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Mr. Michael Shea, of London, is home on a visit to his parents in Opa.

TRAIN CHANGES NOT ACCEPTABLE

Fenelon Falls Writes Railway Board on Matter

Gazette: Several officials of the Grand Trunk Railway recently made a trip to Haliburton and intermediate stations on the line for the purpose of investigating the matter of improved train service, and as a result have proposed to run the 11 o'clock train through to Haliburton, hold the 2.40 until four o'clock and run an additional freight train through to clear up the freight. As this arrangement would not materially improve the service as far as this and the northern section are concerned, the Fenelon Falls Board of Trade forwarded the following letter to the Board of Railway Commissioners at Ottawa.

To the Board of Railway Commissioners:

Sirs,—Three or four officials of the Grand Trunk Railway went over the Lindsay-Haliburton division a few days ago, and asked the Fenelon Falls Board of Trade to meet them at the railway station here. The board met them, and here is what they propose to do: The train leaving Lindsay at 11 a. m. to run through to Haliburton, instead of turning at Kilmount Junction, returning the same evening to connect at Lindsay with the evening train to Toronto. The train now leaving Lindsay at 2.40 p. m. for Haliburton to be held until 4 p. m. arriving at Haliburton about 7 p. m.; a freight train to be run daily to Haliburton to clean up the large amount of freight accumulated along the line. In connection with this, the Board of Trade of Fenelon Falls have to say that the arrangement is unsatisfactory and does not meet with their approval inasmuch as the main object of the people living along the line, and Fenelon Falls in particular, (which has more passengers and freight than all the other stations combined) is to have an evening train from Toronto. Therefore we protest against this arrangement for the following reasons:

- (1) A passenger leaving Fenelon Falls at 8 o'clock in the morning by this train can only go through to Lindsay, a distance of fourteen miles, and return the same day.
- (2) The fact of the train leaving Lindsay at 11 o'clock a. m., and running through to Haliburton, cleans up the work going up to such an extent that there is no reason why another train should follow it up at 4 p. m. with little or no work to do, leaving all passengers that may come off the Toronto train for Fenelon Falls, Haliburton, and intermediate points, in Lindsay until 11 a. m. the next day.
- (3) The plea that is made by the company that they would need night operators is not based on facts, as, at the terminus of the line where the duties are light, the latest the operator would have to be on duty would be 11 o'clock p. m. Kilmount 10 p. m. and Fenelon Falls 9 p. m. The argument that a new roundhouse would be a necessity at Haliburton is not a fact, as only one train would be there over night.
- (4) For the want of evening transport from Toronto, express parcels are allowed to remain over in Lindsay and arrive at Fenelon Falls next day, destroyed by rats, with which Lindsay freight sheds are infested.
- (5) The village of Fenelon Falls has paid as a bonus to the Lindsay-Haliburton Railway a sum of over \$23,000, principal and interest; the County of Haliburton has paid a large bonus; the Township of Somerville has also paid a bonus; besides which it has received large subsidies from the Dominion Government, so that the people have practically paid for the road.

We would, therefore, ask the Commission to make an order that the evening train leaving Lindsay over the Victor's branch of the G. T. R. leave on the arrival of the G. T. R. train over the Midland railway at 8 o'clock p. m. as we believe, and have faith that our belief is well founded, that there is no excuse for the evening train leaving Lindsay until the other train mentioned above comes in. Surely trains are, at least partially, for the accommodation of the public particularly when they



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have paid for their construction out of their hard earned money. All of which is respectfully submitted.

It appears that a petition signed by a few residents of Cameron, and nearby farmers, has been used by the G.T.R. in support of their proposal. The township of Fenelon, in which Cameron is situated, refused to grant a bonus to the railway at the time of its construction, and the company was therefore disinclined to favor the village with a station. A very large proportion of the railway's business comes from Fenelon Falls, and this fact, coupled with the bonuses granted, gives the needs and wishes of the patrons of the road in this vicinity by far the strongest claim on the consideration of the company or the commissioners in any changes they may make.

SERIOUS ACCIDENT AT JANETVILLE

A sad accident took place at Janetville Tuesday about 2.30 in which the two young sons of Jos. Walker and Hollyard McGill were badly injured and almost killed. The two boys aged four and five years, respectively, were sleighriding along the road with a dog hitched to the hand-sleigh. Coming down a hill at full speed they met a load of logs and the dog did not turn out. The boys were thrown against the load with tremendous force head first, and both were seriously injured. Young Walker was badly cut about the head and the little McGill boy was knocked unconscious and remained so for twenty-four hours. Wednesday evening he was recovering consciousness at times, but lapsed back frequently. Dr. Clarke was summoned to look after their injuries and everything possible was done.

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CANADA'S BIG QUAKE IN 1663

February seems to be a favorite month for Canadian earthquakes, for it was on the 5th of that month, in 1663, that the worst seismic shake ever recorded in Canada took place. Lalemont, a Jesuit, thus records it:

ROARING SOUND

"It began with a great roaring sound heard throughout the whole extent of Canada. Bells sounded of themselves; beams and joists cracked; the logs of the palisade at Quebec danced about, and many inhabitants were nauseated by the rocking of the earth.

"Trees struck against one another, and leaped on each other with such noise and confusion that the Indians said the whole forest was drunk. A number of men in a boat near Tadoussac stared aghast at a large hill which sank into the water before their eyes. And Mother Marie de l'Incarnation tells of a man who ran all night to escape a crack in the earth which opened behind him as he fled. Spectres ran rampant in the forest."

GEOLOGY'S TESTIMONY

Tangible evidence was not wanting to prove, by geological signs, that a severe convulsion of nature took place at that time, and although the silent records are not so eloquent as the descriptive language of the Jesuit historian, they provide confirmation.

The earthquake of 1663 was felt even by the Puritans of New England and the burghers of New Netherlands. The shocks continued, though with lessening severity, for several months. Small rivers were dried up; some mountains appeared to be much broken and moved, and midway between Quebec and Tadoussac two mountains were shaken down forming a point of land that extended some distance into the St. Lawrence.

New Species of Trout

For some years several very interesting specimens of trout have been taken in the lakes that are found in the boundaries of Algonquin Provincial (Ontario) Park, situated in the "Highlands of Ontario", 200 miles north of Toronto, 170 miles west of Ottawa and 280 miles west of Montreal.

During the year 1913 specimens were brought in from Delano Lake, within a few miles of the "Highland Inn", situated at Algonquin Park station on the line of the Grand Trunk Railway. These specimens resembled both the salmon and the speckled trout, so much so that the Superintendent of the Park sent one of the specimens to Professor Prince of the Fisheries Department, Ottawa, who is probably the best authority on Fish Culture in America. Professor Prince's report on this specimen is a most interesting one to anglers and reads as follows:

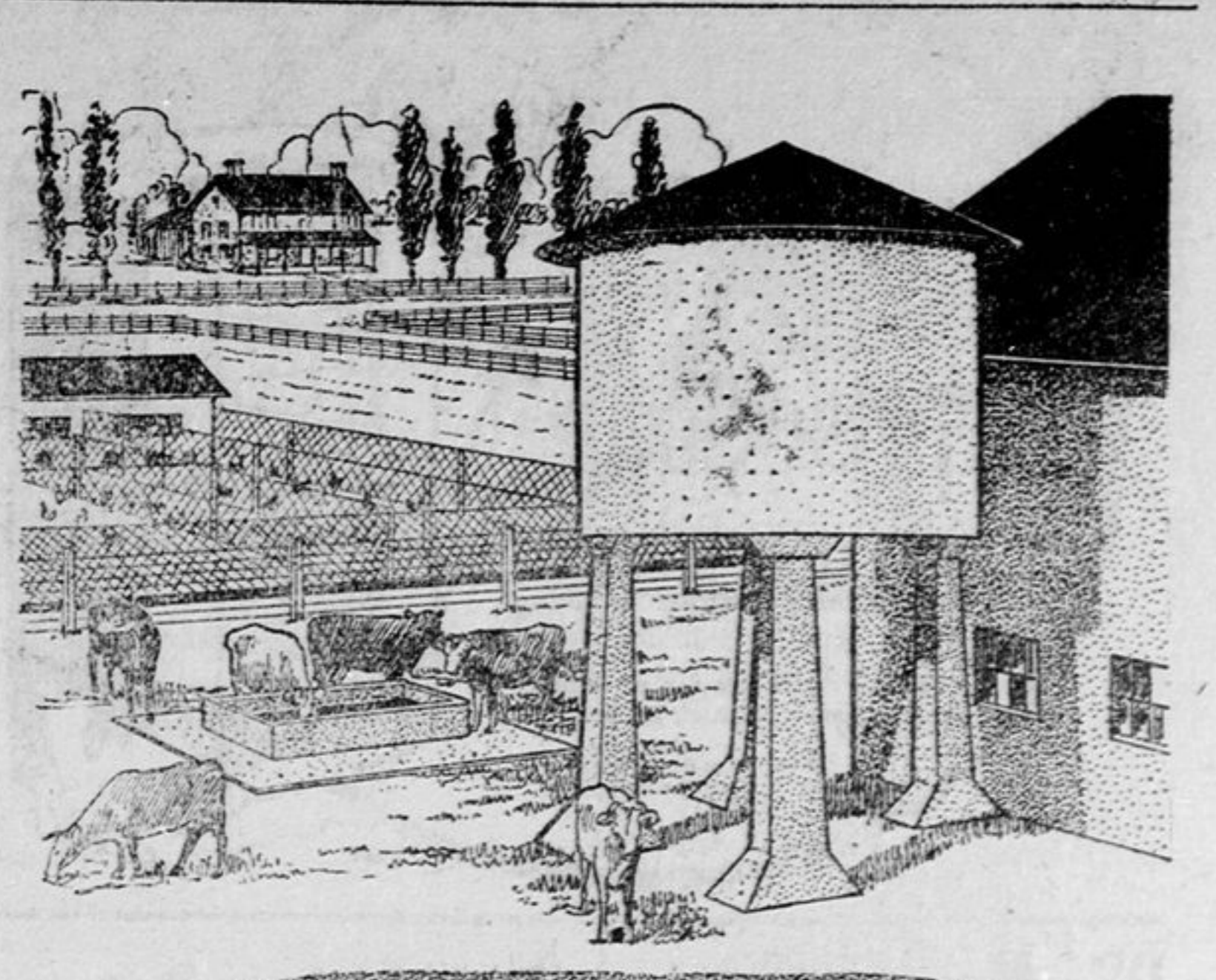
"The specimen of peculiar trout have been carefully examined and it really appears to be a hybrid, namely, the Brook Trout and the Grey Trout (or Lake Trout). The dental features and the nature of the vomer, as well as the peculiar color and the shape of the tail, all indicate a combination of the two species, which as is well known, are now separated further than they used to be. The Brook Trout and the Lake Trout were at one time included under the same Genus *Salvelinus*, but they appear to be now separated into two Genera, the Grey Trout being put into the Genus *Christivomer*. A hybrid specially connected with two separate Genera is a remarkable and exceedingly interesting occurrence. I am most interested in this specimen and intend to look into the question further as the nature of the egg and, the features of hybridisation are so remarkable scientifically that it is worth while trying some experimental work to see if the hybrids can be produced artificially."

BORN

MORRISON—At the Ross Memorial Hospital, to Mr. and Mrs. Herb Morrison, a son, on Feb. 19, 1914.

Barrie Band Will Enter

The Barrie Citizens' Band intend to enter a band competition at Lindsay next summer, and commenced rehearsals last week for season's operations. The firemen's tournament for the northern district will be held in Lindsay this year.—Midland Argus.



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