school children and adults from Orangeville and nearby points. Space for the children and the adults who accompany them has been reserved in Riverdale, so that the little folk will have an excellent opportunity to observe their Majesties at close range.

School Inspector Hansford and local committees have been busy obtaining a register of the school children to ascertain how many plan to go to Toronto and also to learn whether they are going by auto or train and if they will be accompanied by parents or other adults or will expect to be looked after by teachers or citizens. Yesterday morning Mr. Hansford handed The Banner the following summary, showing the number of school children and adults who expect to make the journey to Riverdale Park by C. P. R. special.

	Pupils	Adults
Shelburne	136	45
Crombie's	114	4
Laurel	17	7
Praxa	10	8
Orangeville	280	150
Alton	38	13
Cataract	8	1
Inglewood	61	21
Cheltenham	12	4
	676	253

203 pupils in various parts of the Inspectorate have intimated that they intend to make the journey by motor.

Pupils should reach the Park between 12:30 and 2:00 p.m. and proceed at once to the area to which they are assigned. Space for from 700 to 1000 pupils has been reserved for the Dufferin Inspectorate. Their Majesties will arrive at the Park at 2:40 and will enter from Winchester Drive. Pupils are expected to wave their flags and cheer as they see the procession come down the hill to the north of the Park. When their Majesties' car enters the central decorated enclosure, the Royal Standard will be broken at the top of the tall flagpole. This is to be the signal for silence and all flags should then be held at your side. When all are quiet, the band will play the National Anthem. Following this the pupils should cheer and wave their flags. The procession will then reform and proceed in front of the various sections. It is particularly important that the children remain in their groups when the assembly breaks up.

Adults will not be admitted to any of the reserved areas unless wearing a special badge. These badges or special identification badges must be worn, but these must not exceed the ratio of one adult to fifteen children. The adults who accompany the children will remain along the fence back of the children. Ample space will be provided between Areas I and K for additional adults to view the parade.

As already stated the special C.P.R. train will leave Orangeville at 9 a.m. and run right through to Riverdale Park, which it will reach about 11:40 a.m. Returning in the evening the train will leave Riverdale at 6:45 p.m., which means that it will reach Orangeville in good time. School children who wish to remain at the Park for the afternoon will find plenty to see and amuse them at the Riverdale zoo and gardens.

Resident of Erin
Celebrates 80th Birthday

Mr. Thomas McQuarrie, lot 18, con. 10, Erin township, celebrated his eightieth birthday quietly on Sunday, May 14th, immediate members of the family being present to unite in offering their congratulations and good wishes. Mr. McQuarrie was born and spent the greater part of his life in Caledon township near Caledon East, but moved to Erin in 1915. He is a staunch Conservative and an esteemed member of Wellington Lodge A.F. & A.M., Erin. He recalls the boom days railway construction brought to the north end of Peel county. The Hamilton Northwestern passed through Inglewood, Caledon East and Palgrave on its way to Barrie. The Toronto, Grey and Bruce brought new life to Bolton, Mono Road and Caledon and the Credit Valley opened up the Credit Valley district by way of Credit Forks, Alton and Orangeville.

In 1909 Mr. McQuarrie married Miss Margaret Elliott. The fruit of the happy union was a family of eight children, of whom seven are still living. These are: Kenneth, Saul, Ste, Marie, Donald, at home; Mrs. Harry Massop, Toronto; Mrs. Fred Steen, Erin; Miss Marjorie, R. N., Toronto; Miss Ella, Toronto, and Miss Mary, of Capreol. A brother, Mr. Nevan McQuarrie, resides in Caledon East.

BOND FIRM HEAD
DIES SUDDENLYJohn D. Bell Succumbed to
Heart Attack on Saturday.

Seized with a heart attack, John Daniel Bell, aged 51, bond and insurance broker, died suddenly at his home, 205 Tweedsmuir avenue, Toronto, on Saturday, May 13th.

Born at Laurel, Mr. Bell was the son of Rev. J. R. Bell, who was for many years pastor of Laurel Presbyterian Church. He received his education in Laurel Public School and Orangeville High School, afterwards spending seven years in the service of the Traders Bank at Grand Valley, Ont., and Regina, Sask. Returning east he was appointed general manager of the Hamilton Branch of the Northern Life Assurance Company, where he remained for five years. Following several years with Williams, McLean and Bell, of Toronto, he went into business for himself as a bond and insurance broker.

He was a brother of the late T. H. Bell, onetime M. L. A. for Belwoods riding, whose sudden death about ten weeks ago will be fresh in the memory of Banner readers. Mr. Bell is survived by his widow, formerly Miss Mary M. Little, a daughter of the late Rev. John Little, and one brother, Logan Bell, of Woodstock.

The funeral was held from the chapel of Hopkins-Cole, 529 Yonge St., to Greenwood cemetery, Orangeville, on Monday afternoon. Rev. G. K. MacMillan, pastor of High Park United Church, had charge of the funeral services. The pallbearers were Messrs. Morgan O'Brien, W. E. Spry, Robert Purdy, Toronto, Herbert and J. A. Hughes, Shelburne, and Marshall Curry, Orangeville. The large number of floral tributes testified to Mr. Bell's popularity and the sorrow of his large circle of friends.

Children who wish to remain at the Park for the afternoon will find plenty to see and amuse them at the Riverdale zoo and gardens.

MAY 18
1939

Railway Company Asks Leave To Abandon Cataract Branch

C. P. R. Notifies Municipal Clerks of Its Intention to Make Application to Board of Transport Commissioners for Permission to Close Line.

Clerks of the municipalities interested have received copies of the application which the Canadian Pacific Railway Company has made to the Board of Transport Commissioners for permission to close the branch line from Cataract to Fergus. The application was forwarded to the offices of the Commission at Ottawa on October 29th and will likely be dealt with at a special sitting of the Board, which it is expected will be announced shortly.

The application sets forth in considerable detail the traffic over the part of the line the Company desires to close during the past three years, but does not give any figures for Fergus and Elora.

We are reproducing herewith the important parts of the application as presented.

Canadian Pacific Railway hereby applies to the Board under Section 165 (a) of The Railway Act and Section 2(3) of the Canadian National-Canadian Pacific Act of 1933, and all other appropriate statutory provisions, for an order granting it leave to abandon the operation of that part of its line in the Province of Ontario between Cataract and Fergus, a distance of 24.68 miles.

"It is intended that the applicant shall continue to operate its line between Fergus and Elora by means of an arrangement with the Canadian National Railway Company under the Canadian National-Canadian Pacific Act of 1933 for running rights over the line of that Company between Fergus and a point of connection at or near Marden, and leave for the foregoing abandonment is to be conditional upon the making effective of such an arrangement.

"This application is made by way of co-operation with the Grand River Conservation Commission, a public body exercising its powers pursuant to the Grand River Conservation Act 1938 (Ontario), for the purpose of avoiding the heavy cost to the Commission, estimated at approximately \$260,000, of relocating part of the said line of the applicant. Such relocation would otherwise be made necessary by reason of flooding of the present right of way by remedial works now under construction by the Commission. The cost of relocation would have to be borne by the public and is out of proportion to the inconvenience that would result to the public by the abandonment of this portion of the line.

"In support of this application the applicant submits herewith statements setting forth a general description of the line and of the industries and territories served; the details of all transportation services in the territory; the revenues of the line for the calendar years 1937-1938-1939, and analysis of its traffic for the same years."

The application is signed by G. A. Walker, General Solicitor, Canadian Pacific Railway Company.

The details and description of the line follow:

(a) Descriptive and Statistical Data as follows: District, Ontario; Province, Ontario; Division, Bruce; Sub-division, Elora, from Cataract to Fergus. Distance, 24.68 miles.

(b) Brief Historical Review: Built by the Credit Valley Railway Company in 1879 and granted a Dominion charter in 1883. Amalgamated with the Ontario and Quebec Railway Co. on November 30, 1883, and included in the perpetual lease of the Ontario and Quebec Railway Co. to the C. P. R. on January 4, 1884.

(c) Physical Characteristics of Line

to be Abandoned: 1. Rail—1.6 miles 80 and 83 lb. balance 72 lb. 2. Bridges—10 wooden trestle bridges, total length 449 feet, and one steel bridge 235 feet long, consisting of three spans. Information is also given on culverts, ballast, ties, grade, curvature and drainage.

(d) Brief Description of the Territory served. An agricultural territory with no industries of any kind apart from one or two small lumber and coal yards.

(e) Industries Located on the Line to be Abandoned: Erin—D. L. Mundell, lumber retail yard; T. J. Sinclair, coal, grain elevator and potato warehouse; R. Leitch, coal yard.

Hillsburg—Barbour Bros., warehouse (potato).

Orton—E. Price, coal yard; J. Watson, warehouse (potato).

Belwood—Nil.

(f) Details of All Transportation Services serving the Territory. This territory is now served by a Canadian Pacific mixed train daily except Sunday in each direction. Daily bus, truck and light delivery services are operated between Toronto, Hamilton and the above-mentioned communities. A bus service operates twice daily between Orangeville and Guelph, via Alton, serving Erin, with a connecting service when required between Erin and Hillsburg.

(g) Effect of Cancellation of Rail Service on Line to be Abandoned and Substitute Methods of Transportation Available. This part of the country is well served by highways and it is considered that the communities affected can adequately be served by road transport, trucking from the nearest railway station such traffic as must still be handled by rail.

Detailed figures of revenue for the past three years are given. In 1939, the total passenger revenue was estimated at \$1702; freight at \$16,324; express, \$2,899; milk and cream, \$125; mail, \$526; miscellaneous, \$318; total for 1939, \$21,894.

Total revenue in 1937 was \$27,115; in 1938, \$18,955.

Details of all cars in and out of the four villages are given for three years. For 1939, they were as follows:

Erin—Cars in: Asphaltum 2; calcium chloride 1; cement 14; coal 26; coke 3; grain 2; grain food 1; livestock 1; lumber 22; oats 3; paper bags 1; poles 3; shingles 4. Cars out in 1939: buckwheat 1; livestock 1; logs 1. Total in, 83; out, 3.

Hillsburg—Cars in: Calcium chloride 1; cement 4; coal 22; fertilizer 2; limestone 1; road building composition 1. Cars out: livestock 15; potatoes 3. Total in, 31; out, 18.

Orton—Cars in: Coal 3; livestock 1; oats 1; wheat 1. Cars out: turnips 18; livestock 36; buckwheat 1. Total in, 6; out, 56.

Belwood—Cars in: Coal 3; fertilizer 4; grain screening 1; livestock 7; salt 2; wheat 1. Cars out: turnips 2; livestock 2. Total in, 18; out, 4.

Passenger revenue—Erin, \$326; Hillsburg, \$369; Orton, \$260; Belwood, \$252.

Freight Earnings—Erin, \$8,587; Hillsburg, \$2,731; Orton, \$2,561; Belwood, \$2,454.

Express Earnings—Erin, \$1,025; Hillsburg, \$645; Orton, \$438; Belwood, \$411.

Mail total, \$526.

There is revenue also from leases, milk, inward passenger earnings and same other sources, making a total of \$21,894 in 1939, with 138 cars in and 81 out.

There are also tables to show cars in and out by months. For the first 8 months of 1939, there was not a car out of Erin. In two months, September and December, Belwood had no cars either in or out. There were also two months when Hillsburg had no cars out and only one in. Orton kept up a steady outbound traffic of two or more cars a month, with 10 out in January and 7 out in March and November. Road conditions probably have something to do with this.

Cal
D

A
Rep
Ora
afte
ang
LEG

byn
roll
Bill
gre
ere
the
jon

firs
Can
pra
For
the
rea

kin
hyi
dre
one
the
anc

ligi
der
Gr
vic
wa
dasi
in
bul
for
eat

per
his
poi
an
ate
an
er

the
ma
the
two
las
ma
no
bu

hy
dic

R

he
vil
he
me
fil
pr
riv
sei

pa
Br
Or
of
Ac
th
fe
of

co
th
he
Le
si
Ch
R
of
C
fo
H

th
H
P
w
at
w
su
tr

L
A
w
ti
at
ci
vi
E
at
ci

R

November 14

1940

Orangeville

Sun

Banner

Transport Commissioners Reserve Their Decision

On Application of Canadian Pacific Railway Co. for Leave to Close Cataract Branch.

No decision was reached last Thursday by the Board of Transport Commissioners for Canada in the hearing of the application for the abandonment of a portion of the Elora-Cataract branch line of the C. P. R. by that company. The section of the line it is proposed to abandon extends eastward for nearly twenty-five miles from Fergus to Cataract, leaving the two-and-a-half-mile stretch of road between Fergus and Elora in operation. It is planned to operate C.P.R. trains from either Guelph or Hamilton via Morden and thence over C.N.R. tracks to Fergus, where the train will again switch to C.P.R. rails to Elora.

The board reserved judgment on the application. Reeve Neil McKinnon, of Erin Township, gave figures showing that land and buildings with a total assessment of \$1,454,050 in that township would be affected if the railway were abandoned.

Owner of two farms, Reeve McKinnon declared that his farms, three and four miles from Hillsburg, would depreciate at least 10 per cent, while farms nearer the railway would depreciate from 15 to 20 per cent in value.

Reeve McKinnon blamed the purchasers for the drop in soil shipments of potatoes and other farm commodities rather than the farmer.

"Truckers come in and buy potatoes and often we don't know who they are and they go out and sell these as first-grade Hillsburg potatoes, regardless of their correct grade," he added. "We would expect an increase in transportation costs by trucks if the railway is abandoned."

Can't Close Deal Now
The witness stated that local real estate agents had properties for sale in Hillsburg, but that no one would close a deal until this railway question is decided.

Norman Dearing, Orton drover, stated that truckers charge 25 cents a hundred to haul hogs to Kitchener, while rail rates are 14 cents.

"Could you carry on your business from Orton station profitably if the railway were abandoned?" questioned Mr. Parkinson. "Absolutely not. At one time last winter, a transport truck was stuck up in a snowbank near Orton for five or six days. The railway service has been good and we have depended upon it."

Jas. Courtney, manager of the M. P. Barry Company plant at Orton, stated that in 1937 there were twenty-three cars of turnips shipped out of Orton and in 1938 there were twenty-two, while in 1939 a total of nineteen cars were shipped.

The company owns two storage plants at that centre. Most of the shipments, he said, went to Chicago and New York, and the closing of the line would mean "closing the doors" because the turnips could not be taken to other places owing to the fact that Orton is in the heart of the "snow belt."

If turnips had to be taken to the next nearest centre, Rockwood, the business could not be carried on profitably.

At the close of the regular list of witnesses scheduled to appear, Elora was given an opportunity to have its representative, ex-Warden A. Badley, address the board.

"Are you supporting or opposing this application?" asked Commissioner J. A. Stoneham. "We felt that we could get into enough trouble looking after our own interests without looking after the other fellow's."

"In other words, if your ox is not gored you're satisfied?" "Yes."

River "Glorified Sewer"
H. K. Sims, counsel for the Grand River Conservation Commission, blamed the opposing municipalities for at least a part of the condition of the Grand River today, with its high floods in the spring and low water in the summer.

"Today the river is a glorified sewer," he remarked. "The municipalities downstream have had to suffer and to pay for the condition and are being asked to pay more now for the Grand dam. The municipalities upstream, who are now opposing this application, have not been asked to contribute a cent, yet they are largely responsible for the condition of the river. Here is a chance to save \$300,000."

Fred Parkinson, for the opposing municipalities, charged that the plan to close the railway was a "scheme" because the railway had asked the Grand River Commission half the cost of relocating the line, or \$150,000. Later the commission offered \$50,000, and after some "showing of hands" the final figure of \$30,000 was agreed upon, said Mr. Spence.

He urged that the "pathetic appeal of the poor municipalities of

Objective 520 Pledges

Orangeville's War Savings Drive is in full swing this week. On the 20 per cent of population basis, the objective set by the local Committee is 520 pledges. Workers are confident they can make this objective and expect to go considerably over the top. Every citizen can help by pledging.

DR. AND MRS. C. M. CURRIE ENTERTAIN ORANGEVILLE ROTARY CLUB MEMBERS

Dr. and Mrs. C. M. Currie entertained Orangeville Rotarians to a delightful programme illustrative of Hebridean life and folk songs at the weekly luncheon meeting on Thursday night. By means of a series of screen pictures and explanatory remarks Dr. Currie gave his audience a good idea of the rugged beauty of Hebridean scenery and some insight into the mysticism, religious life, love of nature and song love of the humble fisher and farm folk of these remote islands. Mrs. Currie, a gifted vocalist, sang a number of folk songs, hymns and marching songs, thereby contributing greatly to the enjoyment of those who were privileged to hear the programme. The meeting was ladies' night and the Rotary Anns were out in goodly numbers and entered into the happiness of the occasion just as heartily as their menfolk. President Charlie Scott presided, Maurice Cline introduced Dr. and Mrs. Currie, and Rev. Murdoch Mackinnon tendered them a very hearty vote of thanks at the close of the programme.

ADJALA MAN BECOMES POSTMASTER OF TOTTENHAM

Ex-Reeve Wilmer Palmer, of Adjala township, who was appointed Postmaster of Tottenham a few weeks ago, assumed the duties of his new office on Wednesday, February 12th. Mr. Palmer has been Township Roads Superintendent since he retired from the Reeve's chair, but will now resign this position. The new Postmaster, who has been a farmer near Connor for a number of years, is a partially disabled veteran of the last great war.

SOUTH AFRICAN WAR VETERAN

Shot Timber Wolf on His Farm Near Inglewood at Dusk Friday Evening.

Archie McColl, who operates a farm adjoining the village of Inglewood, shot and killed a timber wolf near his farm buildings last at dusk Friday night. The wolf had been roaming in the vicinity for two or three days, and when McColl noticed it approaching his barn Friday night he armed himself with his trusty Lee-Metford rifle and repaired to the buildings determined to bring down the marauding animal if he could get a shot at it. Using a strawstack for cover the farmer manoeuvred into position to draw a bead on the wolf, which fell to the ground at the first discharge of the rifle. Firing a second shot for good measure, McColl advanced cautiously for the kill, only to find that his erring marksmanship had despatched the wolf to another hunting ground. McColl fired at fifty yards in the half light of dusk and the result showed that he had lost none of his oldtime skill as a marksman. The kill created town interest in the village and district and it was not long until quite a large crowd had gathered to have a look at the slain carcass.

McColl, who attended Orangeville High School when a young man, is a stalwart six footer and was a well-known athlete in his younger days. He saw war service in South Africa during the Boer war and the Lee-Metford was his service rifle during that exciting period of Canada's first war venture abroad. After returning to Canada McColl lived in Northern Ontario for a number of years, finally returning to the homestead at Inglewood.

The wolf is supposed to have followed deer down from Northern Ontario and is said to have been lurking in the Caledon mountains for some time. It is supposed to have been searching for food when it was shot and was probably attracted to the McColl buildings by the smell of the farm animals or poultry. McColl will put in a claim for the usual wolf bounty.

Harry Young shot a wolf in Erin township last autumn and received the Government bounty.

February 20
1941

RY

TRANSPORT COMMISSIONERS RESERVE THEIR DECISION

INSON
son died at
st. Mulmur
ary 9th, in
was held on
uary 12th.
Creemore

BRETT
riends and
o learn of
t H. Brett
, Alta., on
. Deceased
vitt before
hter of the
Hewitt, of
Toronto.
I spent her
d also lived
r her mar-
and moved
years ago,
t city some
is mourned
ring in Ed-

E
the oldest
st week in
Sloane, who
in that vil-
lay evening
s. Deceased
me prior to
Sloane had
econd wife,
by McLean,
Orangeville.
l. Mr. John
o daughters
d two sons,
w living in
econd mar-
on Tuesday
Interment
rt cemetery.

MURPHY
hy, whose
y, lot 6, con-
y, February
last week's
edon town-
ater part of
he was en-
development
ear ago, re-
uilt a new
led to his
n. Deceased
mber of St.
He is sur-
Adele Mur-
ter residing

n Thursday
when the
osed as a
her Quintan
and Father
feacon. The
John Petch,
McCormick,
Killen and
tends.

ER
ugh A. Pot-
of Caledon
way at his
th. February
s held from
don, to Cal-
aturday af-
Evidence of
as held was
ighbors, and
y him a last
William Hen-
ited Church,
the church

at his youth
Mono Mills,
ere his bro-
ow lives. Af-
Elizabeth Wil-
d for a time
later move-
some years
ledon, first
ge, then go-
the second
e they have
fifteen years

(Continued from Page 1)
Brantford, Kitchener and Galt" fall upon deaf ears.

Members of the Commission questioned the cost of maintaining this section of the line as set out at "almost an average of \$1,000 a mile."

G. H. Day, Bruce division engineer for the railway, was unable to give any information as to why the maintenance should be so high since there was nothing unusual in this section of the line to warrant such a cost.

Evidence was given by F. P. Adams, secretary of the Grand River Conservation Commission, that the closing of the line had never been approached with reference to the abandonment of the railway prior to the time the C.P.R. was approached by that body with a cash consideration for closing the line.

It was pointed out that the Conservation Commission stood to save \$220,000 if the line were abandoned and an agreement had been reached with the railway for the payment of \$80,000 by the commission to the railway if the application is granted. Cost of relocating the four-mile stretch of the railway through the floodage area would be approximately \$300,000, Mr. Adams stated.

Evidence concerning shipments of potatoes and turnips out of the centres affected by the closing of the line and shipments of coal and lumber into the Village of Erin was produced and these showed no material decrease during the past three years for which figures were available.

"Exceptional Case"
Chief Commissioner Col. J. A. Cross, K.C., presided with Assistant Commissioner Hugh Wardrope, Commissioner J. A. Stoneman and Registrar F. F. Burpee sitting on the board.

The municipalities opposing the abandonment of the line were represented by Fred Parkinson and H. A. Willis, with K. D. M. Spence acting for the C.P.R., and H. K. Sims, K.C., for the G.R.C.C.

Mr. Spence stated at the opening of the hearing that it was rather an exceptional case. "In most cases it is one of balancing the saving to the railway and the consequent loss. In this case there is a public saving against a consequence of loss to the public."

Motor Car Cuts Traffic
Referring to the passenger service, Mr. Spence pointed out that in 1937 the total passenger earnings were \$1,705 for business to and from that part of the line; 1938, \$1,484, and in 1939, \$1,702. "Total receipts for passenger service right to Elora, I am told, would be \$4 per train per day."

He pointed out that the motor car had played an important part in the decrease in passenger service. Another factor is a diminishing population in the area. Mr. Spence stated that census figures of 1931 showed a general decrease in the population served by this line with the exception of the Village of Fergus. Figures from the Department of Highways showed public commercial vehicles licenses had been granted to 361 operators within a radius of fifteen miles of the Fergus-Cataract line.

"We feel that if our line is not required by the public any more than is indicated, we should be allowed to close it, particularly when it will mean a saving not only to the railway but also to a large public body known as the Grand River Conservation Commission."

Representing the municipalities of Erin Village, Erin Township, East Garafraxa, West Garafraxa, Eramosa and the County of Wellington, Mr. Sims argued that it would be seen that the line is a paying proposition if the entire line, including the Elora-Fergus section, were considered.

"Infected Sewer"
Dr. H. G. Acres, chief engineer for the Conservation Commission, stated the Shand Dam site was the best for the parties interested so far as value was concerned. "The idea



Give Us th

Save

Fighting dolla

Buy W
C

F. T. I

Broadway

February 20
1941

ly showed the entire road to be at a profit. Based on a profit, on a traffic line basis, and expenses included being merely on pocket costs, the Fergus-Elora tion of the road gave a profit of 769 in 1937, \$25,717 in 1938, and \$1 in 1939. K. D. M. Spence, C. P. R. tellor, stated.

NORTH ERIN UNITED CHURCH HONORS RETIRING TREASURER

On Friday, February 14th, 1941, members of North Erin United Church held a social evening at the home of Mr. and Mrs. Ross Houston, in the direction of the Women's Association. During the evening the congregation presented Mr. George Nodwell, who has retired after 17 years service as church treasurer with a copy of John Buchan's autobiography, "Memory Hold the D" and the following address:

February 14th,
Mr. George Nodwell,
Dear Mr. Nodwell:
We, the members of the congregation of North Erin United Church, desire to take advantage of this opportunity to express to you our sincere appreciation of your labors

With every needful thing to do Thou
relieves us

And of Thy mercy, pity
AND FORGIVE US
All our misdeeds, for Him, Whom
Thou didst please

To make an offering for
OUR TRESPASSES
And forasmuch, O Lord, as we be-
lieve

That Thou wilt pardon us
AS WE FORGIVE
Let that love teach, wherewith Thou
dost acquaint us
To pardon all

THOSE WHO TRESPASS
AGAINST US
And though, sometimes, Thou find'st
we have forgot

This love to Thee, yet help
AND LEAD US NOT
Through soul of body's want to des-
peration,

Not let earth's gain drive us
INTO TEMPTATION,
Let not the soul of Thy true believer
Fall in the time of trial,

BUT DELIVER
Yea, save them from the malice of
the Devil,
And both in life and death keep

US FROM EVIL,
Thus pray we, Lord, for that of Thee,
from whom
This may be had,

FOR THINE IS THE KINGDOM,
This world is of Thy work, its won-
drous story,
To Thee belongs

THE POWER AND THE GLORY,
And all Thy wondrous works have
ended never,
But will remain forever and

FOREVER,
Thus we poor creatures would con-
fess again,
And thus would say eternally,

AMEN.

Teacher—Willie, define the word
"puncture."

Willie—A puncture is a little hole
in a tire, usually found a great dis-
tance from a garage.

ments, and is it ever cold (this was
written Aug. 30). We sleep with all our
clothes on in case of an air raid and
we have one every day. We have had
five today and they came too close for
comfort to suit me. We see all kinds
of jerrys up in the air and when they
start to bomb us we run for our posts
and pray that they don't strike us.
Please ask my mother to send me some
pen pals and some comic books.

Well, here it is—going on for
three months and all is well, and we're
still living to see the ruins of camp.
We are not even scratched, but pretty
badly shaken up. We have an air raid
every hour of the day and all night.
The shells put us to sleep. So you are
pretty lucky to be where you are. Over
here we see the people out in the
streets with all their belongings or
what is left of them, and hospitals all
blown up. I haven't heard a radio since
I left home. We don't need one; we
get the news as fast as we want. We
see a newspaper about once a week,
when we go to town. I got a parcel
from home this week and one about
three weeks ago, and was I glad to get
them. We are working now (road con-
struction) and what a time we have.
We are getting lots of rain and we are
covered from head to foot with mud.
The days it doesn't rain we are covered
from head to foot with dust. In-
stead of brown hair we have gray hair.
We are so dirty—wow, what a day to-
day is. It is raining cats and dogs.
It is an awful thing to fight and kill
someone you don't even know. Will
close now as I want to get some sleep
—I have worked very hard today and
I am tired.

Russ.

More from "Russ" later.

—Murray Brecken, pupil of Mrs.
E. Whelan, has been successful in
passing with First Class Honours,
Grade II Theory Exam. of the Tor-
onto Conservatory of Music.

—Buy War Savings Stamps and
help win the War. Sold at The Banner
Office.

to distance her on a such case with no
brake. The engineer had to handle
two engines under one roof with the
engineer on the right side of the cab
and two firemen on the left. The fire-
men had to go up and get wood from
what they called "the baskets," above
the boiler, throw the wood down on
the deck in the cab, then get down
and fire.

Another unpleasant duty for the
firemen was to walk over the tank,
down to the front of the engine every
time the main valves required tallow,
regardless of weather conditions. Very
little is known of her dimensions. Her
steam pressure was 145 pounds. She
was an 0-6-6-0 and had copper fire
boxes.

In the photograph the engineer who
appears in the cab is believed to be
the late James Munro, who later was
a C.P.R. engineer, having been trans-
ferred when the line was taken over by
that company. In the late 70's the
"Caledon" was driven by Ben. Fallis,
of Toronto, a well-known retired C.P.R.
engineer, who is now in his 93rd year.

It was understood that one reason
for building the double-header "Cale-
don" was because of the absence of a
turn-table at the northern terminus
of the line. Whether there is anything
in this, it is hard to say, but anyway
the old engine could run either way
with equal facility and without the
necessity of being turned around.

In Six Weeks Snow Blockade

In the winter of 1875-6 the most
prolonged snow blockade of the history
of the line occurred. One of the worst
blocks was a few miles along the line
from Owen Sound. A photograph tak-
en at this time shows the old wood-
burning double-header locomotive
buried in the snow with a group of
Owen Sound citizens, members of the
Dickens Snow Shoe Club, shown around
the engine and the snowplow. A copy
of this photo is still in existence.

Line Completed in 1873

The Toronto, Grey and Bruce Rail-
way Company was chartered in 1863,
but construction did not begin until

When they could call on Barber Jack,
So frank in all his dealings,
And who has got the pleasing knack
That never hurts the feelings.

No other shop with his can cope
For dressing or shampoo,
For nicely scented castile soap,
And cast steel razors too.

He plays sweet music, jokes and sings,
And as his art he plies,
He makes you laugh, but never brings
The tear drops from your eyes.

Now if you want a joke to crack
At morning, night, or noon
Step in and have a chat with Jack,
And see his nice saloon.

Where evergreens and flowers wave,
Within this fairy arbour,
And if you want a pleasant shave
Apply to

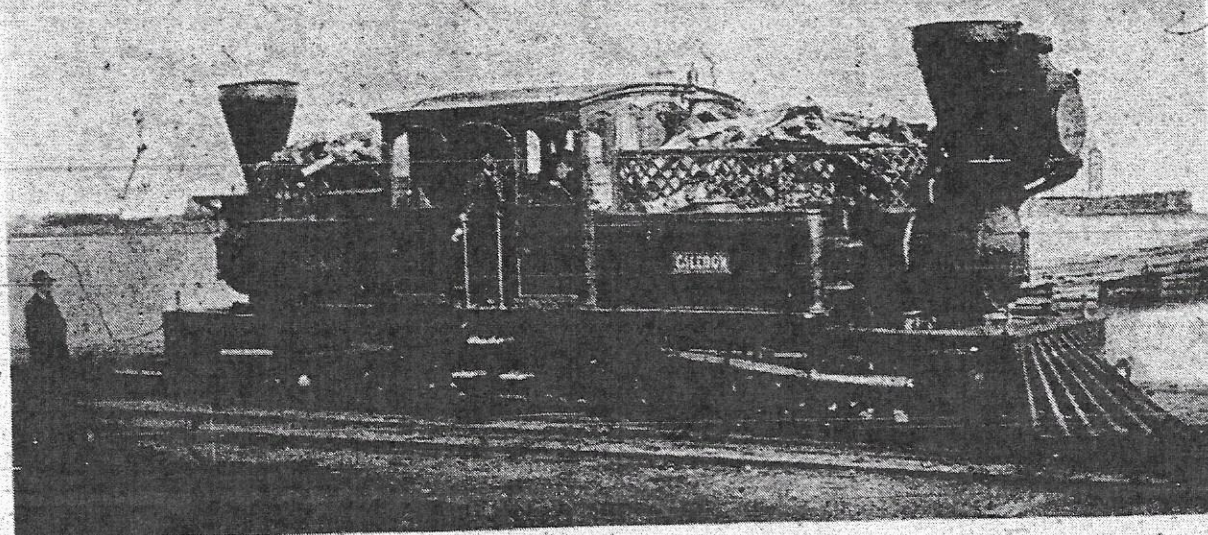
JACK THE BARBER.

THE MAPLES

Mrs. Wm. Brown was hostess to the
members of The Maples Women's In-
stitute at their regular meeting on
Thursday afternoon. With the Presi-
dent presiding, the meeting opened in
the usual manner. After discussion on
several business matters, plans were
made for a tea and baking sale to be
held in the auditorium of the Public
Library on Saturday afternoon, March
15th. Mrs. N. E. Trower, assisted by
Mrs. J. W. Collins, Orangeville, was
present and gave a Talk on Red Cross
work. Mrs. G. M. Cruikshank took the
chair for the programme, which opened
with community singing, followed
by a recitation by Miss Annabelle Mc-
Carthy, which was enjoyed by all. Mrs.
Nelson Black then sang a delightful
solo. The singing of the National An-
them brought the meeting to a close.
A dainty lunch was served.

The next meeting will be held at
the home of Mrs. Harvey Bryan on
March 20th.

Double-Headed Locomotive that Ran on Grey & Bruce Line in Early Days



Here's the famous old double-header locomotive that was operated on
the old narrow-gauge railway—Toronto, Grey and Bruce Railway (now
C.P.R.) between Owen Sound and Toronto in the "Seventies." The loco-
motive burned wood and could run either way with equal ease. The narrow

gauge of the road was widened in the early "eighties" and the old engi-
ne was scrapped. The photo is the property of J. Toman, C.P.R. engineer, re-
tired on pension, Toronto. See complete story on this page.

MARCH 6, 1947

Double Headed Locomotive Curiosity of G & B Railway

**Woodburner That Was Run
on Narrow Gauge Toronto-
Owen Sound—Proved a Dis-
appointment.**

Many are the tales which are told of the early operation of Owen Sound's first railway outlet—the Toronto, Grey and Bruce Railway—which now is the Owen Sound branch of the Canadian Pacific Railway. One of the favorite sources of these stories is the double-headed locomotive which was used in the early "seventies," shortly after the road was opened. A splendid photograph of this remarkable engine came to the front recently and was published in the C.P.R. Staff Bulletin, a monthly publication. The photo is owned by J. Toman, a pensioned C.P.R. engineer, of Toronto, who loaned it for reproduction.

The double-header was not considered a success and was generally regarded as something of a curiosity in railway building. It was named the "Caledon" and was used mostly in the freight service between Toronto and Owen Sound. On the change of gauge in December 1881, the double-header could not be used any further, and was scrapped.

Built for Caledon Mountain

It is said the engine was originally built for service on the Caledon Mountain, a very heavy grade south of Orangetown, but she did not take kindly to the famous horse-shoe curve and her performance on that section of the road was something of a disappointment. The old horse-shoe curve was one of the heaviest and most difficult grades in the Province and about 10 years ago was eliminated from the route when the line from Melville Junction to Bolton was abandoned and the Owen Sound trains routed via the Credit Valley via Brampton and Streetsville. A lot could be written about the old horse-shoe curve, which about 30 years ago was the scene of one of the worst railway wrecks in the history of railroading in Ontario when an excursion train with hundreds of exhibition visitors was derailed.

Wood in "Bread Baskets"

The double-header "Caledon" never really had a friend, as she had a wheel reverse and so it required a lot of skill to balance her on a turn table with no brake. The engineer had to handle two engines under one roof with the engine on the right side of the cab and two firemen on the left. The firemen had to go up and get wood from what they called "the baskets," above the boiler, throw the wood down on the deck in the cab, then get down and fire.

Another unpleasant duty for the firemen was to walk over the tank, down in the front of the engine every time the main valves required tallow, regardless of weather conditions. Very little is known of her dimensions. Her steam pressure was 145 pounds. She was an 8-8-8-0 and had copper fire baskets.

In the photograph the engineer who appears in the cab is believed to be the late James Munro, who later was a C.P.R. engineer, having been transferred when the line was taken over by that company. In the late '70's the "Caledon" was driven by Ben Fallis, of Toronto, a well-known retired C.P.R. engineer, who is now in his 93rd year.

It was understood that one reason for building the double-header "Caledon" was because of the absence of a turn-table at the northern terminus of the line. Whether there is anything in this, it is hard to say, but anyway the old engine could run either way with equal facility and without the necessity of being turned around.

In Six Weeks Snow Blockade

In the winter of 1875-6 the most prolonged snow blockade of the history of the line occurred. One of the worst blocks was a few miles along the line from Owen Sound. A photograph taken at this time shows the old wood-burning double-header locomotive buried in the snow with a group of Owen Sound citizens, members of the Dickens Snow Shove Club, shoveling around the engine and the snowplot. A copy of this photo is still in existence.

Line Completed in 1871

The Toronto, Grey and Bruce Railway Company was chartered in 1863, but construction did not begin until

1875, and the Orangetown-Owen Sound end was not completed until 1873. The County of Grey granted a bonus of \$284,000 to induce the railway to construct the line, and the various municipalities also granted bonuses. The line supplied a service that accomplished wonders in further opening up and developing the County. The Toronto people were greatly interested in opening the line, for a reason that in this day and generation seems very odd. They believed the opening of the line into the hardwood regions of Grey would bring cheaper fuel to that city. Doubtless they were correct, for that was long before coal came into general use in Ontario.

The railway line was operated by the T. G. and B. Co. until 1882, when it was leased to the old Grand Trunk and run by them until it was taken over the C. P. R. on October 8, 1883, on a lease of 99 years. The Toronto, Grey and Bruce Railway Co. still owns the road, but it is understood the stock of this company is controlled by the Canadian Pacific. The narrow gauge of three feet six inches was found most unsatisfactory and was widened in the early eighties when the road was in control of the Grand Trunk.

The first Owen Sound station was located at one of the first steam boat landing places—Bord's Wharf on about the site of the National Table Co. on Third Ave. E., Owen Sound. The remains of the wharf still project into the harbour on the Table Co. property.

JACK THE BARBER

One of Orangetown's interesting early day characters was Jack the Barber. We have heard oldtimers speak of Jack on many occasions but do not recall that we ever heard him referred to except as Jack the Barber. His right name we do not know and we are doubtful if there is any means of discovering it at this late date. Back in 1876, sixty-five years ago, Jack was an advertiser in the Orangetown Sun. His advertisement, under the heading "Jack's Alive To It," makes interesting reading, even at this late date.

To me the matter is so droll:

How frantic men behave.

In running round from pole to pole

To get a pleasant shave.

When they could call on Barber Jack.

So frank in all his dealings,

And who has got the pleasing knack

That never hurts the feelings.

No other shop with his can cope

For dressing or shampoo.

For nicely scented rashe soap,

And east steel razors too.

He plays sweet music, jokes and sings,

And as his art he plies.

He makes you laugh but never brings

The tear drops from your eyes.

Now if you want a joke to crack

At morning, night, or noon

Step in and have a chat with Jack.

And see his nice saloon.

Where evergreens and flowers wave,

Within this fairy bower.

And if you want a pleasant shave

Apply to

JACK THE BARBER.

THE MAPLES

Mrs. Wm. Brown was hostess to the members of The Maples Women's Institute at their regular meeting on Thursday afternoon. With the President presiding, the meeting opened in the usual manner. After discussion on several business matters plans were made for a tea and baking sale to be held in the auditorium of the Public Library on Saturday afternoon, March 15th. Mrs. N. E. Trower, assisted by Mrs. J. W. Collins, Orangetown, was present and gave a Talk on Red Cross work. Mrs. G. M. Cruikshank took the chair for the programme, which opened with community singing, followed by a recitation by Miss Annabelle McCarthy, which was enjoyed by all. Mrs. Nelson Black then sang a delightful solo. The singing of the National Anthem brought the meeting to a close. A dainty lunch was served.

The next meeting will be held at the home of Mrs. Harvey Bryan on March 20th.

CAN
TO

Is Ne
McC
Firs

Rann
in the
Carthy,
pointed
ton, is
land M
promine
afterwa
Dufferi
Leigh
born in
G. and
15, 186
in Wal
Hy was
McCart
Barrie
maimed
when I
Duri
McCart
player
Barrie
cial in
when I
the la
Hoskin
with ti
Ontari
With I
to the
for a
against
Dur
Toron
hockey
Hall I
runner
cup, n
until
In '93

On
Carthy
mond
bald I
have
Two
age
King's
He
Cana
Liber
a bye
1898,
succe
McCa
eaten
the s
Wf
other
is on
Gard
board
suran
Co.

He
of th
Cana
onto
Alun
Cana
Ltd.,
ad.
Ltd.,
Don
etro
Ltd.;
Nova
suran
and
ora,
of
Gene
four
St.
tion

alyai
lea,
Spri
In
Jack
Two
follo
to t
Bari
and J
form
fath

G;
The
wed
1st,
dau
R;
Sgt.
Co.
Mid
The
Sec

MARCH 6
1941

ANY
glory,
rocto.

ARRATES
RIDENCES

from let-
manner of
id of the
omewhere
Toronto

d for four
am I ever
fun over
well. We
cool days
to a place
Run-Tin-
Sunnyside
or? If you
tell them
paper and
or cigar-
over here,
cigarettes
of tobacco,
writing as
the hand-
baseball,
we haven't
along a fly
catch it the
and . . .
and I hope
see me now
me, for I
camp. I

a wash for
town for
good bath.
we are in
this was
with all our
rayd and
have had
so close for
all kinds
when they
our posts
like us . . .
id me some
books."

one on for
l, and we're
of camp.
but pretty
an air raid
a all night.
So you are
u are over
at. In the
longines of
hospitals all
radio since
ed one; we
want. We
ice a week.
of a parcel
glad to get
one about
read con-
we have,
and we are
with mud.
e are cover-
e dust. In-
gray hair.
a day to-
nd dogs . . .
ant and kill
know. Will
some sleep
today and

ST
C.

sp of Mrs.
successful in
s. Members
of the Tor-
isla.

Stamps and
The Banner

Cataract-Elora Branch Will Continue to Operate

Board of Transport Commissioners Dismisses Application of C. P. R. for Permission to Abandon the Line.

The Cataract-Elora Branch of the Canadian Pacific Railway will not be closed. Yesterday morning The Banner learned that The Board of Transport Commissioners for Canada had dismissed the application of the C.P.R. for permission to abandon the line. The judgment is not yet available, but we hope to be in a position to publish it in full or part in an early issue.

Hearing of the evidence and argument for and against the application for leave to close the line took place at a special sitting of the Board in Guelph on Thursday, February 14th. At the close of the hearing the Board reserved its decision.

At the hearing Reeve Nell McKinnon, of Erin Township, gave figures showing that land and buildings with a total assessment of \$1,554,050 in that township would be affected if the railway were abandoned.

Owner of two farms, Reeve McKinnon declared that his farms, three and four miles from Hillsburg, would depreciate at least 10 per cent, while farms nearer the railway would depreciate from 15 to 20 per cent in value.

Reeve McKinnon blamed the purchasers for the drop in rail shipments of potatoes and other farm commodities rather than the farmer.

"Truckers come in and buy potatoes and often we don't know who they are and they go out and sell these as first-grade Hillsburg potatoes, regardless of their correct grade," he added. "We would expect an increase in transportation costs by trucks if the railway is abandoned."

Can't Close Deal Now

The witness stated that local real estate agents had properties for sale in Hillsburg, but that no one would close a deal until this railway question is decided.

Norman Dearing, Orton, James Courtney, manager of the M. P. Barry Company plant at Orton, and other witnesses gave evidence as to the freight shipments from stations along the Branch and the manner in which business would be affected if the line were abandoned.

River "Glorified Sewer"

H. K. Sims, counsel for the Grand River Conservation Commission, blamed the opposing municipalities for at least a part of the condition of the Grand River today, with its high floods in the spring and low water in the summer.

"Today the river is a glorified sewer," he remarked. "The municipalities downstream have had to suffer and to pay for the condition and are being asked to pay more now for the Shand dam. The municipalities upstream, who are now opposing this application, have not been asked to contribute a cent, yet they are largely responsible for the condition of the river. Here is a chance to save \$300,000."

Fred Parkinson, for the opposing municipalities, charged that the plan to close the railway was a "scheme" because the railway had asked the Grand River Commission half the cost of relocating the line, or \$150,000. Later the commission offered \$50,000, and after some "horse trading" the final figure of \$80,000 was agreed upon, said Mr. Spence.

He urged that the "pathetic appeal of the poor municipalities of Brantford, Kitchener and Galt" fall upon deaf ears.

Members of the Commission questioned the cost of maintaining this section of the line as set out at "almost an average of \$1,000 a mile."

G. H. Day, Bruce division engineer for the railway, was unable to give

(Continued on Page 12)

Red Cross Notes

The Quotas we are now working on are as follows: 25 pr. two-way mitts, 15 sleeveless sweaters, 35 pr. socks, all to be done in Khaki for the soldiers; 8 ribbed helmets, 8 pr. mitts (plain), and 8 turtle-neck sweaters, for the seamen.

Will the Conveners please bring in all the unused wool for Women's Auxiliary Garments.

Will our knitters please try to finish all the garments by May 30th. Our next shipment will be on June 3rd.

Our Red Cross Knitting Room will not be open Friday, May 16th.

A bale of clothing will be packed on Thursday, May 29th, at Mrs. J. J. Smith's. Will all Units finish their work and take it to Mrs. Smith before that date. It is important that all articles be handed in, as the Sewing Committee is anxious to get their quota sent off.

The regular meeting of the full executive committee will be held on May 19th, in the Library Auditorium at four p.m.

HOSPITAL NOTES

The regular weekly knitting meeting will be held at the home of Mrs. W. J. Gillespie, First St., on Tuesday, May 30th.

The committee in charge of the marathon bridge would like all games to be completed by the end of May.

The knitting convener would like all those who have had wool out for some time to kindly return it as soon as possible.

A collection of salvage will be made in Orangeville on Saturday afternoon, May 17th, and every Saturday afternoon until further notice. Rags, rubber, paper (including magazines and cardboard), bones, glass, and metal of any kind are wanted—NOT tin cans. Please have your salvage ready and help the men as much as possible.

TRAINING WITH R. C. A. F.



ALLAN G. McFEE, son of Mr. and Mrs. John McFee, of Hillsburg, is now in training as a wireless operator for the R. C. A. F. at Calgary. His father was active in municipal life for several years and was Reeve of Erin Township and Warden of Wellington County about three years ago.

MAY 15
1941

CATARACT-ELORA BRANCH WILL CONTINUE OPERATION

(Continued from Page 1)

any information as to why the maintenance should be so high since there was nothing unusual in this section of the line to warrant such a cost.

Evidence was given by F. P. Adams, secretary of the Grand River Conservation Commission, that the closing of the line had never been suggested prior to the time the C. P. R. was approached by that body with the offer of a cash consideration for closing the line.

It was pointed out that the Conservation Commission stood to save \$220,000 if the line were abandoned and an agreement had been reached with the railway for the payment of \$80,000 by the commission to the railway if the application is granted. Cost of relocating the four-mile stretch of the railway through the floodage area would be approximately \$300,000, Mr. Adams stated.

Evidence concerning shipments of potatoes and turnips out of the centres affected by the closing of the line and shipments of coal and lumber into the Village of Erin was produced and these showed no material decrease during the past three years for which figures were available.

Chief Commissioner Col. J. A. Cross, K. C., presided, with Assistant Commissioners Hugh Wardrope, Commissioner J. A. Stoneman and Registrar F. F. Burpee sitting on the board.

The municipalities opposing the abandonment of the line were represented by Fred Parkinson and H. A. Willis, with K. D. M. Spence acting for the C. P. R., and H. K. Sims, K. C., for the G. R. C. O.

Wellington county joined with the affected local municipalities in protesting against the application for permission to abandon the branch. The county retained Fred Parkinson, K. C., to protect its reservation of rights as regards a bond given at construction of the original line, and complete history of the railway was read into the records.

The C. P. R. based its application for permission to close the Branch on the earnings at the four small stations of Erin, Hillsburg, Orton and Belwood, arguing that these showed that the line was not paying its way. The earnings at Fergus and Elora, the two most important stations on the Branch, were not included. The Banner protested on several occasions that the earnings of these two stations should have been included and argued that if these had been included they would have shown that the line was making a profit. The Board of Transport Commissioners were evidently of the same opinion, for at the hearing in Guelph they demanded that the railway company submit a statement of the revenue derived from the railway between Fergus and Elora. This statement showed that the entire road is being operated at a profit. Based on a system profit, on a traffic line basis, and expenses included being merely out-of-pocket costs, the Fergus-Elora portion of the road gave a profit of \$72,769 in 1937; \$25,717 in 1938, and \$29,729 in 1939. K. D. M. Spence, C. P. R. solicitor, stated.

The first definite step to oppose the closing of the Branch came from the local municipalities. Representatives of these held one or more meetings and finally agreed to engage Mr. Harry Willis, a Brampton and Toronto lawyer, to prepare and present their case when the Commissioners met. In the argument before the Commission, Mr. Willis had the assistance of Mr. Fred Parkinson, who had been retained by the County of Wellington to appear before the Commission in its interest. Mr. Willis made a careful and systematic preparation of the case for the municipalities and his presentation of the evidence and facts was logical and convincing. He and Mr. Parkinson are deserving of the thanks and gratitude of the people of the affected municipalities for the able manner in which they looked after their interests. Mr. Willis, as many Banner readers know, is a son of Mr. John Willis, of Bel-fountain, a former Reeve of Caledon township.

lodged him in the Orangeville gaol.

MA 415
1941

y associated with the work of the Church. On occasion he proved himself to be a most entertaining and genial host to his children and grandchildren.

ing"—Jean and Doreen Stoutenburg. Boys' Duet, "Playmates"—Jimmie

The a as well of art floral Consecration a the fr the m a par group A nur out d a who with As. morn a fift noon parat Fair Nvest throu to th

about Processes

of the Orld in the t Thursday ro Carpet showed a ag the var in making d a special s. the prepar weaving of ost interest-

roduced by illustrated wed the in ed in the pets, begin f the yarns, oils are re rough the amber and are used as ine for the e chief in used. Some as thirty or ne rug, and re necessary ousand hob weaving of final process

s excellent r its employ its modern

ing a vote of I. E. Brock, ptative, to phoro Carpet ncere thanks eing such an ative moving

OTES

of Lord Duf was held at Brown on Fri was decided to rary on Mon r all groups. sked to please n all knitted

ENTS

announced of van, daughter s. N. E. Cow l Valley, to on of Mr. and f Orangeville, lace in Grand

Death of C.P.R. Conductor Recalls Big Train Wreck

Angus Forbes Passes After Nearly Half Century in Service of C. P. R.—Was Given Credit Marks for Rescue Work After Collision.

Angus Forbes, 69, retired CPR conductor, 185 Fairview avenue, died Tuesday, September 15th, after a lingering illness. Mr. Forbes served with the Canadian Pacific Railway for nearly 50 years, retiring on April 1, 1939, the possessor of 100 credit marks.

Born in Toronto, the son of a one-time Toronto Depot-master, Angus Forbes took the first step in his long career when a youth, by joining the Grand Trunk Railway staff as a yardman. A few months later he went to Stratford as a brakeman, and worked for the GTR there for three and a half years before joining the CPR as a trainman in 1898. He was promoted to a conductor on April 27th, 1906.

Mr. Forbes played a major role in the rescue work performed at a train wreck which occurred 39 years ago last St. Patrick's night on the Toronto to Streetsville run. A train coming in the opposite direction failed to get the "meet orders," and crashed head-on into the train on which Mr. Forbes was conductor. Young Forbes waded into the tangled wreckage and carried out a brakeman, who died later of injuries. Then, again, he pushed his way through the mass of twisted steel to drag out the fireman of the other train, who was also seriously injured. It was for this rescue service that Mr. Forbes received the 100 credit marks.

On another occasion Conductor Forbes came to the assistance of a lady passenger who boarded his train at Dundalk. She changed her mind after the train got in motion, tried to get off, and was hurled to the platform. He jumped, risking his own life, to her assistance, and prevented her from rolling under the train's wheels.

He is survived by his wife, two sons, Clifford and Howard, of Toronto; three daughters, Mrs. T. J. Dawson, of Cookstown, Ont.; Mrs. F. Tilt, of Detroit, Mich., and Mrs. E. H. Kilb, of Toronto; three brothers, Donald, George and Harry, all of Toronto, and one sister, Mrs. Margaret Nixon, also of Toronto.

The Forbes family lived in Orangeville for several years in the period preceding the last war. Mr. Forbes was a conductor on a train running in and out of Orangeville. The family were regular attendants of St. Andrew's Church.

BELFOUNTAIN

Mrs. Hay Lyon and Mrs. Fred Harris have returned from a two weeks holiday at Brock's Beach.

Mr. and Mrs. Henry Alpaugh were recent visitors with Mrs. Jessie Brock. Mrs. Blackwood is spending a few days in the city.

Miss Audrey Alce is visiting in Brampton.

Miss Hope McLaren was a Toronto visitor last week.

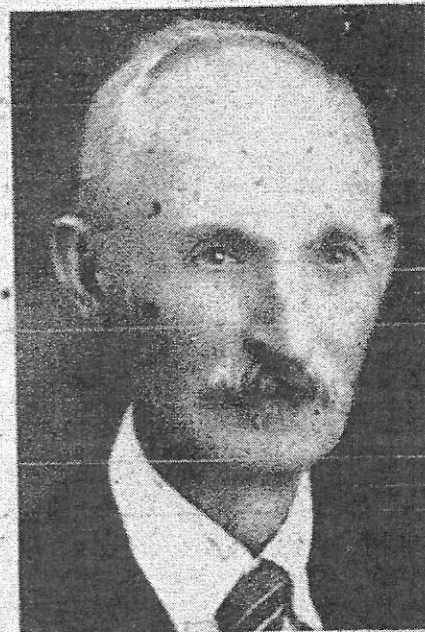
Miss Rita Rowcliffe, of Guelph, spent the week-end at her home here.

Mrs. W. J. Wilson spent a short time in the city last week.

Mr. Archie McArthur visited with his sister, Mrs. J. F. MacDonald, who is seriously ill at the home of her nephew, Mr. Donald McArthur, Weston.

—Orangeville friends will be interested to learn that Postmaster W. W. McGuire, of Tillsonburg, has been re-elected to the executive of the Ontario Branch of the Canadian Postmasters' Association. Mr. McGuire, who is chairman of the Tillsonburg parks commission, was president of the Ontario branch from 1930 to 1935.

MARKED DIAMOND WEDD



MR. AND MRS. GEORGE W. BE

Who celebrated their sixtieth wedding 5th. Our Caledon East correspondent gave week's Banner.

Sept
17
1941

ER C. P. R. TRACKS ON TOP OF DAM

of the
sued at
angeville
spapers
ociation,

Plan for Belwood Diversion Submitted to Grand River Conservation Commission.

ublisher.

ne years

e extend
mmunity
y happy
e.

been in
ays been
all times
ch is the
ntleman.

e ranks,"
ellowship
health;
ours for

uch as a
d will.
ends and
den Rin-
ald Far-

gain re-
sincere
and for
wishes.

ing was
dancing.
Rintoul;
and John

RSEYS

\$25,000
ed States.

nents of
to be ex-
a individ-
was des-
t. H. Bull
Septem-

6 head of
he neigh-
our live-
purchas-
and Utah,
l. it was

The plans for the diversion of the C.P.R. track over the top of the Fergus dam, around the new Orangeville road and then to Belwood station, were presented to the Grand River Conservation Commission at Kitchener on Monday. Major MacCrimmon has been in charge of the survey party.

Leaving Fergus, the line continues as at present until it branches off just behind Cull's schoolhouse, on the 2nd line. It cuts a small corner off the Howatt farm and makes a broad curve through Robert Black's fields, taking a small corner off Lew Allan's farm and going in a straight line to the dam, through the A. Christy farm.

The straight line continues across the dam and over the Orangeville road just about the corner of the 3rd line. In order to avoid a level crossing, it will be necessary to rebuild about one-quarter mile of the newly diverted road, keeping it south of the tracks through the Paton farm. The road will then meet the Orangeville road on the corner of the Percy Mitchell farm, where the booth is now located.

The track will continue on the inside of the road diversion, over the 4th line and back across the Orangeville road in the 5th concession, cutting about half an acre off the McBride farm and continuing in a straight line across the Allan McLean farm, coming out to the roadway about Job Ransom's gate. It continues through the Ransom farm, curving close to the bank of the new lake and then through the C. L. Davidson and W. Townsend farms, reaching the present track near the trestle bridge west of Belwood station. This trestle is to be eliminated by filling in the ravine.

The surveyors' estimates of the amounts of land required on the various farms are shown on the plan as follows, in acres:

W. Townsend, 3.35 acres; C. L. Davidson, 2.62 and 3.01; Job Ransom, 3.15 and 3.91; Allan McLean, 1.44, 4.34 and 3.55; McBride Estate, .64; P. Mitchell, 1.02; Alex Christy, 2.40 and .74; Lew Allan, 3.04; Robert Black, 5.70; W. J. Howatt, .26.—
Fergus News-Record.

COREAN—JACKLIN

SAV

HO

Hea

A SOLU
Fla
drudgery
It clears
grease ar
pots and
bing and
cuts thro
a tin han

FREE BC
Booklet t
clears the
houses cle
the conte
performs
free copy
Fraser
Toronto,



*Never dis
action of

SEM

Rev. A.
marriage
daughter
Williamsor
Donald Se
Bertha Se
Semple, of
in St. Jan
nipeg at s
ing of Aug
The bri
ingote fas
cessories
pink roses

September 25
1941

SATURDAY NIGHT'S COLLISION



The Banner's camera man took this picture of the Gillespie car shortly after the John St. crash Saturday night. Though the photo was taken in the darkness figures of bystanders are discernible in the background.

ODDFELLOWS INSTAL THEIR
OFFICERS FOR ENSUING YEAR.

At a very largely attended meeting in the Oddfellows' Hall on Thursday night, October 23rd, the elected and appointed officers of Maple Leaf Lodge No. 57, I. O. O. F., Orangeville, were installed for the ensuing year.

The D. D. G. M., W. Bro. Thos. Hewitt, of Alton, who was in charge, had arranged with P. D. D. G. M. Dunne, of Alliston, to bring his installing team to Grangeville for the occasion. Fifty officers and members were present and were delighted with the work of the visiting brothers.

Maple Leaf Lodge will be under the supervision of Bro. H. O. Curry, N. G., for the next twelve months, and with the co-operation of the officers and members the brethren are expecting a very successful and progressive year.

MONO POTATO CARRIES
LIKENESS OF MUSSOLINI

and potato that is attracting much interest has been on exhibition in the window of the J. A. Rutledge's monument works for the last few days. It follows the V pattern, significant in itself and has the scales at 2 lbs. and 15 ounces, which is just one ounce short of three pounds and makes it one of the largest potatoes reported in this district this season. It was grown on the farm of Ross Walker, Mono township farmer, two miles north of Angelville. The tuber's weight is not only claim to distinction, for one of its faces bore a striking resemblance to the familiar profile of Benito Mussolini. We expect the Italian dictator will be growing in the earth before long, but we hardly expected his picture would be found buried in an Ontario potato field.

FORMER AMARANTH MAN
DIES IN OVERSEAS SERVICE

The third war casualty in Dufferin County was reported on Friday when Mr. and Mrs. W. J. Jelly, Bowling Green, Amaranth township, received a cablegram advising them of the death overseas of Lance-Corp. Harry McDonough. No particulars of the manner of his death are available as yet.



Agricultural Association Fall Meeting

Representatives from Five
Counties Met in Orangeville
Public Library.—Prof. Knox
of O. A. C. Spoke on Chal-
lenge to Agriculture.

About forty representatives from Agricultural Societies in District No. 1, which consists of Halton, Peel, Simcoe, York and Dufferin Counties, attended a meeting in the Public Library, Orangeville, on Saturday, October 25th. Mr. R. Nesbitt, of Midland, chairman of the district, had charge of the meeting.

All the Agricultural Societies in the District were not represented, but those present in every case reported increased attendance over 1940 at Fairs in their respective districts.

Mr. Stuart L. Page, Agricultural Representative for North Simcoe spoke on the necessity of holding fairs and the number of duties that the Agricultural Societies could perform in the community. He especially mentioned the assistance to young people in keeping up interest in live stock and gave a brief outline of the Junior Section at Barrie Fair.

Prof. R. G. Knox, Head of the Animal Husbandry Department at the Ontario Agricultural College, Guelph, spoke on the challenge to agriculture. Those present were very much interested to note the increased production during the past five years. Prof. Knox illustrated this in the amount of bacon which is being forwarded to the Old

Wednesday
Half-Holiday

Yesterday was the last of the Wednesday half-holidays for this year. Next Wednesday Orangeville business places will remain open for business during the afternoon. Unless some change is decided on in the meantime, the Wednesday half-holidays will be resumed next spring, probably the beginning of April.

Clarence Jackson Injured In Level Crossing Smash

Orangeville Young Man Lost
Foot and Arm When Car
and Train Collided at John
Street Crossing Saturday
Night.

Clarence Jackson, aged 15, John St. Orangeville, suffered severe injuries when the car in which he and George Gillespie, and Ima Amaranth, were driving collided with the northbound passenger train at the John St. crossing in Orangeville between 8 and 9 o'clock Saturday night. When doctors reached the scene they found that the unfortunate young man's right arm and right foot had been crushed beneath the wheels of the train. He was rushed to the Dufferin hospital, where Drs. Scott and McLean performed an emergency operation late Saturday night, amputating the arm below the elbow and the leg below the knee. A strong, plucky boy with a good constitution, Jackson was conscious when he was discovered following the accident and has been conscious most of the time since. His injuries are serious and there is a danger of infection developing from his injuries. He is also suffering from a number of head cuts and contusions.

Gillespie, who was driving the car, was more fortunate. Thrown clear of the train, he had the good fortune to escape with cuts and severe bruises. He was removed to Lord Duffell hospital, but was able to return home after receiving medical attention.

The reason for the accident is not entirely clear. The John St. crossing is dangerous, but is protected by a bell signal, which appears to have been in order and working at the time of the crash. The car was driving south and the approaching train could be seen before the crossing was reached.

Jackson has made his home with his uncle and aunt, Mr. and Mrs. Robt. H. Osborne, who reside near the south end of John Street.

The injured man is a son of George S. Jackson, of Toronto, formerly of Whittington and Waldemar. He has three brothers and one sister. The brothers are Robert, living in Erin township, Pic. Norman, now overseas with the Royal Artillery, and Pie. George, now training with the Lorne Scots at Niagara-on-the-Lake. Mrs. Carrick Hammond, of Mono, is the only sister.

T. Roklandson of West Toronto, was the engineer of the train and C. Simpson, also of West Toronto, was conductor.

The car Gillespie was driving was a 1929 Ford sedan.

—Orangeville Public School students and staff contributed \$29.50 to the Navy League Fund on Monday and Tuesday of last week.

—Mrs. J. H. Anderson, First St., received a cable Monday evening from her elder son, Lieut. T. Harvey White of the Perth Regiment, announcing his safe arrival in England.

LEGION'S POPPY

The Local Branch of the Canadian annual Poppy Day appeal to the on **SATURDAY, NOVEMBER 11**, is now a recognized institution which exists in Canada, and it serves much merit. The money which is of the Poppy—the symbol of sacrifice relieves unusual distress among families. At all times it has been in view of the fact that many of

LL
DISTRICT

anner re-
g the De-
ce stating
t 30 Army
will visit
November
permit us
erary this
n in next
ne citizens
may hap-
l, may see
y Inform-
The Ban-

CES

meeting of
D. E. will
Shilling
November

ing will be
A. Walk-
sday, Nov-

the boxes
ter, it was
ago about
ning toilet
e lost their
e members.
nty shelter

forces

case of two
a important
and a ma-
n Canadian

mb

The Ban-
ince last
splinter,
that fell
ing, fif-
of Mrs.
former
acher in
a few
er, which
side en-
n home,
hompson.
apper
No, 5834,
dian En-

ICE COURT

October 30

1944

NTS

Share of
Food
Britain

DEN WEST DS

mer today!

ADERS
ED

eele St.
to.

VELLING

ANGEVILLE

Orangeville are hereby
the provisions of
ry Owner or Oc
ty is required to
or other incum
idewalks in front
Property before
it a.m.
done, men will be
aid snow, ice and
and the cost of
arged against the
ted with, and as
l taxes
asked to observe
ves in accordance
plication of which
otice the Municip
his matter.
RELL. Who
et of Police.
20th, 1943.

Y COURSES

ELL ATTENDED

Courses held in
sponsorship of the
Agriculture dur
weeks in January
ded by farmers of
comments we be
well worth while.
from steel short
holding of such
ir specialists, gave
the mower and
lements most used
sting. Labour sav
ector maintenance.
came in for a lot
e not designed to
of men operating
ut how old machi
ed to make them
as, only 25 per cent
diable for new ma
cent for repair
essity should be
43.
rs in the County
ch indicates that
rating in placing
worth, of Toronto,
fetime experience
d Clark Young, of
farmer and noted
very popular in
arves, which were
Shelburne, Grand
ille.

an Relief Fund by
n's Institute Bingo
torium on Monday
1.

ALE

OOD EWES

held on Lot 16,
of Camilla) on
1, 1943
e disposed of:
1 Heifer, due
rs old, due Feb-
1 Cow, rising 5
Heifer, rising 1
11 years old.

Orangeville Traffic Disrupted Spitfires and H By Terrific Midwinter Storm Win Exciting D

(Continued from Page 1)
miles, the side of Teeswater, where
it stuck fast. Farmers sleighs were
secured to carry the passengers to
Teeswater. The crew then drained the
boiler and abandoned the train until
it could be dug out. The eastbound
passenger train which left Teeswater
about noon on Tuesday stalled in im-
mense snowdrifts a short distance
west of Grand Valley. Snowplows op-
erating from Orangeville reached it
sometime Wednesday and it pulled in
to the station here about three o'clock
Wednesday afternoon. Snowplow
crews had worked ceaselessly for 24
hours to release the train. The Owen
Sound southbound passenger train
got through Tuesday morning after a
stiff struggle with the drifts, but that
ended traffic over that section of the
road. Tuesday night a train from To-
ronto turned around here and re-
turned to the city late Wednesday fore-
noon. It was not expected that Wed-
nesday night's train from Toronto
would attempt to get any farther
north than Orangeville. So far as The
Banner can learn the Elora branch is
plugged tight.

The Grand Central hotel, now Or-
angeville's only hotel, was crowd-
ed to the doors Tuesday night and
again last night. Sleeping accommo-
dation was sorely overtaxed and a
number of the storrabound travellers
were obliged to spend the night on
improvised couches and even on rugs
spread on the floor. A few found
welcome accommodation in private
homes.

The Banner was tied up tight all
day Wednesday. Our two typesetting
machines, job and newspaper presses
are all operated by electric power and
when the current went off our staff
was helpless. Nothing was doing in
the printing department all day Wed-
nesday and this explains why this
week's issue is a day late. Not that
this mattered a great deal this week,
because if we had been to press at
the usual time neither trains nor
mail couriers would have been able
to carry the issue to our readers.

James Taylor, 93 year old resident
of Mono Mills, had the misfortune to
be taken seriously ill Tuesday night.
Yesterday his son, William, walked
from Mono Mills, a distance of six
miles, and home again with medicine
and other necessities for the old
gentleman, a real feat under the dif-
ficult weather conditions. We regret
to learn that Mr. Taylor's condition is
considered quite serious. He was
brought to Lynd Dufferin Hospital
Thursday afternoon.

Snowplow crews were so fagged out
Wednesday night that plowing had to
be suspended until Thursday morn-
ing. One unit consisting of two heavy
plows, and four engines for motive
power employed to release the east-
bound Teeswater train stalled a short
distance west of Grand Valley stuck
fast in heavy drifts a few miles west
of Fraxa Junction on its way back to
Orangeville and did not reach here
until 10 o'clock Thursday morning.

The Gray Coach bus from Toronto
to Orangeville stuck at Brampton and
some of the passengers came through
here by train. Three stock trucks
loaded with cattle for the Toronto
market, stalled three miles south of
here Wednesday and were reported
still stranded at a late hour Wed-
nesday night. Their cargoes must have
suffered intensely from the bitter cold.

What aggravated the power situa-
tion was the lack of telephone facili-
ties. Rural lines are out of commis-
sion in all directions and it was
therefore a difficult matter to get
the general location of breaks except
by patrolling the line, which of course
took a lot of time in the deep snow
and storm. The only way Flesherton
could be reached was by telegraph. It
was learned about noon Wednesday
that Dundalk had light and power,
but there were breaks in the power
line between Orangeville and Shel-
burne and also between Shelburne
and Dundalk. Information reaching
The Banner Office, which we were un-
able to verify, was to the effect that
there were five breaks in the power
line between Orangeville and Fraxa
Junction.

Deputy-Reeve Russell Jenkins, of
Caledon, left home for Melville Tues-
day morning intending to catch the
southbound train, on which he
planned to travel to Brampton to at-
tend the opening session of the Peel
county council. He was snowbound
between his home on the 2nd line
west, and the depot and missed the
train. He then took the up train to
Orangeville, hoping to get passage
from here to Brampton by car or
triplek. When he arrived here the road
was plugged and there was nothing
to be done but spend the day in town
and go south on the evening train.

Mr. and Mrs. Lewis Moffitt, East
Brampton, had their share of "Trav-
ellers' troubles." Returning from To-
ronto Tuesday afternoon, they were
forced to abandon their car at the
foot of Caledon mountain when it
stalled in the deep snow, about 3:30
p.m. They were given overnight shel-
ter in the nearby farm home of Pat
Garrity. Wednesday afternoon they
traversed the four mile stretch from
No. 10 highway to the railroad sta-
tion at Credit-Forks on foot, in the
hope they would catch the train from
Toronto to Orangeville. The train
didn't get through and the Moffitts
spent another night under a strange
roof, this time at the Credit Forks

(Continued from Page 1)
The donor was Walt
dished it out against
east of the players'
later took two minu-
tes for boarding a Spit
his own bruising ex-
pie followed Robb to
for body-slashing N
Hackett was robbed
the mouth of the P
and lost the puck,
avenged a bare two
3:00 minutes of play
on a pass from Gille
scramble in front of
net, to make the sco
Spitfires. The Pul
the scene of much as
second frame when
ended up inside the
clued, with K. Rob
terson and Goalie F
all over one another
Kene Hubb made
the game for the
five minutes of play
iod when he made
from a scramble in
and counted. With st
Goalender Bill Rot
ceaseless Spitfire
Pallbearers swing i
tion, and Murray
Spits' net, who had
a shut-out, was a t
pucks from every
Stuckey scored anot
from close in on a p
8:00 minutes. Action
fires net was terrific
minutes, Fendley sa
off numerous shots,
ble in front of his ne
goal for the Pallbe
9:00 minutes. To
White of the Spitfi
goal honors. Ben G
from Gillespie in ti
ner and coolly carri
cessful fruition by
shot. Final Score—3
fires.

Haybalers vs.
The Hoare brothe
and Harry Gray com
head of many of th
balers' offensives, a
brothers, Jack and I
the attacks made by
Alvin Brawley on a
Hoare opened the se
tute and Ralph Harl
the Commandos fou
a pass from young
Commandos added
minute when Larry
puck at Goalie Sm
the flying disc, but
the general molec
the goal-mouth, an
banged the rubber
disc pressed relent
man Ted Teener,
Smith to beat, had
trip and fall stoma
mentum carrying h
enge. On the defen
third of the perio
stepped up the pla
Donald, in the Com
insistently sniped a
minutes. The Hayb
short while Frampt
in the penalty box.
Tracy. The fourth
product of one of t
of the night, went
when Art Hoare, at
ice, passed to Bran
to Hoare at the go
McDonald to make
the end of the firs
The Commandos
second period by
potents-net bodily
into the cage, after
Smith, who suffers
impact, but gamely
Rob Cantlon, one
tors on the ice, gav
lead at 7:00 minute
the puck from a f
the cage and fired
on a pass from bro
#2 for Commandos
later. Then Haybal
aid's range and it
was on the end of
for the remainder
Three of their shot
Hoare notched the
from Harry Gray.
Gray holced on th
Walker, smallest of
tripleshot for the
third on a pas
minutes before the
The Haybalers it
to three goals after
the third frame.
when Doug Hoare
northwest corner t
in perfect scoring
of the net, caught
corner of the cage
puck in the side o
Hoare added anot
time later during a
net Jack Tracey a
northeast corner a
beat Smith and
only goal of the l
sharp-angled shot
Hoare added ano
when he received
well-aimed pass fr
loving a face-off
corner. Final scor
ers, 3-0.
Be at the arena
day night for an
double-header. Th
the single schedul

January 21
1943
Orangeville

MARCH 9, 1944

THE ORANGEVILLE SUN

THE ORANGEVILLE SUN

DAY, MARCH 9, 1944.

\$2.50 a year;
\$2.00 a year if paid in advance

Service

Lines, St.
leave with
ines, York

Burch, re-
day after
s parents.

R.C.A.M.
nstructor's
his moth-
a short

on of Mr.
argaret St.
as, accord-
ceived by
ng.

Saul, who
T. S. Vic-
ng at the
and Mrs.
eet.

Alton Com-
ndness in
on the oc-
army.
Martin,
Wood.

Ex-Warden
ent of Tor-
ne that the
velling was
om Great
his effects
saying his

r. and Mrs.
has been
n the R. C.
has been on
wireless air
postal Com-
as an in-
nd.

of Mr. and
elburne, has
seas where
ace October
n. Cpl. Mc-
air crew
following a
t, Fit. Sgt.
action over-

ernath, Mrs.
Jr., former
sited friends
ernath, who
nperial Oil
roadway for
f the engine-
Rivieres, a
ath and the
ronto.

n, R.C.A.F.
Mrs. Wm. H.
d, has been
Leading Air-
se at Hagers-
McCutcheon
t to R.C.A.F.
She is a sis-

CALEDON EAST

Pte. Art Fry, of Hamilton, and Mrs. Fry and son, Peter, of Markham, spent last week with the former's parents, Mr. and Mrs. Art Fry sr.

Pte. Jack Perdue, of Brampton, spent the week-end with his parents, Mr. and Mrs. Jim Perdue.

Mr. Kenneth Proctor, of Toronto, spent the week-end at the home of his uncle and aunt, Mr. and Mrs. Will Proctor.

Pte. Alex. Lynch, of Bowmanville, spent a few days last week with Mrs. Lynch.

Mr. Douglas Fry, of Weston, spent the week-end with his parents, Mr. and Mrs. Art Fry sr.

Caledon East Legion, No. 292, held a progressive euchre party in the Legion Hall on Wednesday evening, March 1st. The prizewinners were: Lady, Mrs. Bert Archer; Gent, Mr. J. N. Proctor. A dainty lunch was served at the close of the party by the Legion members' wives.

The Canadian Legion, No. 292, Cigarette Club will hold a euchre and bingo in the Community Memorial Hall on Saturday evening, March 11. Proceeds to send cigarettes to the soldier boys overseas.

The Albion Victory Club held a very successful euchre party at the home of Mr. and Mrs. George Evans on Monday evening, Feb. 28th. The prizewinners were: Lady, Mrs. Bert Archer; Gent, Mr. Ed. Killeen. During the evening a presentation took place; when Ross Evans, son of Mr. and Mrs. Evans, who has joined the R. C. A. F., was presented with a beautiful Bulova wrist watch. The following address was read by Miss Muriel Johnston, the presentation being made by Mr. Jim Patterson.

Caledon East, Feb. 28, 1944.

Dear Ross:
This evening we, your friends, wish to take this opportunity of wishing you the best before you depart from our vicinity. You have grown up among most of us and have secured a warm spot in our hearts with your cheery disposition. We can, however, console ourselves with one fact—you will be coming back when this bitter struggle is over, and we hope that day isn't too far in the future. We know, Ross, that you will be worthy of the uniform you are donning and will try to uphold all for which it stands. Knowing something of your ability, we will watch your career in the R. C. A. F. with interest.

As a token of our friendship and good will, we ask you to accept this gift, trusting it will remind you of your friends and bring you happy memories of them when you are farther afield. May God bless and guide you in your undertakings.

Signed on behalf of your friends: Jim Patterson, John McLeod, Murray McLeod, Hartley Davis, Francis Moffatt, Norton McKinley, Ivor McMullin.

Ross, in a few well chosen words, thanked his many friends for the lovely gift. The hostess and committee served a dainty lunch.

The play, "Look Who's Here," presented by the Young People's Society of the United Church in the Community Memorial Hall on Friday evening, March 3rd, was largely attended. The play, under the direction of Rev. M. Metcalfe, was very humorous and each player is to be congratulated on the way in which he

Conductor On C.P.R. Freight Fatally Injured Tuesday Night

Earl B. Bradley Had Been a
Resident of Orangeville for
24 Years.

Earl Bradley, 52-year-old Orangeville railwayman, was instantly killed Tuesday night when, stepping off the caboose of a moving train at Fraxa Junction station, he lost his footing on the slippery platform and fell underneath the train. In the cupola of the flanger, hooked on behind the caboose to clear snow from between the rails, Harold Gray, of Orangeville, immediately "pulled the air" when he saw Bradley fall and the train came to a stop after dragging the unfortunate man a distance of from 150 to 200 feet.

Bradley was conductor of a way freight which runs between Orangeville and Walkerton. At Fraxa Junction, three miles from Orangeville, the southbound freight backed into a siding to leave the main line clear for the Owen Sound to Toronto passenger train. As the freight backed up the siding, the conductor leaped onto the icy platform with the intention of going into the station for the "staff" which gives clearance to Orangeville.

Gray, with Clifford Harkies in the flanger, was the only member of the train's crew to witness the accident, which occurred at 6.50 p.m. The freight did not move on to Orangeville until 11.30, when Provincial Officer Frank Dobson had made a thorough investigation and Dr. R. B. McGee had examined the fatally injured man. Other members of the train crew were the engineer, George Cook, brakemen Jack Wilson and Stanley Brawley, of Orangeville, and the fireman, John B. Lane, of Toronto.

Earl Boston Bradley was born on September 3rd, 1891, the son of Mr. and Mrs. Robert Bradley, of Teeswater. He was educated in Teeswater, started work with the C. P. R. at the age of 17, and came to Orangeville from Elora in September 1919. On July 26th, 1916, he was married to Miss Edna Brawley, of Grand Valley.

Deceased, who had been a conductor for the past three years, was well liked by his fellow workers. A consistent and faithful employee, he was held in high regard. He was a member of the Brotherhood of Railroad Trainmen, the Masonic Order and Independent Order of Foresters, and belonged to First Avenue United Church.

Surviving are his wife, one sister, Mrs. George Hearts, of Toronto, and four brothers, Charles and Frank, of Toronto; Harvey, Parry Sound, and Bill, of Oakland, Calif. A second sister, Mrs. Thomas Hawke, of Teeswater, died in November 1942.

The funeral will be held under Masonic auspices on Friday afternoon. Following a private service at the home on Mill Street, interment will be made in the Forest Lawn cemetery mortuary.

CALEDON

The regular meeting of the Women's Association of Knox Church will be held in the school room on Tuesday, March 14th, at 2.30 p.m. The North Ward will be in charge. Miss Irene McArthur and Mrs. Clayton Giles are the conveners. Owing to the condition of the roads the W. I. quilting was postponed and will be held during the afternoon. All ladies are invited and please bring lunch. A 10c tea will be served.

Mr. and Mrs. Bethel Akam, of Mimico, visited with Mrs. Harry Thompson and family on Wednesday of last week, their daughter, Shirley, who had been holidaying with the Thompson family, returning home with them.

Mr. and Mrs. John E. Speers returned home on Monday after holidaying with friends in Toronto.

Miss Ethel Lemon, of Toronto, spent the week-end at her home here.

Mr. George Weolner is visiting with his brother, Eben, who hurt himself while working in the bush a short time ago.

Another successful euchre was held at S.S. No. 9 on Thursday of last week when sixteen tables were played. Another social evening is planned for Wednesday, March 15th. The proceeds of these get-togethers will be used to purchase a piano for the school.

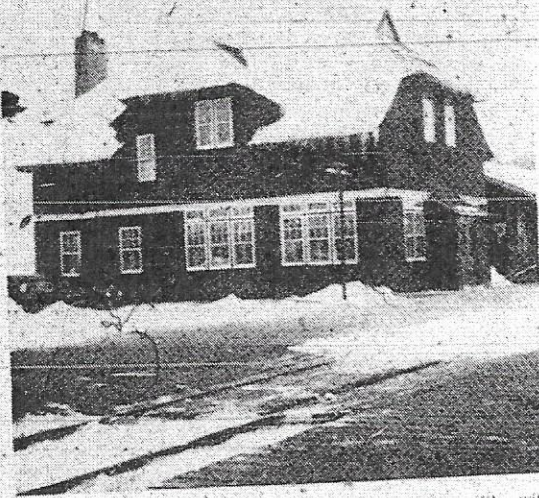
Due to inclement weather the regular meeting of Warnock L.O.L. No. 250 was postponed until Monday evening, March 13th.

The Caledon Farm Forum, which was held on Monday evening at the home of Mr. and Mrs. Alfred Nevitt, did not have as large an attendance as usual owing to the weather conditions. The radio programme and discussion which followed was on the theme, "Food Production Objective for 1944." The speaker for the evening was unable to be present, so a very spirited discussion was held, after which a picture guessing contest and military euchre was enjoyed. Also a splendid lunch was served. The Forum will be held at the home of Mr. Chas. Tribble next week.

RED CROSS—The following articles of sewing and knitting were packed at the Red Cross Rooms on Friday last: Ward 5—Sewing: 72 pr. panties, 2 grey blouses, 2 large quilts, 1 small quilt made by Class No. 5 of the United Church Sunday School and donated to Red Cross. Knitting: 7 pr. seamen's socks, 4 pr. navy socks, 8 pr. short socks, 7 khaki scarfs, 1 turtle neck tuckin, 2 pr. boys' socks, 1 yellow sweater, 5 turtle neck sweaters. The general packing consisted of: 8 large quilts, 3 small quilts, 116 men's shirts, 70 boys' undershirts, 70 pr. boys' underpants, 72 pr. women's step-ins, 3 men's shirts. Service knitting: 1 pr. khaki gloves, 1 ribbed khaki helmet, 4 pr. khaki socks, 30 khaki scarfs. Airforce—30 pr. socks, 16 pr.

MAR. 1, 1945

THE NEW C.P.R. RESTAURANT IN ORANGEVILLE



Opening of the new C.P.R. station restaurant in Orangeville, with its greatly improved facilities for serving the public, is already proving a real success, it is announced by the dining car department of the company.

The building, which was opened to the travelling public on February 1st, is a large detached two story Insul brick structure, situated only a few yards from the railway station. It consists of a modern restaurant on the ground floor and five bedrooms, tiled bathroom and spacious linen closet on the second floor. A sitting room for the use of the staff is on the ground floor. Two of the bedrooms house Mr. and Mrs. E. A. Webster, who manage the restaurant, and their nine-year-old daughter, Shirley, while the other bedrooms are for the use of company officials who make stopovers in Orangeville.

Halfway between Toronto and Owen Sound, and a terminus for the company's branch lines to Teeswater and Eglar, Orangeville is a central point on a line where a restaurant is greatly needed. The stop of ten minutes for refreshments on the 4 1/2 hour run between Toronto and Owen Sound is a welcome break, especially when the food is served in a modern restaurant, and the menu is varied, well cooked and speedily served—a far cry from the gaslit station counters with stands of currant buns under glass cases that once were the butt of many a joke.

Now the passengers enter a spacious restaurant, with huge windows, fluorescent lighting, two horseshoe counters with black tops, and 28 swivel modernistic chairs of alternating red and green leather with metal trim and bases. There is a completely equipped soda fountain for plain and fancy drinks and ice cream, a news stand that sells cigarettes, confectionery, sou-venirs and post cards as well as newspapers and magazines. For extra convenience, a public telephone booth is installed in another corner. Back of the soda fountain is a refrigerated soft drink bar and pie case, and through the swinging doors is a gleaming kitchen which would delight any woman. It is painted white to match the electrical equipment, and two large windows bring in the daylight.

In the centre of the kitchen is a long work table and along one side runs a metal sink and dishwashing unit. The layout is such that the white-uniformed staff can work with utmost speed and no confusion; for, during that ten-minute rush twice a day, as many as 100 people will be waited on for food, drinks, smokes, etc. Then, too, it is a popular spot for skating parties and skiers, for tourists passing through and for the townspeople nearby.



INTERIOR VIEW OF RESTAURANT

BUYING MAPLE SYRUP
WITH PRESERVE COUPONS

duct in metal containers. A premi-
of 25 cents a gallon above the pi-
permitted for Canada light, may
be used for syrup marked as Can

MARCH 1

1945

...e been most willing
hand in church ac-
tivist in our church
ned a very special
miss you greatly in

this small gift as a
e and best wishes.
it blessing go with

alf of the ladies of
nited Church—Mrs.
s. I. A. Hunter, Mrs.

ning, Nov. 27th, the
ning's Mills Village
ad a social evening
r before her depart-
home and presented
ful vase.

LEM

eting of the Salem
it the home of Mrs.
1-December 5th. The
with the singing of
... followed by the

now available and may be
purchased at The Banner Of-
fice or the Orangeville
Arena.

December 27 1945

CANADIAN PACIFIC RAILWAY USES RAIL DETECTOR CAR

The C. P. R. has been making use of what is called a rail detector car to discover defective rails on the Toronto to Owen Sound line. The car is the property of the Canadian government and is said to be one of four such cars in Canada. A diesel engine furnishes the motive power and it has a crew of five men.

Detecting apparatus runs close to the rails and when a cracked rail or flaw is discovered it is registered on a tape in the mechanical room. At first sight the car looks like a large yellow street car. It has a horn similar to a foghorn and attracted considerable attention as it passed through the various stations along the line.

JUST OFF THE PRESS

wife a
arrive
Tuesd
voyag
were
bers
friend
them

The
and v
recog
durin
ly in
Duffe
the M
Plum
Dewa
and
Philli
the la

As
LAC
sons
Broac
seas
the
July,
temb
cond