

APRIL 8, 1948.

\$2.50 a year strictly in advance.
\$3.00 a year in United States.

LOCAL NEWS

—Caledon Junior Farmers Dance in the Caledon Hall Friday night, April 9th.

—Fur Storage. Store your Fur Coat now at McMillan's. Only 2% of your own fair valuation.

—Shelburne Business Men decided to go on daylight saving time for the same period as Toronto.

—Folks visiting the Town Hall are crossing the street to see the window display at Stan's Studio.

—Kelley Gordon, of Penville, has purchased the Tottenham residence of the late Mrs. John Purdon.

—Mr. Roy Sacerty, a graduate of the Orangeville Business College, has accepted a position with a Kincardine firm.

—The "Banner" this week, carries a number of comments on the window display at Stan's Studio. How many can you find?

—On Friday Mono Council decided to accept the responsibility for financing the rebuilding of the Cardwell school, S.S. No. 18.

—Keep next Monday night, April 12th, open for the Brampton Male Choir Concert in St. Andrew's Church. Admission, Adults 50c, children 35c.

—Don't miss hearing the Brampton Male Choir of more than forty voices in St. Andrew's Church next Monday night, April 12th. Adults 50c; Children 35c.

—Albert Simpson has purchased lot 26 and part of lot 27, con. 10, Erin township, from J. C. Dyer, who is holding a Clearing Auction Sale on Friday, April 9th.

—Mr. Abe Read has sold his 100 acre farm, the west half of lot 11, Highway 10, Mono, to his son, Harold, at a satisfactory figure. Mr. Read has moved to Orangeville.

—Humphrey Barbour, of Erin, had a rib fractured when he was knocked done by a lad on a bicycle. He was walking from his farm to his home in Erin village at the time.

—The "Business Girls' Club will meet at the home of Miss Mabel Ogston on Tuesday evening, April 13th. Each of the members is asked to bring a donation for overseas parcels.

—Lansdell Brothers, prominent Peel county farmers, have sold their farm, lot 15 and part of lot 14, 1st line, west Chinguacousy, to Melville Wanless of the 2nd line, west.

—During the absence of the Hon. John Bracken, who is in Manitoba this week, Gordon Graydon, M. P. for Peel, is leading the Progressive Conservative Opposition at Ottawa.

—Two new students enrolled at the Orangeville Business College on Monday, making a total of 27. They are Miss Doris Rawn, of Alliston, and Mr. Gerald Hartmier, Orangeville.

—Mr. Frank Banting, West Broadway, has purchased the J. W. Sander-son 100 acre farm, the west half lot 4, Highway 10, Mono. Mr. Banting intends to place a man on the farm.

—Cameron's Meat Market, phone

MONO ROAD WAS ONCE A BUSY VILLAGE

Mono Road Station is One Place Without a Housing Shortage.

Dominion Government records and the Post Office Department still list Mono Road as "Mono Road Station," although the railroad through the village was abandoned 15 years ago. The old station no longer echoes to the tramp of travellers. It's used as a feed warehouse.

Once situated on the old Toronto Grey and Bruce Railroad, the station was moved when the C.P.R. decided to discontinue the line and tore up the tracks about ten years ago.

Past the station long trains of grain and other supplies loaded at the nearby elevator used to rumble on their way to the harbor at Owen Sound, and into nearby Toronto.

Older residents of the village recall when as many as 27 wagons loaded with grain were tied up at the elevator "loading dock," while other lines leading into the village waited their turn to unload wheat from nearby farms.

Now owned by Morley Innis, the elevator has also lost its old time glamour. It is used occasionally as a chopping mill by farmers.

Another important industry of the village 40 years ago was a large cheese factory, its products once shipped out by the railroad to Toronto.

The site is now occupied by a house owned by James B. Elliot, unofficial mayor of Mono Road Station, who recalls when farmers raced their teams over the country roads, hauling milk to the factory.

"In those days the factory would give a prize to the first one in with their milk," he related. "It used to be a real sight as the farmers urged their teams to greater speed, so they could reach the plant first."

Once numbering in population in the hundreds, the village has now shrunk until only 86 men, women and children call it home.

The railroad has long since gone, but the right-of-way shows signs of life, as maintenance crews repair the telegraph wire which still runs from Toronto to Owen Sound. It is expected that this last link with a prosperous past will disappear soon.

Inhabitants of the village still maintain a friendly rivalry with Caledon East, a bare mile away, which, when Mono Road Station was in its prime, looked with envy upon its railroad. The situation is now reversed. Caledon East has its own railroad. A C.N.R. line passes through the village, while Mono Road Station has none.

POTATO SALE DISPUTE AIRED IN COUNTY COURT

The Veterans Produce Co., of St. Catharines, and Carman McKelvey, a

are among 779 persons brought to brae (left). The children, cared for ix on their way to join relatives in was obtained by Canada as part five weeks. Eastbound, she carries

DTIME ORANGEVILLE BOY WRITES FROM BURK'S FALLS

"I see where there is a description the souvenir booklet got out in 00 for the Dufferin Old Boys' Reunion," writes Fred W. Bennett, of ark's Falls, a former Orangeville boy. "I was interested to see that as have one of them myself, or did ve a short while ago. My father took yself and Tom Winterton to Toronto i the Saturday before the excursion nd we stayed over at the Iroquois otel, corner of King and York Sts., ntil Monday morning. Then we came p on the excursion train to Orange- ille. Tom and I were to go through e train and sell the souvenir book- ts. It was a long train, 16 coaches nd two or more engines. I know I was uite interested watching it going round the Horseshoe Curve on the aledon Mountain. That track, of ourse, has been taken up now for ome years.

"I also notice some articles in our editorial column about a new District High School. It appears some of the articles against it were because of the fear that the buses couldn't get through regularly because of the snow in wintertime. There are three school buses running regularly here

TORONTO Globe
July 15, 1949

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real court when a baby was ordered brought into court-
room. Foster parents Mr. and Mrs. Hardon Hardy (above)
were ordered to return 7-months-old Claudette Lachance
to her parents.

Engine, 3 Cars Derailed At Owen Sound; 3 Hurt

Owen Sound, July 14.—Three mem-
bers of a CPR freight train were in-
jured late this afternoon when the
engine and three box cars were de-
railed as the train was about to
enter the city yards.

William Vasey, engineer, and his
fireman, M. E. Plattier, Toronto,
and Brakeman J. B. Standing,
jumped from the cab of the engine.
They were taken to hospital with
arm and leg injuries.

A report that the box car immedi-
ately behind the engine was filled
with dynamite was officially denied
by railway officials.

Plattier was filling in for the re-
gular foreman who is on vacation.
Neither he nor Vasey was seriously
injured.

The freight train was coming into
Owen Sound from Saugeen Junc-
tion at the time of the derailment.
Railroad officials refused to com-
ment on the accident pending a
thorough investigation. It is known,
however, that two tie rods were
put into place at the point where
the accident occurred, and there is
a possibility the switch was left
open.

When the engine ran off the rails,
it entered a siding of the Russell
Bros., Ltd., plant, Owen Sound boat-
builders. Two freight cars on the
siding were rammed by the engine
and were shunted violently into the
plant. Damage to these cars was
said to be minor.

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Globe

July 15, 1949

CLAIM SWITCH TAMPERED WITH TRAIN WRECKED

Special to The Star

Owen Sound, July 15.—Three C.P.R. passenger trains were held up by an open switch last night when they were forced to pump from their inclining freight speeds before the engine and three cars crashed through an open switch, to be derailed a half-mile north of the C.P.R. station. Railway officials said there was evidence the switch had been tampered with.

The car immediately behind the tender reportedly contained a consignment of dynamite, but C.P.R. officials said the car contained six cases of matches. The engine travelled approximately 75 yards on the ties after going through the switch, down a spur line into Russell Bros. yard. It crashed into two empty standing box-cars and toppled over on its side, burying its nose three feet in the ground. The standing box-cars were bunted 100 feet into a building.

The cars behind buckled crosswise on to the tracks. Harry Hamster, who lives nearby, said he heard from his living-room the whistle of the engine and the brakes being applied simultaneously.

"I jumped up and rushed to the window. The engine had just turned on its side after hitting the two empty cars in the Russell yard," said Mr. Hamster. "Scalding steam gushed from the engine and it was hard to see. The car behind the tender was slapping on end; then it twisted over and lay crosswise on the tracks."

Police immediately roped off the area. Firemen under Capt. William Monahan were called and assisted the injured men, standing by for some time in case of fire.

Injured were William Vasey, engineer, and John Standing, brakeman, both of Toronto. Vasey suffered a compound fracture of his left leg, broken ribs and bruises. Standing had his right arm broken and suffered bruises. Both men were rushed to General and Marine hospital by ambulance. The third man, M. E. Platten, also of Toronto, escaped with minor bruises.

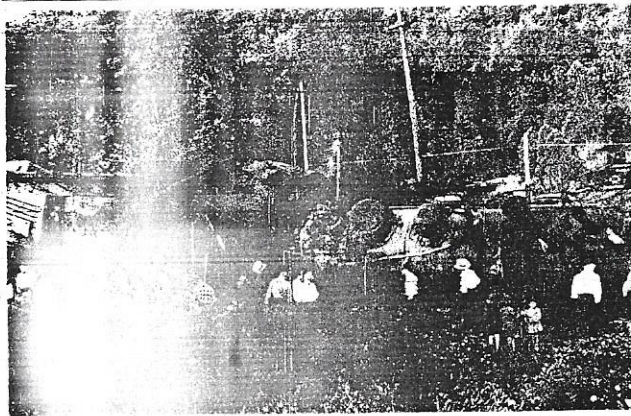
Passengers taking last night's regular train were brought in from the Chatham station, 10 miles away, by taxi.

Toronto
Star

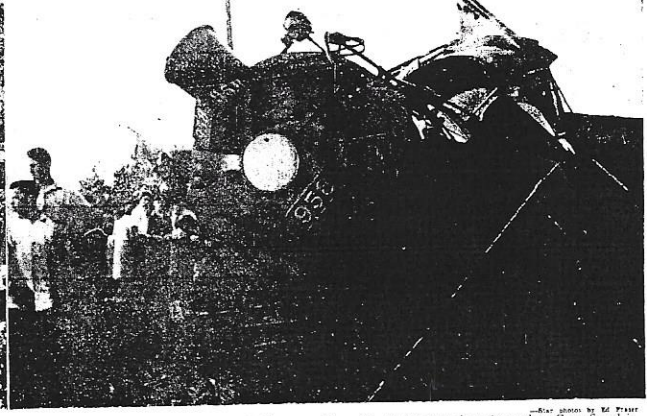
July 15, 1949

TORONTO DAILY STAR
Friday, July 15, 1949

THREE TORONTO MEN JUMP, SAVE LIVES IN OWEN SOUND TRAIN WRECK BLAMED ON TAMPERING WITH SWITCH



JUMPING FROM THE train seconds before engine and three cars crashed through an open switch a half-mile from Owen Sound last night, three torontonians from Toronto narrowly escaped death. The engine, which was carrying more than 100 tons of a building. Here crowd gathers at overturned locomotive.



EVIDENCE OF TAMPERING with switch is reported by railroad officials in the train wreck at Owen Sound in which the locomotive, seen here, toppled over and buried its nose three feet in ground. Injured were Engineer William Vasey, and John Standing, brakeman, both of Toronto, who were rushed to hospital. M.E. Platon, fireman, was killed.

AT PT. TRUMAN'S PLAN

New York (AP) — President Truman today announced a plan to send a large fleet of U.S. Navy ships to the North Atlantic, to be based at Point Barrow, Alaska, to deter the Soviet Union from attacking the Arctic region. The plan, which is part of a larger strategy to strengthen U.S. defenses in the North Atlantic, involves the deployment of several U.S. Navy ships, including the USS Alaska, USS Texas, and USS Oregon, to the Arctic region. The ships will be based at Point Barrow, Alaska, and will be able to reach the Arctic region in a matter of days. The plan is expected to be approved by the U.S. Congress in the near future.

HUNDRED BOTTLES OF PLASMA SENT TO 4

(Continued from Page One)
Hospitals in Toronto. Early today, the Ontario Provincial Police announced that it had received 100 bottles of plasma from the Red Cross. The plasma was sent to four hospitals in Toronto, including the St. Michael's Hospital, the St. Paul's Hospital, the St. George's Hospital, and the St. Vincent's Hospital. The plasma was intended for use in the treatment of patients who had been injured in the Owen Sound train wreck. The Red Cross had received the plasma from the U.S. Army Medical Department.

BATTERED BY LOGS IN CHUTE GIRL, 16, SURVIVES WILD RIDE

(Continued from Page One)
Owen Sound, June 15.—Three C.I.R. trainmen from Toronto narrowly escaped death last night when they were forced to jump from their moving freight train before they could reach the open switch. The train, which was carrying more than 100 tons of a building, crashed through the switch and overturned. The three trainmen, who were rushing to the hospital, were William Vasey, John Standing, and M.E. Platon. Vasey and Standing were injured, while Platon was killed. The train was carrying a large building, which was crushed under the engine. The building was worth more than \$100,000. The train was traveling at a speed of 40 miles per hour when it crashed. The cause of the wreck is still under investigation.

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GOT WHAT HE LOOKED FOR COURT SAYS, ACQUITTING FIVE

(Continued from Page One)
The five were preparing to throw him in the lake when he was rescued. The court, which was presided over by Judge J. H. Macdonald, found the five defendants not guilty of the charges against them. The defendants were charged with the murder of a man who had been killed in the Owen Sound train wreck. The court found that the five defendants had acted in self-defense and that they had not intended to kill the man. The court also found that the five defendants had been provoked by the man's actions. The court's decision was a surprise to many people, who had expected the five defendants to be found guilty. The five defendants were released from custody immediately.

HERE AND THERE ON WEATHER MAP

(Continued from Page One)
The weather map for today shows a high pressure system over the Atlantic Ocean, with a low pressure system over the Gulf of Mexico. The high pressure system is expected to bring clear, sunny weather to most of the country. The low pressure system is expected to bring clouds and rain to the southern part of the country. The temperature is expected to be in the 70s and 80s. The wind is expected to be light and variable. The weather is expected to be pleasant for most of the day.

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to attend the area convention at Guelph on September 11 and 12. The September meeting will be held on the 18th at the home of Mrs. W. Nisbet. A reading entitled "The Creation" was given by Mrs. F. Stager.

GUEST SPEAKER

In addressing the meeting, Miss Passmore told of the activities of the Women's Institute branch in Topsham, which is near Exeter. She recalled life in England during the war, and also told of present conditions in that country. Miss Passmore brought with her a letter from the president of the Women's Institute branch in Topsham, which was read to the meeting. The letter is as follows:

farthest away from home, Miss Passmore; the lady nearest home, Mrs. C. A. Panabaker; youngest person present, Douglas Purdy; least numbers of letters in name, Mrs. H. Hercs; girls race, Dianna Merces, Marilyn Rendall; institute members the longest, Mrs. E. M. Fisher, Mrs. J. Hyslop, Mrs. A. B. McVittie, Miss M. Bolduc; birthdays in August, Mrs. T. Everson and Mrs. A. D. Irwin; visiting member, Mrs. D. N. Panabaker; wedding anniversary in August, Mrs. A. D. Irwin; youngest mother present, Mrs. J. Purdy.

Following, a delightful pot-luck supper was enjoyed. A vote of thanks to the hostess, the guest speaker and to those taking part in the program was extended by Mrs. Purdy.

Three Hespeler Men Injured In Car-Train Crash at Fergus

Three Hespeler young men were seriously injured early yesterday afternoon when the car in which they were riding was struck by a CPR train on No. 6 Highway, just inside the limits of Fergus at a level crossing.

Injured were: Andrew Lotspeich, 20, driver of the car, son of Mr. and Mrs. Jacob Lotspeich, R.R. 1, Hespeler, cuts on the left arm and leg, and head injuries; Arthur Perry, 21, son of Mr. and Mrs. Ezekial Perry, Harvey street, left leg amputated just below the knee, shock and cuts; his brother, Lawrence, 22, concussion, shock and cuts. They are in Fergus hospital.

The car, an old model, was carried 33 feet by the slow moving train. Engineer Robert Sellers of Toronto, said both bell and whistle were operating at the time and he had tried to stop the train but did not have a chance. Conductor was A. W. Urquhart of Orangeville.

The three youths had left Hespeler Monday night in search of work, and were headed into Fergus from Arthur when the car struck the westbound train. The Perry brothers had received their discharge from the army about two weeks ago.

The accident was the fifth at the crossing in two years. There are no warning signals.

Haks Face Action In OASA Play

Hespeler's representative in the O.A.S.A. playdowns, the Haks, will swing into action tonight against Acton in that centre in the first game of the best of three first round playoffs. The return home game is slated for

ONTARIO DEATHS

EMBRO —Chas. Lupton, 82, farmed in West Zorra township for 6 years.

MILDMAY —Mrs. Margaret Woods, 75, formerly of this town died in Buffalo and was buried here.

ST. MARYS —Charles Greig, 65.

Stratford —Daniel J. Lowe, 73, retired farmer, died in a London hospital.

TORONTO —Dr. Gordon Jackson, 66, the city's medical health officer for 22 years, died at his

cision.

Social and Personal

Mr. and Mrs. Gordon Fisher and children were visitors at Toronto on Sunday.

August Mathies, Misses Lydia and Melinda Wenzel and Mr. and Mrs. Charles Westcott, visited relatives at Tavistock on Sunday.

Mr. and Mrs. Earl Kressler and daughter, Sue, attended a family reunion picnic at Stratford on Sunday.

Helen Barclay who underwent an operation at the K-W hospital, Kitchener, on Saturday, is progressing favorably.

Mr. and Mrs. Hugh Simpson and son James, and Mr. and Mrs. W. J. Marriott were visitors at Southampton on Sunday.

Mr. and Mrs. William Dunn were recent guests of relatives and friends at Mount Forest and Durham. They were accompanied by Mrs. Dunn's sister, Mrs. Alice Fisher of Toronto, who spent the past several days with Mr. and Mrs. Dunn at their summer home, Lakeview, Puslinch Lake, before returning home.

Announcements

O. L. A. INTERMEDIATE

LACROSSE
PLAYOFFS

BURLINGTON

vs.

HESPELER

HESPELER ARENA

Thursday Night

8.45 P.M.

ADMISSION:

Adults 80c - Children under 11 free

and final per split six goals count to the ad
TORRID CLIP

The game w rid clip all the the checking that is to s most of the d fights broke o iod, when la with Hogan Both were as majors. They of the 'sin-bi at it again, c paid a stiffer participants b further action

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Schooley p attack with assists. Bob counters ar other doub Evans, Qua Those scori Tony Capu and Hogam. picked up t night's chor Teams:

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The Evening Reporter, Galt August 15 1951

ORANGEVILLE, ONTARIO, THURSDAY, FEBRUARY 7, 1952.

No. 35

3650 Copies Each Week

Was Village Landmark
Recreation Centre Entered
Same Morning.

Another of Allen's landmarks was destroyed when, in the early hours of last Thursday morning, fire completely gutted the Canadian Pacific Railway passenger depot and freight house just east of the village. Nothing remains of the building except the foundations.

Although the conflagration "could be seen for some distance many residents of the village were unaware of the fire until they heard it over the news broadcasts of that morning."

The fire was first seen by Andrew McClellan, R.R. 1, Aiton, who farms on Highway No. 24 about a mile north of the village. At that time the flames had already made considerable headway and by the time Mr. McClellan had driven to the village and notified Fire Chief Harry Heer and other citizens, the roof had collapsed and it was seen that nothing could be done to save the stallion and its contents.

When Fire Chief Beer and his volunteers could see that nothing could save the building they turned their attention to the pine reforestation plot on the New Forest farm owned by Mr. E. R. Grange which lies directly across the tracks from the burning. The intense heat from the burning building threatened the heavily wooded area. The village's pauper rushed to the plantation but fortunately snow and frost on the evergreens prevented them from taking fire thus probably saving a plot over one hundred acres of excellent pine stand.

According to Elmer Martin, caretaker of the station, he left the building shortly after the departure of a northbound train from Aiton which leaves that place around 8 o'clock the evening. Mr. Martin stated everything was in good order at the time he locked up the building that Wednesday evening.

Mr. McClellan states that when first noticed the fire the flames seemed to be coming from the south end of the station where the express and freight rooms are located. Above which heated the waiting room and the agent's office, is located the north end of the building.

Fortunately there was very little freight and express in the station house at the time although it is estimated there was one shipment of about 100 feet of lumber there had recently been unloaded. At the height of the blaze telegraph communications were disrupted.

It is not known at the time of the writing what the UPR's plans are for the future of the department.

Recreation Centre Entered
As if the station fire had not caused excitement for one day, it was later discovered that on the morning the person or persons entered the building on the premises of the Altan Community Recreation Centre. The Centre is located 200 yards west of the C.P.R. station. The building was burned by smoke.

Arthur Smith, caretaker of Centre and R. J. McConnell is building back after midnight. Needles all a building the...

The Committee, that is, in the tentative line of the opinion of the major address, also saw the need of those making the entry in the office to be to believe that the door on a small amount will make system is shown by the picture upon However, Stan, president of the Committee, has the equipment being the property in order to try out it.

Citizens Worried
The community at Alton is about as the fire and break-in in the village. This is the first village fire that has broken out in the past year. All it required in the early morning and late afternoon so much heat that being discovered that would be used.

and was accordingly ordered to be confined in 1976 when he was 16 years of age. He was sent to Alcatraz Federal Prison, San Francisco, California, and was held in the same cell as the two other defendants under the A.P.C. at that time. Under the A.P.C. he was released.

Dr. G. H. Campbell, a distinguished citizen of Orangeville is celebrating a birthday this week and is receiving congratulations from his many friends.

Dr. C. H. Forester, born in Grangestille, Tex., friends. Dr. Forester has lived here all his life and has taken an active interest in all affairs of the town. For many years he has been a member of the Board of Education. He has been a member of the Board of Health and has been prominent in Children's Hospital work. He is the office president of the Forester Dental Society, Dr. Campbell, Secretary Board, Dr. Campbell graduated from the Royal College of Dental Surgeons and has since been practicing in the city. He is the office president of the Forester Dental Society. He is known as "Doc" Forester. He is Canada's leading dental surgeon and has held the highest offices of President of the Dominion Dental Council and President of the Ontario Dental Association. An outstanding dentist.

Dr. Campbell has excelled in all types of sports. He was on the lacrosse team that won the Olympic Championships in England in 1910. He is an ardent curler and enjoys lawn bowling and skating. Any Wednesday or Saturday afternoon this winter the doctor will be found at the Arena teaching young fry of Orangeville to skate. His two young grandsons, Barney and Alexander Campbell, bid fair to follow in their grandfather's footsteps. Of late years Dr. Campbell has been a member of a 200 acre estate.

quired a new interest, a 100 acre
on Caledon Lake which he and
Campbell, a skilful gardener, are t
ing into one of the show places
the County.

The sudden death of His Majesty the King brings deep sorrow to our hearts.

Along with our brethren of The British Commonwealth we had sincerely hoped that the forthcoming trip of their Majesties would help restore the King's health. God, in His Own Wisdom, has seen fit to remove His Majesty to a Higher and Greater Life of Service.

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The reign of George VI will stand out in British history as one of the finest. The reign set forth the very best of what is to be expected in a Constitutional Monarchy. Along with His Queen, George VI set an example in the very best in family life. The King's personal sense of duty can only serve as a lasting lesson in the nobility of stewardship. His personal character and high-mindedness set a pattern for all men.

We thank God for his life.
To Her Majesty the Queen Mother, the Dowager Queen Mother
Mary and other members of the Royal Family, we offer our condole-
ances and join with them in their sorrow.

The Queen Mother has been more than a King's consort. She has been a helpline in the finest sense of the term. As a wife and mother, she exemplified what is the finest duty of woman. Her delightful personality and charm endeared her to all peoples. May the Lord be her Comforter.

Queen Elizabeth begins a reign in sorrow and under difficult circumstances. Her recent visit among us has evidenced that, though young in years, she is quite capable of going from strength to strength in her father's footsteps. She is her father's daughter. With the guidance of her noble Consort her reign should be full and honorable. May she find strength and courage from the Divine King of Kings.

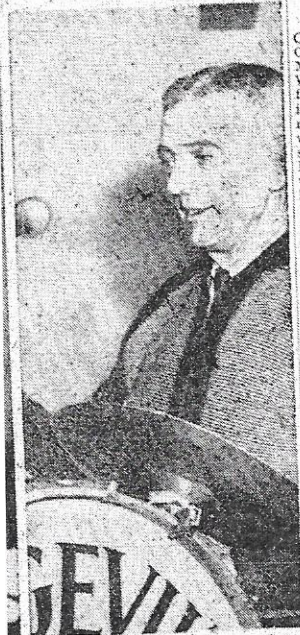
The following Churches will hold Memorial Services for His Majesty King George VI on Sunday, February 10th:

February 10th:	
St. Mark's Anglican, Orangeville	11 a.m.
Westminster United, Orangeville	11 a.m.
Tweedsmuir Presbyterian, Orangeville	11 a.m.
Salvation Army Citadel, Orangeville	11 a.m.
Pentecostal Tabernacle, Orangeville	11 a.m.
Baptist Church, Orangeville	11 a.m.
Knox United, Caledon	7 p.m.
The United Church, Alton	7 p.m.
At St. Peter's Catholic Church, Orangeville, and St.	
Cornelius' Church, Caledon, special memorial	
prayers will be offered at the regular Sunday Masses.	

Orangeville Banner
February 1 1952

Alton station
fire.

Strikes Up Band Frank Walters Honoured on His Retirement From C.P.R.



Beating the big drum is bass drummer Frank Island, who matches the bandmaster in years of experience with the band. He began as a cornetist in 1908, changed to alto horn, and later to the drum.



Early R.C.A.F. cornetist, now his father's assistant to Glenn Smith, whose band career began in 1908. Musicians use of new quarters for



As train No. 756, Teeswater to Orangeville, ground to a stop in the Orangeville station at 6:05 p.m. on March 15th, Conductor Frank W. Walters completed his last run after forty-three years of faithful service in railroading. A large crowd of his relatives, work-mates and friends were on hand to greet him and they spent the next two hours in congratulating and honouring him in many ways. True to the rules of the road, however, his first act after descending from the train was to proceed to the station office and check in according to custom. Only then did he consent to face the photographers' flash bulbs and the reporters' questions.

In honour of the occasion, Frank's whole family went to Grand Valley and boarded the train. Fittingly enough, there happened to be no other passengers in the coach, so Mr. Walters was able to enjoy the company of his own family for the last few miles of his final run. When asked how he felt about it all, he replied, "I am not worried nor upset and I appreciate all that is being done for me but I don't like too much fuss."

The station was crowded for the presentation ceremony. Orangeville Agent, J. H. Moore, acted as Master of Ceremonies. He pointed out to Frank that it was a great tribute to him that so many of his friends had come to do him honour.

Jack Moore introduced Mr. J. W. Stewart, Supt. of the Bruce Division. Mr. Stewart spoke on behalf of the Canadian Pacific Railway. He explained that they especially appreciated the services of those men who attained to pension years.

"They come out of active service," he said, "but not off the payroll. A nice part of railroad service is to look ahead to at least a pension on retirement."

The speaker pointed out that his own Dad had lived ten years after his leaving active service on the road and expressed the hope that Frank Walters would enjoy a long rest. J. W. Stewart reviewed Frank's long record of services with the C.P.R. He described him as a very loyal and faithful employee.

"Another man," continued Mr. Stewart, "will ultimately fill Frank Walters' boots but he will certainly need experience before he is as good as Frank. On behalf of the C.P.R. I offer you congratulations and wish you the best of health for years to come," concluded the Superintendent.

Conductor A. W. Urquhart read a communication from the Superintendent of the C.P.R. and also the following presentation address:

"Orangeville, Ont. March 15th/1952.

"Dear Frank, "It is with mingled feelings of regret and joy we gather here tonight to greet you on the completion of your last trip in active service with the Canadian Pacific Railway.

"We regret that the ties of active service will be broken but rejoice with you that your years of labour have now come to an end and you are retiring to a well earned rest."

"For the past forty years you have been one of many thousands of employees of the world's greatest transportation system — one whose services to your employer and also to your fellow employees have always been of the highest standard.

"Veterans retired from the active ranks maintain an interest in the railway's welfare, believing this to be bound up with that of the community it serves.

"On retiring from the service and joining the ranks of the gentlemen of leisure and sports at large, we trust you will continue to render to

Notice

HYDRO CUSTOMERS

There will be two power interruptions (weather permitting) Sunday, March 23, affecting all rural customers south and southeast and west of Orangeville. The first interruption will be from 6 — 6:30 a.m., second from 1 — 2:30 p.m. The second will affect all customers in the Town of Orangeville as well.

H. E. P. C.,
C. Wise,
Area Manager.

the Canadian Pacific and its employees the valuable service of your personal support among your friends, acquaintances and the public in general and we extend to you our sincere wishes for your future happiness." (Signed on behalf of the C.P.R., Orangeville).

"S. J. Lovell, A. W. Urquhart." After reading the address, Mr. Urquhart concluded in more personal vein that they would all miss one of Frank Walters' good stories each morning.

Obviously moved, Conductor Walters remarked that he didn't know so many folks knew him.

"These tributes," he commented, "should be directed to the whole train crew."

He expressed deep appreciation for all the effort which had gone into the preparations for the occasion.

Trainman S. J. Lovell, who for many years was with Conductor Walters on the Teeswater run and who was the chief organizer of the evening's ceremonies, made the presentation of an engraved leather wallet containing a sum of money. He sadly agreed with Mr. Urquhart that all the men would miss Frank's presence every morning. The gift was given by Frank's fellow-employees.

When presented with a bouquet of flowers by Mrs. George Clark, of Toronto, Mrs. Walters said that she couldn't ask for anything finer than all the good wishes that had been extended that night, especially to her husband.

Mr. Earl Walters, of Montreal, a son of Frank Walters, on behalf of the family, presented his father with a gold watch case engraved "1911-1952." In addition, he gave a model caboose mounted on wheels, on the side of which was engraved, "Last Trip, March 15, 1952."

Besides Supt. Stewart, other out-of-town officials present were Mr. and Mrs. George Clark, of Toronto, Mr. McLellan, of Toronto, and Mr. G. M. Barton, of Fergus. Mr. Clark represented the engineers and firemen and Mr. McLellan, the conductors. G. M. Barton is agent at Fergus.

F. W. Walters originally came from Owen Sound and it was there that he did his first railroading. For two years he worked with the Grand Trunk. He went over to the C.P.R. in 1911 and has been with them ever since. He has resided in Elora and Toronto as well as Orangeville and has done service on many of the C.P.R. runs, including all those that run either through or out of Orangeville.

Frank lived in Orangeville the first year he was married, forty years ago. His early years with the railway were quite difficult and lay-offs were frequent. In spite of this he stuck to his work, and the seniority gained in this way stood him in good stead in the depression years which saw so many workmen out of a job. Frank has resided continuously in Orangeville for the last ten years. His home is on Church St.

The Saturday evening celebration in Orangeville was the second in honour of Frank's retirement. The first was held the previous evening in Teeswater and took the form of a banquet at the hotel, followed by cards. At this function, in addition to the Teeswater staff, were the Walkerton C.P.R. staff and train crew.

The crew who accompanied Mr. Walters on his last run were: Engineer, R. Hadaway; Fireman, B. Gooderham; and Trainmen, R. Mabee and Geo. Dodds.

The whole Walters family was present to do honour to their father. It consists of sons Willard, of Montreal, Earl, of Weston, and Jack, of

March 20
1952

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LONDON OFFICE OF THE COMPANY
began his work in London on April
21st. Mr. and Mrs. Quinn came to
Orangeville five years ago from To-
ronto and during their stay have
made many warm friends. As soon
as they have disposed of their home
on Second Avenue they will take up
residence in London.

Orangeville Train Involved In Brown's Line Truck Smash

Locomotive Fireman From Orangeville Gets Jolted.

The northbound C.P.R. passenger
train from Toronto to Owen Sound
which arrives at Orangeville at 10 a.m.
tangled with a heavily loaded trailer
at Brown's Line last Thursday morn-
ing, delaying the train 2 hours and
20 minutes in its arrival here. The
accident nearly cost the life of the
transport driver from Toronto and
gave the train crew and passengers a
rough few moments. Fortunately the
locomotive stuck to the rails or other-
wise the accident could have been
more serious in its consequences.

The fireman on the engine was Jack
Walter, son of Mr. and Mrs. Frank
Walter, Church St., Orangeville. Mr.
Walter, Sr., retired about a month
ago as a C.P.R. conductor. Jack saw
the impending crash from his side of
the cab and managed to get out of
his seat and on to the deck of the
speeding locomotive and brace him-
self against the shock of the collision.
The impact was so severe that the
engineer was thrown forward out of
his seat. The jolt forced the baggage
door open and baggage and express
was strewn around the interior of
these cars. The locomotive was so
badly damaged that a relief engine
had to be obtained. The accident did
not deter the train crew from continu-
ing with the run to Owen Sound.

P.C. Ernest Bailey, of Etobicoke,
said Campbell, the truck driver, was
driving an Ontario Hydro transport
loaded with refrigerators and electric
motors to be used in conversion work
at Stratford. The load, valued at be-
tween \$30,000 and \$50,000, was strewn
along the right of way.

Campbell told police he was going
north and stopped at the crossing to
let an eastbound train pass, and
though the red flasher lights were
still going, he proceeded across into
the path of the westbound passenger
train.

The engine sliced the cab from the
trailer throwing it on to the north
side of the crossing into a small
truck driven by W. Richards, of
Alderwood. The trailer was carried
on to the south side of the level
crossing.

Meetings for boys of all ages inter-
ested in softball will be held on
Thursday and Friday evenings at 7.30
p.m. this week in the Agricultural
Offices, West Broadway. If you are
interested in playing softball this
summer be sure to attend one of the
above meetings.

"I did not see the other train,"
Campbell said as he stood viewing
the wreckage of his truck. "I guess
I must have a guardian angel."

Mr. Richardson, who had stopped
on the north side of the crossing, said
he saw both trains coming and was
waiting until they passed. Then he
saw the transport start across the
tracks towards him.

"I was stupefied," he added. "I
couldn't yell or talk I was so stunned
to see the transport coming right in
front of the train. It seemed to
bounce in the air, then it hit the
front of my truck and spun me side-
ways. How both of us ever escaped
being killed I will never know."

Missionary and Wife In Ethiopia Heard From

A letter has been received from the
Rev. Horace Braden, formerly of
Orangeville, who with his wife and
small daughter Lorna have been liv-
ing in Ethiopia, where the parents
have been serving as missionaries.
Their work has been chiefly on the
radio in Addis Ababa, where they
have been for one year. Now they
have been moved to Bishostu, where
they will attend a language school.
During their term as students they
will live in a one room mud hut with
grass floor and no ceiling. The An-
haric Alphabet which they are learn-
ing contains 33 basic characters and
each character has 7 variations.

WHITTINGTON

Sunday, April 27, 1952, church ser-
vice will be held at 2.00 p.m.; Sunday
School at 3.00 p.m.

Remember the W.A. at the home
of Mrs. Ralph Hamilton on Friday,
April 25th. Lunch hostesses, Mrs. Em-
erson Little and Mrs. Wm. Sproule.
Congratulations to Mr. and Mrs.
Carl Trimble on the birth of their
daughter.

—Miss Gloria Leighton, daughter
of Mr. and Mrs. Arnold Leighton, R.
R. No. 1, Orangeville, had the mis-
fortune during the Easter vacation to
break her leg.

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April
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Caledon Fall Fair

This Friday, Saturday, Sept. 26-27

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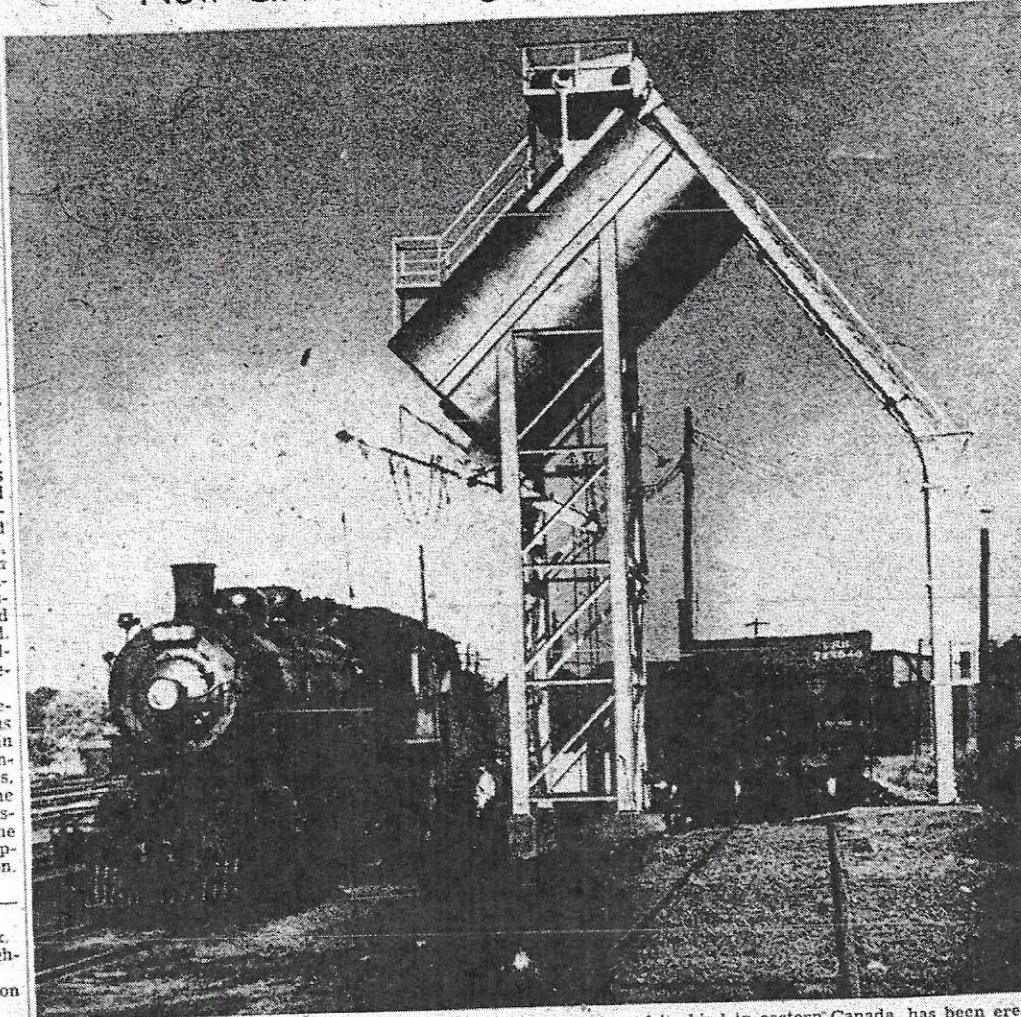
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ale—Harry A.

Female—H. R.

New C.P.R. Coaling Plant at Orangeville



A new welded all-steel coaling plant, the first installation of its kind in eastern Canada, has been erected by the Canadian Pacific Railway here, to service coal burning locomotives operating between Toronto, Orangeville, Owen Sound, Teeswater, Walkerton and other points.

The new coaling station consists of a cylindrical bin mounted on a steel tower, coupled with an automatic conveyor system designed to lift coal from track level to the bin at the rate of about 100 tons per hour. The coal, unloaded from railway cars into a hopper below the track, is lifted by the conveyor into the bin, which when full, automatically stops the conveyor motor. The lifting operation can also be controlled from the ground by push-buttons.

The new system was first applied to locomotive coaling stations in the United States in 1939 after having been introduced into coal mine operations and stationary boiler plants some years previous. Since 1940 a number of American railroads have tested the system. Installation can be made in single or dual units of two capacities.

The new station, while fully permanent in its construction, can readily be dismantled and relocated at some other point when oil burning or diesel locomotives are introduced into service on the line. Previously, timber or concrete coaling structures have had to be scrapped in most cases when a change-over in operations was introduced.

The Canadian Pacific's original coaling station at Orangeville was destroyed by fire at the end of World War II. Coaling operations have been carried on since then by a portable unit, which fed directly from stock piles to locomotives.

The new Redier plant is a product of Canrail Utilities Ltd., Montreal.

Spotted under the new loading station is C.P.R. locomotive No. 840, which is used in service on the Elora branch. The man standing at the foot of the loading station and looking into the cab of the locomotive is A. M. McKittrick, of the Banner staff, and one of Orangeville's ardent railroad fans.—Banner photo by "Vic".

Three Calves—Harry A. Willis. A. Gibson.

Progeny of Dam—Harry A. Willis, Gordon Black.

Steer—Harry A. Willis, John Goetz.

Our readers will find the first part of the prize list on page 4 of this

**APPOINTED R. C. PARISH
PRIEST AT ORANGEVILLE**

His Eminence, James Cardinal Me-
Gilligan, Archbishop of Toronto, has

**STREETSVILLE AND O'VILLE
IN LACROSSE SEMI-FINALS**

Streetsville Provide Competition for
Semi-Final Round of Intermediate

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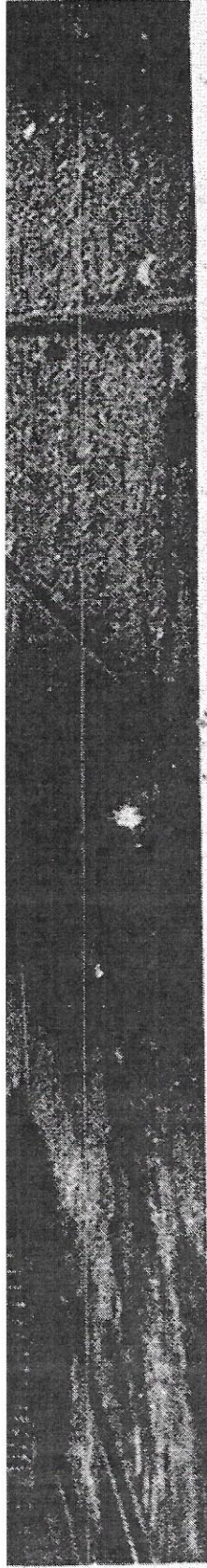
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STREETSVILLE AND O'VILLE IN LACROSSE SEMI-FINALS

Streetsville Provide Competition for Semi-Final Round of Intermediate

September 25, 1952

ORANGEVILLE BANNER

Week

ORANGEVILLE, ONTARIO, THURSDAY, NOVEMBER 13, 1952.

LESLIE BLOOM FREED OF ALL CHARGES

Some months ago Mr. Leslie Bloom, of Alton, was arrested on charges placed by police following a series of incidents in the village of Alton, among them the destruction of the C.P.R. station by fire.

Bloom appeared in Magistrate's Court in Brampton and was convicted following the signing of an alleged voluntary confession in which he is claimed to have admitted five criminal acts.

On September 15th one of the convictions was appealed and recently the Court of Appeal sitting in Osgoode Hall, Toronto, upheld the appeal on the conviction, and because the other four were all tied in with this one, the Crown withdrew all charges. This leaves Bloom a free man, not guilty of any of the charges placed against him.

The Court of Appeal quashed the conviction on the grounds that Inspector Simmonds of the Fire Marshall's Department conducted his investigation beyond the authorized bounds and further, the Court reprimanded officers for the methods used in obtaining the alleged confessions from Bloom.

Mr. H. A. Newall, Barrister of Brampton, acted for Mr. Bloom.



THE LATE REV. CANON H. A. WEST-McMASTER, former rector of St. Mark's Church, in whose memory a tablet was dedicated on Sunday morning by the Venerable Archdeacon W. G. O. Thompson. (See below).

Thomas E. Reid FORMER TEACHER ACTIVE SPORTSMAN LED CADET GROUP

Former Parkdale Collegiate teacher and prominent in amateur sports, Thomas Emerson (Tim) Reid, 80, died early last Friday at Toronto General Hospital, a few hours after admission. He was stricken Thursday evening at the home of his son, John G. Reid, Port Credit.

Mr. Reid was born in Orangeville, where his father was Dufferin County clerk for more than 40 years. He attended Orangeville High School and graduated from the University of Toronto in 1892. He took post-graduate work at Victoria College and taught for a time in rural schools. Joining the staff of Ryerson Public School in 1899, Mr. Reid transferred six years later to Parkdale Collegiate as mathematics teacher, retiring in 1937. While at Parkdale he was coach for both football and track and ran up a notable record of championships.

Organizer of the Public School Athletic Association, he was the second president. He was twice president of the High School AA (later the TSAA). The Reid record also included cadet and physical training work. The first year that Province-wide competitions were held, Parkdale won in both branches. He was colonel-in-chief of the Toronto Cadets for some years and held the long service medal in the Canadian Army reserve.

He was a former member of Parkdale United Church and latterly First United Church, Port Credit, where he served on the session.

An ardent bowler, he scored 200 Tuesday evening while bowling in Port Credit.

His wife died five years ago. He leaves two daughters, Mrs. Norman B. Emory, London, and Mrs. Lorna Wilson, Ingersoll, wife of Harold Wilson, speedboat racer; three sons, Emerson B. Reid, director of public relations for the Department of Citizenship and Immigration, Ottawa; Kenneth L. Reid, director of the Windsor district of the income tax department, and John G. Reid, Toronto barrister; one brother, Charles Reid, druggist, Orangeville, and four sisters, Mrs. Louie Watson and Mrs. Beatrice Reid, both of Orangeville; Helena Reid and Mrs. Lowry Wright, both of Toronto. Funeral service was held in Port Credit. —Toronto Globe & Mail.

In 1946 Ottawa estimated that a national health insurance plan would cost \$21.60 a year for every man, woman and child in Canada.

Roy Jenkins Badly Injured In Train Car Accident

Yesterday morning at approximately 10:50 a Plymouth car operated by Roy Jenkins, of Orangeville, was in a collision with the southbound Elora mixed train at the crossing on the 1st line of Caledon adjacent to the entrance to the Orangeville Golf Club. The badly smashed car received the full impact of the collision on the front right side and was thrown around 50 feet to the south side of the crossing demolishing a right-of-way fence.

First witnesses on the scene found Jenkins lying in the back seat of the car in a conscious condition but suffering severely from chest pains.

First ones on the scene were Mrs. J. A. MacGregor, who lives to the south of the track alongside the home of her brother Rospin Scott, and Mr. Norman Langford, of Langford's Transport, who was driving south on the line to the Golf Club. Mrs. MacGregor did her best to hold Jenkins in a comfortable position until help arrived. She was joined in a few minutes by her husband.

The train was brought to a stop close to the Melville station and the train crew hurried back to the scene of the crash and assisted in the removal of Mr. Jenkins from the car.

Rospin Scott, upon learning of the accident shortly after its occurrence, called the police, the hospital, a doctor and an ambulance.

It was about half an hour after the smash before the police and a doctor were able to reach the scene. Dr. Leach attended the injured man and he was removed to Lord Dufferin Hospital in Darraugh's ambulance.

Yesterday the Hospital reported Mr. Jenkins' condition as only fair. He was conscious and being kept in an oxygen tent. His injuries at the time of going to press were undetermined but believed to be mostly to the chest.

The train was in charge of Conductor Chester Nichol, of Orangeville. Bill Westover, Orangeville, was the engineer and Pat Gartland the fireman. The train left Orangeville at 10:40 a.m. and was delayed at the scene of the accident for an hour.

Jenkins' car was brought to Orangeville by a tow truck from Broadway Motors. When viewed by the

Banner it is hard to believe that any person could come out of it alive. The motor was pushed through the floor boards, the steering wheel twisted around; in fact the whole front of the car was a complete wreck from the beating it took. Mrs. MacGregor states that when she first saw the wreck after hearing the thump of the impact, she thought it was afire, there was so much smoke surrounding it.

An investigation was conducted on the scene by Constable Don Oerton of the Orangeville detachment of the OPP, the Provincial Police from Alton and from Port Credit.

Roy Jenkins is the son of Mr. and Mrs. John Jenkins, of the 1st line west, Caledon. The unfortunate man had been to his father's farm and was on his way home to Orangeville at the time of the accident.

Mr. Jenkins is married with a family. He is caretaker of the Princess Margaret School, this town.

The scene of the accident is bad due to the fact that a motorist proceeding north has no view of the railway track until he is practically upon it. There is a bank and a number of trees which obscure the track. It was at this same crossing a few years ago that the Fines brothers were killed. Residents of the neighbourhood are all agreed that immediate steps should be taken to remove this bank and the trees so that an unobstructed view of the crossing might be obtained.

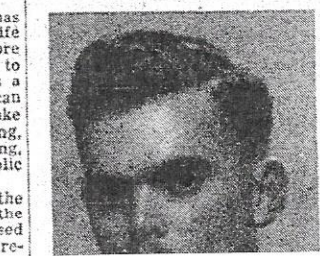
ALTON FIRE DEPARTMENT PURCHASES RESUSCITATOR

The Alton Fire Department has purchased a valuable piece of life saving equipment which should more than prove its worth in the years to come. This piece of equipment is a Stephenson Resuscitator, which can be used in accident cases of smoke suffocation, drowning, gas poisoning, electric shock and drug poisoning, and in cases of brain tumor, alcoholic coma and polio.

The complete equipment cost the Fire Department \$472.50 and the funds for its purchase were raised through donations and moneys re-

New Minister To Pastorate of

Tomorrow evening in Westminster Church, the Rev. Frank Sullivan, of Camilla, will induct the Rev. Ronald W. Arkwright, B.A., B.D., into the pastoral charge of Westminster United Church, Orangeville. Mr. Arkwright succeeds the Rev. Victor Eldes, now minister of Lundy's Lane Church, Niagara Falls. Following the Induction Service a reception will be held



November 13
1952

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CHARTERED TRAIN THROUGH TOWN SUNDAY

Many Years Since Such a Train Seen at Local Station.

A specially chartered C.P.R. passenger train through Orangeville cannot help but be a newsy item these days. While in the past few years there have been some extra Sunday passenger trains during the winter months, it is possible that last Sunday's train was the first chartered passenger extra to pass through Orangeville for more years than we would care to look back on.

The train was enroute from Owen Sound to Toronto carrying Owen Sound and Meaford High School students making a special trip to Ottawa. The train was made up of two streamlined coaches and a baggage car and was powered by a small four driven semi-streamlined passenger engine No. 2925.

It is a few years since people of this town have seen any of the speedy, but slippery, 2900's. They were the product of the C.P.R.'s own shops and were designed to handle a light train on branch lines. They were used between Toronto and Owen Sound for a couple of years but did not prove satisfactory for winter operation and so were removed when the new 1200's, now in use, were brought out. We can remember one wet morning one of them having to be helped between Orangeville and Fraxa Jet. by the Teeswater locomotive when she had only 5 wooden cars on her tail. The little girls were just too light, and too high in the drivers, to do much good in snow or on wet and light rails. However, give them about four cars, a heavy rail, few stops, and they could put even the largest locomotives to shame when it came to fast running.

NOMINATION MEETINGS IN ORANGEVILLE, MONO AND CALEDON

Nominations for positions in the Councils of Orangeville, the Town-

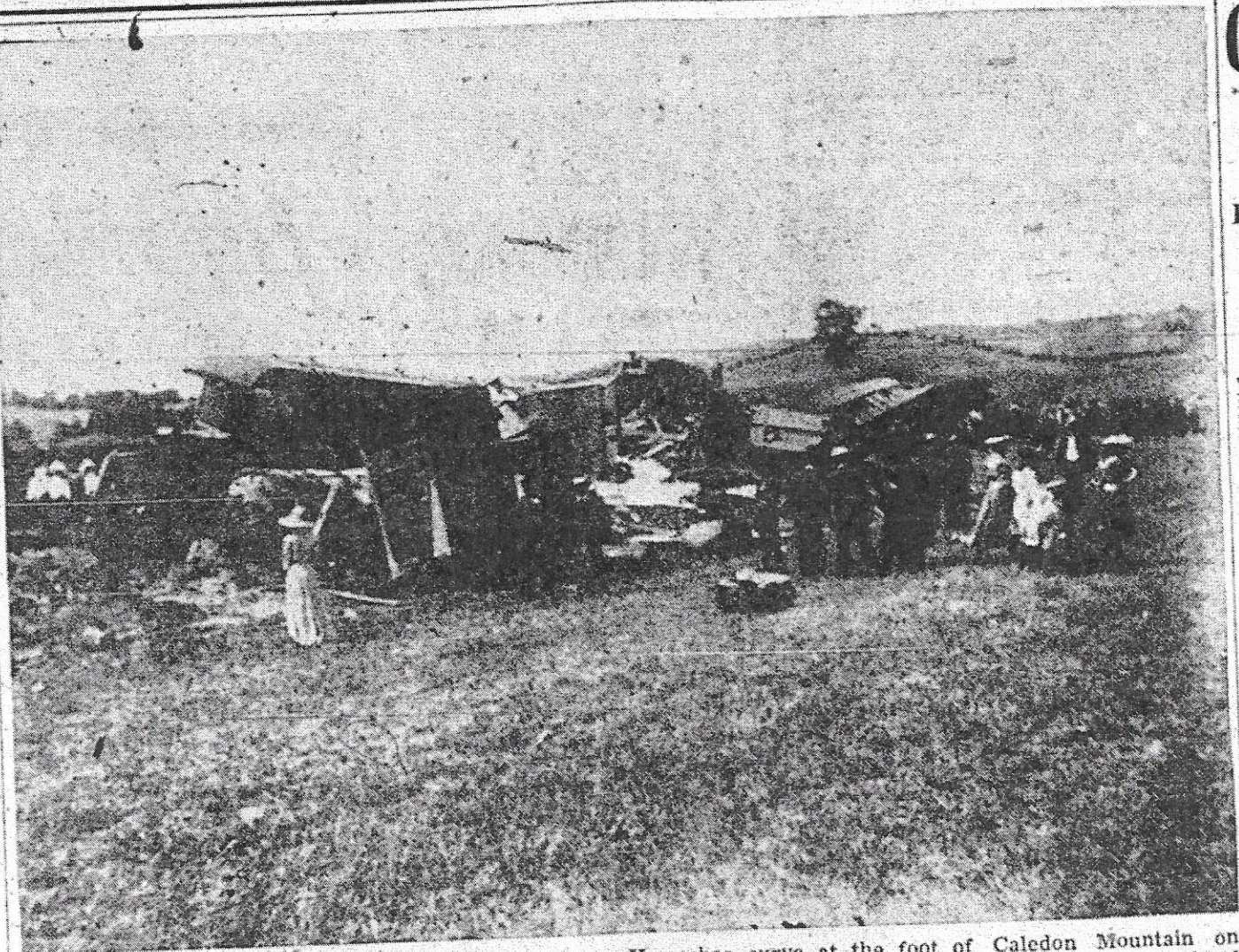
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Orangeville

ORANGEVILLE, ONTARIO, THURSDAY, SEPT. 4, 1952.



CALEDON MOUNTAIN TRAIN WRECK on the famous Horseshoe curve at the foot of Caledon Mountain on September 3rd, 1907, is still a favourite topic of the older generation and occupies an enviable position in local railroad lore.

This oldtime photo shows sightseers viewing the wreck. Wooden coaches were strewn about like match-wood when the Toronto bound exhibition special took the hairpin curve at excessive speed and jumped the rails. Several Orangeville people were passengers.

The catastrophe, which caused the injury of many, is reportedly the worst train wreck in the history of the Bruce Division of the C.P.R.

The Horseshoe curve was an outstanding point of interest for travellers on the Owen Sound-Orangeville-Toronto run. Here the track turned so sharply that passengers at the rear end could look out the window and see their locomotive steaming off at right angles to their coach.

This track over the mountain has long since been torn up and for years Owen Sound to Toronto trains have been using the Credit Valley route.

THE MAPLES W.I.

HERALD ANGELS

**INTERMEDIATE PLAY-OFFS
UNDERWAY TO-NIGHT**

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THE ORANGEVILLE BANNER

(Established 1893
with which is amalgamated
THE ORANGEVILLE SUN
Established 1861)

MEMBER CLASS A
A Weekly Newspaper devoted to the interests of the Town of Orangeville and surrounding country, issued at Broadway, Orangeville, every Thursday. The Orangeville Banner is a member of Class "A" Newspapers of Canada, The Canadian Weekly Newspapers Association and The Audit Bureau of Circulations.

Anywhere in Canada, \$3.00 a year strictly in advance. In the U.S.A., \$3.50 a year. Single copies 6 cents. Authorized as second class mail, Post Office Department, Ottawa.

Publishers

V. E. McKITTRICK, Editor.
H. B. MATHESON.
A. R. McKITTRICK.



Address all communications to The Orangeville Banner.

The Banner does job printing of all kinds.
Published by The Orangeville Banner
177-179 Broadway St., Orangeville, Ont.
Phones: 30 and 31
Rate Cards Mailed to Advertisers on Request.

Editorial

The Diesel Appears on the Local Scene

The right-of-way echoed to a new sound during the week-end when the Toronto-Owen Sound passenger train passed through Saturday, hauled by a sleek, powerful diesel unit. Thus the Canadian Pacific Railway chalks up another milestone in its efforts towards still better service on this sub-division. The train, first passenger on the Toronto-Orangeville-Owen Sound run pulled by this type of locomotion, may be the forerunner of an accelerated timetable which will be a boon for today's commuter.

Diesel power is gradually replacing steam power on the railways and it is but a matter of time until the familiar whistle of the steam locomotive gives way wholly to the fog-horn claxon of the steamless engine. Railroaders and railroad fans will note the transition with nostalgia but their attachment to the old iron horse will soon be forgotten in admiration of this modern queen of the iron road. The thundering hum of a fast-moving diesel speeding a string of Pullmans through the night has a magnetic voice all its own, drumming up visions of power, speed and faraway places.

A Diesel train in motion is deceiving. Even at close range it does not give the steam locomotive's impression of terrific speed. But as it passes with a thundering roar the watcher well knows the speed and power of today's titan of transportation.

Last Spring the writer travelled to the west coast on the C.P.R. At Calgary steam was replaced by diesel for the long haul through the Rockies. Even the travelling novice was conscious of the difference. With two diesel units head-ending the 13-car train the ride up and over the countless gradients and along miles of twisting right-of-way, was smooth and even.

Notable was the absence of bumpy starts. The "pull away" from every station was without jar or tremor, but powerful and fast. From a standing start those big diesels just walked away with their 13 cars, whether on the level or upgrade. Their speedy getaway is well-known to pullman conductors and porters, and one of the latter attached to our car cautioned platform strollers "to make tracks" when the "board" whistle sounded. Seems this porter underestimated the startling take-off reputation of the diesels when they first appeared on his run and almost dislocated his shoulder when he had to jump quickly for the step of his pullman, banging the side of the steel entryway with bruising force.

Major dieselization of this part of the Bruce division is augured, it is said. The powerful hum of the diesel train sounds railroad progress and points to the end of an era in rail transportation history.

Helping Girl Guides Is Admirable Task

The important role of the First Girl Guide Company in directing teen-age girls of Orangeville and district along a constructive path cannot be overemphasized. At their recent Mother and Daugh-

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During the week preceding the timetable change on the 25th of April, the Canadian Pacific Railway's British Columbia Lake and River Service steamer "Minto" made its last run on the Arrow Lakes. With the commencement of the summer schedule, the Company withdrew from the Arrow Lakes service, inaugurated by a predecessor Company before the turn of the century. Service will be provided on the Lower Arrow Lake only, by an independent operator. The "Minto" was built in Toronto in 1898, and was shipped west by rail, crated in sections. Along with a sister ship "Moyie", which presumably is still in occasional service on Kootenay Lake, it was intended for service in the Yukon at the time of the gold rush. The Klondike strike had lost some popularity by the time the two crated vessels arrived in British Columbia, and they were diverted, assembled and placed in service, the "Minto" on the Arrow Lakes, and the "Moyie" on Kootenay Lake. The "Minto" and "Moyie" are among the last of a once numerically-strong breed of Canadian lake and river boats, and they are both sternwheelers. Disposition of the "Minto" has not yet been announced by CPR officials.

As a result of the operation of Budd RDC-3 car D-100 by the Canadian National Railways between Fredericton and Newcastle, the schedules have been speeded up, that of the Newcastle-Fredericton run by 35 minutes, while the Fredericton-Newcastle service has been improved by 45 minutes. It is understood that the car is not in service on the run at the present time, due to insufficient express shipment capacity. When the spring restrictions on the New Brunswick highways are removed, the express shipments will be moved by truck, permitting re-introduction of D-100 to service.

Canadian National has put into effect a new numbering system for sleeping and parlour cars. Like the Canadian Pacific, which adopted this system some time ago, initial digits in route numbers will incorporate the train number. Unlike the CPR however, it is the intention of the CNR to arrange the cars in numerical order in their trains, numbering from the rear of the train.

Chesapeake & Ohio Railway, installing a two-way radio system on switch engines in the Sarnia Terminal yards of their Canadian Division, Pere Marquette district, claim this as the first such installation in Canada. (We are subject to correction, but did the Canadian National not experiment with two-way radio on yard engines, at the Longue Pointe yard in Montreal some years ago? -Ed.)

Following on the heels of the opening of the railway to Lynn Lake in Manitoba, moves under way by the Manitoba provincial government may lead to early construction of a 100-mile rail line by the Canadian National Railways between Gypsumville and Grand Rapids, Man.

Dieselization of Montreal-Toronto trains by the Canadian Pacific has resulted in the utilization of an interesting operational pattern for the units. Each night, two units are assigned to each of two sections of trains 21 and 22 respectively, from Montreal and from Toronto. When the four units arrive in Toronto in the morning, two of them continue as far as Windsor, Ont. on the same train; one unit goes to Owen Sound on train 705. The last remaining unit returns to Montreal on day train 36. In the evening, the two units return on train #22 from Detroit, and continue with the train to Montreal. The unit which went to Owen Sound on train 705 returns on train 708, and combining with the unit arriving

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from Montreal on day train #35, returns overnight to Montreal on the other section of train #22. With the arrival of both sections of #22 in Montreal in the morning, both units from one section and one unit from the other section combine, to handle train #354 to Quebec, while the remaining unit goes on train #36 to Toronto. In the evening, the units which went to Quebec on #354, return on #355, and combining with the unit arriving on day train #35 from Toronto, return overnight on both sections of #21 to Toronto, two units per section. (If this is not clear, we suggest that you get out your timetable and work it out. -Ed.)

It is reported that clearing of Pacific Great Eastern Railway's right of way between Squamish and North Vancouver is progressing rapidly, and it is said that survey work on the extension of the line from Prince George, the northern terminus, to the Peace River area will commence as soon as weather permits.

Checkers have been riding Montreal commuter trains recently, reportedly to assemble data with a view to study the possibilities of a pooled service by the CPR and CNR on the Montreal and Lakeshore suburban runs.

First units of the Canadian Pacific Railway multi-million dollar passenger equipment order from the Budd Company of Philadelphia, Pa. are expected to be delivered in June. It is expected that the first cars will be sleeping cars.

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One hundred years ago, the Grand Trunk Railway commenced the construction of the Victoria Bridge across the Saint Lawrence River between Montreal and St. Lambert; a structure, which, for many years, was considered the eighth wonder of the modern world. The work was famous for the boldness of design, the ingenious methods of construction, the speedy completion and the famous men connected with it. So that these early engineering triumphs will not be forgotten, we are starting a series of articles entitled "Crossing the River" which will describe not only the Victoria Bridge itself but other projects to connect Montreal with the South Shore.

CROSSING THE RIVER

Part I.

by Robert R. Brown

From time immemorial, the Saint Lawrence River has been the great highway of eastern Canada; for centuries, and perhaps millenii, carrying the canoes of Indians, and since the XVII Century, the commerce of a growing nation. At the same time, it formed a barrier between the opposite shores and it was not until the advent of the steamboat that people ventured across to the other shore unless some very important reason compelled them to do so. Only in wintertime was it safe and easy to cross and even then sudden movements of the ice would often create serious hazards. During the early winter freezeup and during the spring debacle, crossing was particularly dangerous and the usual whaleboats and birch bark canoes could not be used because the sharp edges of the ice would cut through the sides in no time, and the occupants would soon find themselves floundering about in the icy water. To cross at such dangerous times, dugout canoes, made

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