

ONTARIO AND  
QUEBEC RAILWAY  
DIARY

HAVELOCK  
STANDARD  
1908-1909

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An amendment to the Liquor License Act sets out that when a man who is legally compellable to reveal the name of the person supplying him with liquor, refuses to do so, he may be imprisoned until such time (not exceeding three months) as he does reveal the name.

April 23, 1908 *Havelock*

William G. Rigby, a section foreman on the C. P. R., while operating a snow-plow near Agincourt on the 19th of February last was crushed in a collision between two engines and seriously injured. He has now issued a writ against the company claiming \$10,000 damages.

The Easter Monday night dance in the opera house under the auspices of the "Big 5," was as usual, a huge success. The hall was gaily decorated with flags and bunting and the music was excellent. A large number were present including Messrs. Thompson and Harshaw, C. P. R. officials, and visitors from outside points, and all were unanimous in voting the hop a most delightful event.

Milton Reformer:—Some persons would have funny notions

catch, which will be attractive many besides boys. A postal card undersigned will secure a copy cost. J. D. McDonald, D. P. station, Toronto.

### Yes, I Have Found It at Last

Found what? Why that *Hair's Salve* cures eczema and rashes of itching of the skin. I have been afflicted for many years with skin disease. I had to get up four times every night and wash my face with cold water to allay the terrible itching, but since using this *Hair's Salve*, December, 1905, the itching has ceased and has not troubled me since.  
JOHN F. OXLEY, Rootville, I. sold by A. C. Denike.

### Notice to Advertisers

THE STANDARD desires to give the best service possible to its advertisers but cannot guarantee a change of advertisements unless the advertiser receives by 6 o'clock on Tuesday. New advertisements accepted up to Wednesday. Advertisements changed more frequently than every two weeks will be charged for extra composition. This will be strictly enforced. Ad-

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## Old Engineer Retires.

### John Neilson Ends Fifty-two Years' Faithful Railway Service

After 52 years of service as a railroad engineer Mr. John Neilson of 45 Pacific avenue, Toronto, and well known in town, one of the oldest and best known locomotive engineers in Canada, retired from active service on Saturday last. Mr. Neilson brought the C. P. R. engine No. 827 into the Union Station on Saturday morning for the last time, and as he stepped from the cab of his engine he was the recipient of warm congratulations from many friends who were on hand to greet him.

Mr. Neilson commenced railroading 52 years ago by running an engine on the old G. T. R. line between Montreal and Kingston, but since 183 he has been in the service of the C. P. R.

Among the interesting memories of the old engineer are those of drawing Jefferson Davis over the Mobile & Columbus road on many occasions during the civil war.

During all Mr. Neilson's long period of service he had never been in any serious accident.

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## Surveyors at Work on New C. P. R. Line.

The Peterboro Review of Wednesday last contains the following item regarding the new C. P. R. grain line:

A surveyor party in the employ of the C. P. R., commenced work today in the west end of the city. They are locating the route of the grain line which is to be built from Depot Harbor to connect with the main line in the vicinity of Peterborough. Considerable work was done in this district by the surveyors about two years ago, but since that time not much has been heard of the new line.

The party is working on Mr. G. W. Hatton's property, just west of the boundary line.

## Special Grant For Rural

August 13, 1908  
HAVELOCK

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DRY WANTED THE FIRM OF ONE OF THEM. the Conciliation Board finding it at one to four, and the men want it one to five.

The question of employing machinists only to operate a drill press, where a boring or facing tool is required. The company want to employ their machinists or machinists' helpers, as they please.

Classification of boiler makers—The board endorsed the contention of the C. P. R. that boiler makers should be classified as regards ability. The C. P. R. says this change will reduce the wages only 5 per cent. of the boiler makers, and the men say it will reduce the wages by 70 per cent.

The question of discussing grievances with the company—The men claim that the clause that the man charged with a fault who is found "entirely blameless" shall be paid for lost time is ambiguous.

The question of treating Eastern and Western lines together—The men object to rulings made in Winnipeg without any evidence from the employees in Montreal being binding in the East.

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## Brakeman Loses Both Legs.

### Terrible Accident to John A. McDermott.

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Brakeman John A. McDermott of West Toronto, was run over by a train of twenty cars at a siding five miles east of Myrtle on Monday morning at 4.30 o'clock, and had both legs cut off below the knees.

The story of the accident shows remarkable pluck and presence of mind on the part of the unfortunate brakeman.

McDermott was one of the two brakemen on the C. P. R. freight train which left Toronto at midnight. When the siding at Myrtle was reached the darkness and fog combined to make almost all attempts at signalling very difficult. J. H. Leggett, the other brakeman, was at the front of the train which was made up of twenty-five cars in charge of Conductor Barney Laroche. When the train was backing into the siding McDermott was in the caboose. Not being able to distinguish the signals given from the front of the train, he walked back four cars. Then in some way he fell down in the darkness between the fourth and fifth car from the rear and the twenty-one remaining cars and engine passed over him, severing his legs below the knees. The train passed on. The noise and jarring of the cars drowned his cries for help and he was left alone in the darkness with his legs cut off.

Fearing that another train should come along, McDermott wormed his way across two sets of tracks and up an embankment to a spur fifty feet distant, dragging his mangled stumps behind him. The lower portions of his limbs were still fastened by some of the muscles so McDermott reached down and took one shoe off, and removing the lace from it bound it around one leg as tightly as he was able in his weakened condition, to stop the bleeding, and was in the act of using the other lace when the search party from the train heard his groans and thus located him.

He is about 30 years of age and has a wife and two children.

October 29  
1908  
Havelock

Campney.

Business traffic on the C. P. R. just now is very heavy and the yards at this point are constantly congested. Of course that means that the employees are busy too, and the men are feeling happy over the prospects of the increase in their pay cheques. On Sunday over 400 cars were sent out of Havelock.

The anniversary services of the Methodist church will be held on Sunday, 22nd inst., when Rev. Mr. Strike of Napanee will preach at both services. On the following Monday night a concert will be held in the church, when the choir will be heard in special music, and Mr. Strike will deliver his humorous and witty address, "Look Over My Shoulder." First class local talent will also assist in the program.

November 12, 1908  
Havelock.

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A goodly number of our young people attended the event.

### **Wreck Near Havelock.**

Early on Sunday morning a collision occurred at the C. P. R. water tank two miles east of here. A west-end engine was taking water there when a freight train swung swiftly around the curve and pitched into it. Engineer J. Toman and fireman Jno. Thompson of the freight train, jumped and in all probability saved their lives by so doing, though they were severely shaken up and covered with bruises. The crew of the light engine were fortunately not on it at the time. The wrecking crew cleaned up the resulting debris in a few hours.

### **A Successful Convention.**

The annual convention of the Belmont Township Sabbath School Association took place in the Methodist church in the afternoon and evening of Sunday.

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November 19, 1908 Havelock



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### Injured in Wreck at Peterboro.

As a result of a rear-end collision on the C. P. R. at Peterboro on Saturday last, Thos. Abbey, a brakeman residing at West Toronto, was badly injured about the head and is in the hospital in that city. Engineer M. J. Clark and Fireman Haggarty of town were slightly injured about the face and head. An eastbound freight was standing waiting for orders when the train in charge of engineer Clark crashed into its rear. The semaphore, which is about 200 yards from the scene of the wreck, was at the stop signal, but Mr. Clarke states that although he saw it, he could not get the brakes to work.

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### Miss Jewell Resigns From School Staff.

#### Owing to Alleged Interference of Board in Matters of Discipline.

At a meeting of the School Board on Oct. 30th last, a resolution was passed on motion of Falkner and Holdcroft, that Miss Jewell be asked to explain why she punished a scholar after school hours and why she destroyed a pupil's property, (a picture postal card).

In reply to the query of the Board the young lady sent in her resignation owing as she stated, "to the interference of the Board in matters of discipline and non-interference in matters of cold rooms, lack of proper apparatus, etc."

At the last regular meeting of the Board on the 18th inst., on motion of Falkner and Joyce, the resignation was accepted.

Dr. Kindred, who was not present at the October meeting, moved that, "This Board regret the action they took at the last meeting regarding the request for an explanation from Miss Jewell in regard to discipline and that she be asked to reconsider her resignation," but no seconder could be obtained.

Mr. Joyce also failed to find a seconder for his motion, "that all motions made by members of the Board be put in writing and that motions be filed."

The Secretary was instructed to advertise for two lady teachers holding second class professional certificates at a salary of \$340.00 per year, duties to commence on Jan. 4th, and to state experience.

On motion of Falkner and Kindred the old furnace will be torn down and rebuilt.

On motion of Falkner and Kindred Miss Parks was appointed first assistant to Principal Nelson after the present term.

On motion of Falkner and Kindred Principals Nelson and Baines will be given the two upstairs rooms in the new addition.

The Chairman and Secretary were instructed to procure new blackboards for the school, to borrow whatever money was required for the remainder of the year, and to give Contractor Nicholls a good recommend for his most satisfactory work.

An important motion at the October meeting was one made by Holdcroft and Falkner, whereby the Principal was notified to instruct all teachers that in future no pupils be kept in at recess or later than 4 30 p. m.

### Stratton's Election Protested.

### Three Killed in C. P. R. Wreck.

#### Head-On Collision Near Burketon.

#### Engineer Edw. Dorricott Injured About the Head.

A serious wreck occurred on the C. P. R. on Monday morning near Burketon, which cost the lives of three trainmen and huge damage to rolling stock.

The dead men are engineer Edw. Finley, James Sweet, fireman, and Albert Conroy, brakeman, all of West Toronto. The only other person injured was engineer Edw. Dorricott, formerly of town, who received some nasty scalp wounds and a bruised back, but whose injuries are not serious.

Freight train No. 55, a double-header, going west at full speed, ran head-on into east-bound freight train No. 64, which had taken the siding to let the midnight express and the double-header pass. The express having passed safely, it is said that brakeman W. C. Reid of the standing train, not knowing or forgetting that the freight was to follow, opened the switch, with fatal results. The engineer and fireman who were killed were on the first engine of the double-header. Dorricott and his fireman, W. A. Taylor, were on the second engine, and the terrible impact shot them out of the cab windows. Conroy, the brakeman, had volunteered to shovel coal for Taylor a couple of minutes before the crash, and was crushed between the tender and cab.

The escape of Dorricott and Taylor was miraculous. "Everything happened so quickly," said engineer Dorricott, "that I didn't have time to think. I only heard a crash, saw a flash, and the next thing I remembered was climbing out of the wreck."

Mrs. Edw. Finley, wife of the dead engineer, is well known here, having resided in Havelock for many years. Her maiden name was Carrie Bell. She was in Ohio on a visit at the time of the wreck. Mr. Finley was 31 years old and leaves no children.

Conroy was nineteen-years of age and entered the C. P. R. service about six weeks ago.

Fireman Sweet was 21 years of age and had recently been transferred from Ottawa.

All three engines were badly wrecked, two of them being a mass of twisted iron.

### Bass Hatchery at Healy Falls

November 26  
1908  
Havelock

Fresh Buckwheat Flour at J. D. Foster's.

Don't forget W. R. Warren's, Prenevean, for best flour.

Be sure and read S. S. Joyce's announcement to the public in this issue.

Mr. A. Ormiston has installed a telephone in his drug store. His number is 34.

Rev. J. A. G. Stirling will preach on the subject of Foreign Mission Work on Sunday morning next, with special reference to the work being done by the Womans' Foreign Missionary Society.

The Cordova stage now leaves Havelock at 8.30 a. m. every week day instead of 9 a. m. as formerly, in order that the stage may return in time to make connections with the afternoon express.

Revs. H. A. Frost and J. J. Mellor are conducting special services at the Round Lake Methodist church. The meetings opened on Sunday and will continue for two weeks every night except Saturday.

The C. P. R. have workmen engaged in building a seven-foot dam at the "old swimming hole" south east of the coal shutes, in order that a pump may be installed at that point, which will ensure a plentiful supply of water in future.

The reserve bid was not reached at the mortgage sale at Cordova on Saturday last, but was afterward sold by Mr. C. A. Ghent, solicitor of the mortgagee, for the sum of \$250. Mr. Ghent informs us that if the dwelling had been in Havelock it would have been worth \$1,200.

The lecture given in the opera house on Wednesday night of last week by the Rev. J. Bennett Anderson of Brooklyn, on "A Trip to the Land of the Midnight Sun," was very poorly attended, but was a decided treat to those present. Mr. Anderson is a very eloquent speaker and his address was intensely interesting.

The services in the Presbyterian church on Sunday were conducted by the Rev. P. Thornton, B. A., of Colborne, it being the occasion of the exact anniversary of the induction to the pastorate of the Rev. J. A. G. Stirling. Both services were attended by large congregations who were greatly pleased with the impressive sermons delivered by Mr. Thornton.

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Y, DECEMBER 3, 1908.

\$1.00 PER YEAR

## Warden Thompson Out of Municipal Life.

### Final Session of County Council Concluded.

### Many Items of Interest To The Municipalities.

The County Council concluded the final session of the year on Friday last, when the following resolution was read to Warden Thompson:

To the Warden of the County, 1908.  
Jas. Thompson, Esq., M. P. P.—

Sir.—Having learned with regret that you have decided to withdraw after this year from municipal life, we desire to express ourselves, as your colleagues, so as to impress upon you the fact that we have been proud of you in your capacity as chief magistrate of the county during 1908.

We heartily congratulate you and congratulate your constituents, upon your election as representative in the Legislature for East Peterboro. We feel confident that you will lend dignity to that greater body as you have done to the county council.

Your stewardship here has been of such a character that Havelock will in future be recognized as one of the important municipalities of the county and your successor will have nothing to encounter but the best of feeling for his village.

Again permit us in saying good-by that the concentration of effort put forth this year was largely due to yourself.

Signed on behalf of the council,  
A. BREault,  
Chairman Finance Committee.

Warden Thompson, M. P. P., assured his colleagues that he did not expect any such recognition of his services and

## Another Bad C. P. R. Wreck.

### Engineer Kirky and Brakeman Irwin Injured.

### Engineer John McGill of Town Slightly Hurt.

Another bad wreck occurred on the C. P. R. on Monday night at Bethany siding, when a heavy double-header freight train coming east crashed into a west-bound freight, injuring two men severely and smashing the engines and a large number of cars.

The wreck was caused by the freight going west, a "drag," not getting into clear on the siding in time, although the signal to proceed had been given to the double-header.

The injured are Ernest Irwin of Ottawa, brakeman, Reuben Kirkby, engineer, of West Toronto, and engineer John McGill of town. Engineer McGill was only slightly injured, he and his fireman escaping by jumping. The brakeman, Irwin, was in the front engine of the double-header and ran back to warn the occupants of the second engine. They escaped with slight bruises, but Irwin was caught by the edge of the tender, when it toppled over, causing a compound fracture of the leg and other injuries.

Traffic was blocked for nearly a day and the midnight express and the early morning express had to come and go by way of Port Hope on the G. T. R.

December 3 1908 Havelock

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December 3,  
1908  
Havelock

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# FATAL WRECK AT PEMBROKE

## Engineer Rowe, of Ottawa, Killed in Head-on Collision on C. P. R.

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A despatch from Pembroke, says: Another fatal wreck took place one and a half miles east of here on Thursday morning. A light engine from Smith's Falls collided with the C.P.R. local leaving here at 7.50, and as a result Fred Rowe, of Ottawa, engineer in charge of the local, was instantly killed, and R. Crawford, Ottawa, fireman; Mail Clerk Purcell, Engineer Nagle, Smith's Falls, and W. C. Both, baggageman, suffered slight injuries. The baggage car of the passenger train was badly damaged, but none of the passengers were hurt. Both train and engine were travelling at high speed and met on a curve. Both engines were badly wrecked. The engines were almost on each other before the danger was noticed. Engineer Rowe reversed immediately, and in doing so warned Fireman Crawford, who jumped, and escaped with a

sprained ankle and minor bruises. Rowe was pinned between the engine and tender. Death was instantaneous. His head and shoulders were above the wreckage, but were scorched. His lower limbs were also burned and scalded. Fireman Patton, of the light engine, was going to jump when he was hurled out of the window and down the bank, sustaining a number of bruises. Engineer Nagle got caught at the tender by the coal, which was piled on him. He was quickly released by the men passengers and was able to walk to the station, as he had only a number of bruises and his leg scalded. The light engine should have stopped at Granges Station, about ten miles east of here. Instead an effort was made to reach Pembroke and the fatal collision was the result. The engineer's watch had stopped, which misled him as to the time he had to make Pembroke.

### STUDENTS AND BOILER ENGINEERS

December 10, 1908



Messrs. J. A. Sexsmith, M. P., Jas. Thompson, M. L. A., Wm. Mathison, Jos. Knox, Rev. D. Balfour, Rev., H. Caplan and Rev. J. A. G. Stirling, also delivered interesting addresses.

### Engineer Responsible for Pembroke Wreck.

Pembroke, Ont., Dec. 21.—The adjourned inquest into the case of the collision on the C. P. R. one mile east of Pembroke, on Dec. 8rd. was resumed here to-night. The verdict rendered by the jury was: "That the death of engineer Roe of Ottawa, was due to the collision of light engine No. 312 and train No. 78, and that the collision was due to the negligence of Engineer Nagle, on engine No. 312."

It was shown he left Cabden at 7.20 a. m. and passed Graham's at 7.39. He had only six minutes to run nine miles. The jury held that to attempt this was negligent.

Miller's Worm Powders correct all such troubles as lack of appetite, biliousness, drowsiness, sallow complexion, etc.; nice to take. For sale by A. C. Denike.

confirmed.

Wilde—Griffith—that the Clerk be instructed to notify the County Treasurer to remove taxes from n. W. ¼ of lot 16 in the 7th con. of Methuen for the year 1904.—Cd.

Rylott—Anderson—that the Collector's time be extended until the 1st of Februry, 1909.—Cd.

Griffith—Anderson that the following road grants and accounts be paid:

J. Wilde postage and stat.....	\$ 3 45
McMaster & Peeling crusher sup.	2 90
F. Taylor trip to Norwood.....	2 50
Times Ptg. Co. contract.....	44 75
P. Lancaster adv. Voters list, etc.	11 04
R. Deck road grant 10 con. ....	25.00
C. A. Chase r. b. 13 .....	5 00
I. Whitney cutting trees.....	1 00
Ceo. Scea rebate s. labor .....	1.00
Reeve attending land sale.....	3 50
J. W. Russell 12 s. all. 4 dys. c. fees	32 00
A. A. Wilde 12 " 3 dys. c. " "	30 00
Wm. Rylott 12 " 8 " " "	28 00
Jno. Andersod 12 " 4 " " "	32 00
Wm. Griffith 12 " 8 " " "	30 00
Reeve, treas., & clerk fin. stat. ....	6.00

Council adjourned

WM. H. JOHMSTON

Clerk.

Miller's Grip Powders Cure. For sale by A. C. Denike.

December 24

1908

Havelock



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### Railroad Brotherhoods Will Ask for Higher Wages.

In the wage schedules now being prepared by the different railway brotherhoods, and which will be submitted to the officials in the near future, it is expected there will a request for higher wages all along the line. Those interested are engineers, firemen, conductors brakemen, baggagemen and railroad telegraphers. The freight handlers and carmen are also hoping for improved conditions and may present schedules.

The active trainmen have been complaining that under the present arrangement of "runs" they are kept away from home too long and some changes in the present system may be asked for. The railroad telegraphers have been trying to secure an eight-hour day at the same rate of wages enjoyed at present, and it is said that if this is granted no further action on their part will be taken.

### Cars Look Inside Out.

Some of the steel box cars to be brought into active use on this part of the Canadian Pacific went through here last week en route to Toronto. The cars are the most modern in the freight traffic, and are of solid metal with the structural work all on the outside. This presents a perfectly smooth floor and wall, and the car is so closely built that the leakage of grain is almost an impossibility. While freight men think that it will be some time before this style of car comes into general use there seems to be little doubt that with the increasing price of lumber the car will be found more economical than the old wooden car. The new cars are the output of the Angus shops, Montreal.

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February 11  
1909  
Havelock

# Standard

WEDNESDAY, FEBRUARY 18, 1909.

\$1.00 PER COPY

## ON NK

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Profits Exceed.  
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### PLACE

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## C. P. R. New Short Line.

### To Be Built During The Coming Summer.

Montreal, Feb. 16.—The C. P. R.'s programme of railway construction this year east of Fort William is stated to include a branch line from Coldwater Junction to Peterboro, which will be part of the scheme for a short rail route between Montreal and Georgian Bay ports. It is anticipated also that during the coming season forty additional miles will be added to the double-tracking of the C. P. R. between Toronto and Montreal.

## Town Council Ask Member's Help.

### For Charter of Proposed Electric Railway.

At a special meeting of the town council on Tuesday night the following resolutions were passed, and a copy ordered to be forwarded to Mr. Thompson, M. P. P. for east Peterboro and Mr. S. J. Pearce, M. P. P. for North Hastings.

Resolved, "That the Municipal Council of the village of Havelock, wish to further express their hearty endorsement and approval of the proposed electric railway between Cobourg, Port Hope and Havelock, and strongly recommend the Legislature to grant a charter to that Company, believing that the proposed main line of the Cobourg, Port Hope & Havelock Electric Railway Company would be of much greater benefit than a branch line not only to the district around Havelock, but along the route, as a direct main line would cause the valuable mining country surrounding, and especially north of Havelock, to be opened up, and also wish to put on record a request to our representative, Mr. Jas. Thompson, M. P. P., for East Peterboro and Mr. S. J. Pearce, M. P. P. for North Hastings, to use their influence to obtain the charter asked for by Col. Ward of Port Hope when the matter is brought before the Legislature."

## Trent Bridge Ne

Miss L. Waters, who b  
Peterboro for the past tw  
spending a short holiday  
parents here.

As the work on this divi  
Trent Valley Canal, has been  
for the present, the engineer  
have removed to Hastings.

Miss Mable Watson retu  
recently after a few weeks v  
rose.

Mr. M. Greenly has retu  
Rochester, where he was cal  
evidence regarding a street c  
which occurred last summer.

Miss A. Hutchinson of Cal  
spent Sunday with her parent

The position of the cottag  
grove which will be altered i  
the Canal route, are those  
Christie, Toronto, Mr. Squire,  
and Mr. McKeil Campbellford.

Mrs. Rutan is recoveri  
several day's illness.

Mr. M. Greenly has taken  
the blacksmith shop.

Mr. Ivey of Peterboro spe  
in the village.

Saint Valentine displaye  
interesting ability on the 15th

## Lasswade News.

Mr. and Mrs. Jno. McFadd  
the latter's father on Sunday is

Mrs. Daniel Carrol and so  
Purdyville on Thursday.

Mr. Archie McColl has pur  
new engine which will be plac  
Wm. Nicholl's mill here.

Miss Elsie Youmans returne  
home in Rockdale after spendin  
with friends here.

Mr. Chas. Weese is the o  
cook at Purdy's shanty this win

Lasswade has its own ne  
now. It is issued by Mr. J. F  
beck under the heading of "Th  
wade Courier."

The lumbermen around h  
about discouraged owing to the  
snow but their hopes are begh  
brighten.

Ambrose will be rather dow  
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February 18

1909

Havelock.

# Standard

THURSDAY, MARCH 4, 1909.

\$1.00 PER YEAR

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Havelock Lodge  
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BET THE FIRST  
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the full of the moon  
at 7.30 in their Hall,  
Phillips Block.  
Visiting brethren  
will be made wel-  
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## Canadian Pacific to Rush New Line to Peterboro.

Referring to the C. P. R. grain route from Toronto to Sudbury and the connecting link from Coldwater to Peterborough, the *Midland Argus* says:

That branch of the C. P. R. from Toronto to Sudbury commenced about two years ago and completed and opened for traffic late last year together with the short line from Coldwater to their connection on Georgian Bay, between Victoria Harbour and Midland, being out of the way, the company are taking steps to push forward the constructing of the connecting link between Coldwater and Peterborough, for which surveys and other preliminary work have been going on for some time.

There has been some little difficulty regarding right of way and water lots at Orillia, together with crossings, but only a few days ago this was settled to the satisfaction of the town and company, and the announcement is now made that the work of construction will go on during the coming summer. Large quantities of material for dock work and the like at Flat Point have been delivered during the past few months and work is being pushed west of the Grand Trunk Tracks, presumably to the elevator, but so far no contracts have been let for this latter work, and no material that would signify has been brought forward.

There does not appear any particular desire on the part of the company to push the elevator construction just at present, and it would not be surprising to see them withdraw active operation at this end in the spring and direct their attention to this new piece of road from Coldwater to Peterborough. There is no particular hurry for their elevators until this line is completed, or at least well underway, and by that time there may be very material changes in their plans regarding their elevator locations on Georgian Bay.

## C. P. R. Elevator at Victoria Harbor.

The C. P. R. have let the contract for the erection of a new grain elevator at Victoria Harbor, Georgian Bay. The capacity of new elevator will be two million bushels and the price at which the contract has been let is about \$200,000. The elevator and wharves are to be completed within a year.

## Trent Bridge News.

Mr. A. Wright left on Monday last for Ottawa, where he will remain for a few days on business.

Master Harold Brown has been seriously ill for some time with pneumonia.

Miss Leona Hoard of Rylstone visited for several days last week at the home of her cousin, Mrs. I. Lawson.

Mr. and Mrs. Wood of Toronto have been home for some time, Mr. Wood having been unable to attend to his school duties owing to illness.

Mr. and Mrs. J. Segwick spent Friday last in Campbellford.

Mrs. G. McConnell visited friends in Norwood recently.

Miss Molly Watson has returned from a few days' visit with friends in Havelock.

Mr. and Mrs. I. Lawson were in Warkworth a few days ago.

Miss Mary Mann has been visiting this week at the home of her uncle, Mr. J. Balfour.

Mr. Robt. Smith of Peterboro, an old resident of this locality, renewed acquaintances here last week.

Messrs. Logan and Stewart of the Canal staff, Hastings, were in the village on Thursday and Friday.

Mr. and Mrs. F. Scott entertained a

MARCH 4  
1909

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## C. P. R. Hurries Grain Route.

### First Section Double-track From Montreal to Victoria Harbour Ready Sept. 1.

Montreal, March 9.—It was officially announced to-day that the first section of the Canadian Pacific's double track grain route from Montreal to Victoria Harbour on the Georgian Bay will be completed from this city to Smith's Falls, 129 miles, by September 1, and that a good deal of work will also be carried forward on the remaining sections during the year.

As Robert Melgou, president of the Lake of the Woods Milling Company, and a director of the C. P. R., has come out so strongly in favor of carrying the western grain to tide water by means of the railways, it goes without saying that his company will complete their grain road from the St. Lawrence to their lake port with as little delay as possible.

The section from Montreal to Vaudrenil, 24 miles long, has been completed for some time past. The double track has also been laid from Smith's Falls eastward to Finch, while the grading is also well advanced on the remainder. It is believed, in fact, that the double set of rails will be all down by September, and that, considerable work will likewise have been accomplished on the Smith's Falls and Peterboro section, 133 miles.

Throughout this first section eastward, the grades and curves are so very favorable that one locomotive will be able to haul from sixty to seventy car loads of wheat eastward, or, as the engineers put it, quite as many cars as the engine can start. All the grading is under contract from Vaudrenil westward towards Smith's Falls, while the track laying and ballasting is being done by the company.

If the section from Smith's Falls to Peterboro, covering 133 miles, is not double tracked, it will certainly be very much improved by changing the grades and curves so that the C. P. R. will have practically a level road all the way to Victoria Harbor. From Victoria Harbor to the place where the grain route crosses the Canadian Pacific railway's Toronto-Sarnaby line, the road is already constructed and more than likely the entire line from the lake front to Peterboro, 164 miles, will be placed under contract during the present year.

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MARCH 9  
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