

High School

Table with columns for names and scores, including 'awford', 'lan', 'oman', 'elden'.

Table with columns for 'Phys. Lat. Lit. Alg.', listing various subjects and scores.

Table with columns for 'Phys. Alg. M.H.S.', listing subjects and scores.

Table with columns for 'Alig. Geom. M.His. Phys.', listing subjects and scores.

Table with columns for 'Vollett's SATURDAY SPECIALS', listing various goods and prices.

PRICEVILLE AND VICINITY

PRICEVILLE

It appears in our last week's items, objection has been taken to the remarks made of a club held at Mr. Scheurman's office.

The Sacrament of the Lord's Supper will be observed in St. Columba Church, Feb. 4th, with the Rev. J. A. Moir, M. A., officiating.

On Friday evening of this week, moving lantern slides will be given by Mr. T. S. Cooper of Markdale under the auspices of the Y. P. S. of St. Columba, on some very interesting theme.

The union prayer meetings were held in the two churches last week by the two resident ministers interchanging on Thursday and Friday.

The poles for electric lighting of the skating rink have been erected and it is expected to be wired and in operation this week.

The men of St. Columba have gathered on two occasions, and put up poles enough to make 80 cords, it is estimated. Other bees are planned for an equal quantity, probably. Great enthusiasm seems to prevail, engendered largely by Principal Shackleton, as the spark plug.

The McArthur Bros of the mill have not erected a slab carrier to take the firewood each slab out a distance from the mill. It works well.

The annual meeting of St. Columba United Church, will be held on Monday evening, Jan. 29, in the church.

The annual meeting of the Agricultural Society was held on Friday afternoon in the dining-room of the hotel, when some twenty members gathered to discuss matters in connection with the Society.

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be held on Wednesday, Jan. 31st, when Mrs. D. Campbell, Mrs. A. Hincks, Mrs. McBride, Mrs. A. Boice, Mrs. Aldcorn and Miss Nellie McLean were appointed a committee to arrange for the program. Refreshments to be served. It was also decided to have afternoon tea. Mrs. McBride kindly offered her home for the first one to be held on Wednesday Jan. 31st, when all the ladies in the congregation are cordially invited.

The Y. P. S. met on Tuesday evening at the home of Miss Nellie McLean, when a most enjoyable evening was spent in games, etc. Lunch was served. The next meeting to be held at the home of Miss Olive McMeekin.

The managers would like all the poles or wood for church in by Feb. 14th, so that they can have it cut.

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Thos. Binnie, a Former Glenelg Son, Prominent in Br. Columbia Development

After boyhood spent in Glenelg, Mr. Binnie went to British Columbia, where he held many important positions in development of the province from the standpoints of lumber and mining industries, also building of the railways.

(By Isabelle C. McKirrr) Very interesting is a sketch of the life of Mr. Thomas Binnie of New Westminster, formerly of Glenelg, Grey County, Ontario. Mr. Binnie went to British Columbia as a young man and his work has mostly been with the railways in the course of their construction and with the development of mines.

Thomas was born at Ricalton, Scotland, on June 10, 1852, and was the third son of the late Mr. and Mrs. Thomas Binnie. He came to Canada with his parents in July 1861, his arrival in Glenelg was made by Mr. and Mrs. Binnie to give their growing family the opportunities of education and a chance to make their own way for a livelihood.

Thomas with his brothers and sisters attended business school and John Fleming and Charles McArthur. Before he turned to work he had worked in logging camps and learned the art of squaring lumber. In 1869 and 1870 he worked for Andrew Elliott at Galt. This year, 1933, while visiting relatives at Galt he made a trip to the Elliott farm and recalled the events and experiences of life sixty-four years ago.

In April 1875 he left home and worked for a time in Esquimaux township. Then he shipped on board the steamer "Quebec" on the Beatty line from Sarnia to Duluth. On the first trip they took the first outfit for Sifton and Ward, contractors, for the C. P. R. railway and this was left at Fort William.

At the end of the second trip, Mr. Binnie's liking for the life of a sailor faded somewhat and he returned to land to make a much stronger impression. He went to Wisconsin, U. S. A., and worked in the woods the winter of 1875 and '76. In the spring of 1876, he left by train, the Union Pacific, arriving in Sacramento he took a boat to San Francisco. Arriving another boat at that point for Victoria, B. C., arriving there in April. He looked for work at logging and found it with the Nanaimo camps. He found logging conditions very different from those in eastern Canada, British Columbia having such large timber. He worked there for a month, and the water lowered in the river and they couldn't get the logs down.

From there he went up the Caribou wagon road to Kamloops where he worked on a farm for three months. He went then to the Burrard Inlet (where Vancouver is today) and worked in the logging camp until they closed in December. Then for about forty miles he worked until the fall of 1877. Next he homesteaded a piece of land on Coquitlam.

When British Columbia entered the Confederation in 1871, it was on condition that a railroad would be built across Canada to the Pacific coast with Victoria as the terminus. At that time Victoria was the only city and the capital of the Province and this was the place of power.

The agreement was to have the railroad started by a certain time. That time went by and no road was started. The B. C. Government then complained to Downing Street, the Colonial office, in London, England, that the Dominion Government had failed to keep the agreement. Lord Carnarvon came to Canada and had an agreement made. This time they were to start, British Columbia was talking to the Government and threatening to join the United States. In 1876, Lord Dufferin, the Governor-General of Canada came to British Columbia, the city of Victoria was decorated for the occasion and one of the arches bore a motto which read: "Carnarvon refused to secession." Lord Dufferin refused to secession. This arch until the motto was removed.

The Government had surveyed a line by the way of Edmonton down the Fraser canyon to Port Moody on Burrard's Inlet. The surveyors were trying to find another route and finally the Dominion Government under Alexander Mackenzie decided on the Fraser River route to Port Moody by the way of Edmonton. This was a splendid route. The Dominion Government engineers were limited to a grade of about half of one per cent—that is a grade of six inches to one hundred feet. The Dominion Government then let a contract to clear the right of way for the Caribou Road from Cache Creek on the Caribou Road near Ashcroft to Edmonton, about six hundred miles. They were also to put up the telegraph line. A gang was organized in New Westminster to do this work and Mr. Binnie was one of its members.

When about 80 miles of this work above Kamloops up the North Thompson River was accomplished, the Dominion election took place on September 1878. Alexander Mackenzie was defeated and John A. McDonald came into power. He declared the decision of the Fraser river route was premature and stopped all work. During the summer of 1879 the government made more surveys through the Pile River pass in the Rockies, in the fall of the same year the Government again decided on the Fraser river route and let the contract in the spring of 1880 for the construction of the railway from Yale to Savano, a distance of some 120 miles.

Previous to this under the McKen- zie Government, the British Columbia Government transferred all vacant lands from the coast to the summit of the Rocky Mountains, the boundary of B. C., twenty miles on each side of the railway to the Dominion Government for railway purposes. All homesteaders who hadn't completed their homestead duties received a document from the Provincial Government

to sign showing they had a claim and who they signed it held the land. Mr. Binnie was among the number. The homesteaders could go and work and no one could jump their claim. And the balance of the land was transferred to the Dominion Government.

In the spring of 1880 Mr. Binnie started work at Yale as a rockman on the construction gang. In the spring of 1881 he was appointed foreman and continued to work at this until the fall of 1885, when they met the eastern construction gangs west of the Rocky mountains. This meant that railway construction was completed across the continent to Port Moody. The track was then laid and the first passenger train from Montreal arrived at Port Moody sometime in June 1886. The day this train was to arrive at Port Moody was on a Sunday and Mr. A. J. Hill, a civil engineer, Mr. Wilson, principal of New Westminster Public School, Mr. Lunenburg, a retired Swedish gentleman, and Mr. Binnie walked from New Westminster the six miles to Port Moody to see the train come through. Mr. Lunenburg had left Sweden in his Elliott and travelled by boat to British Columbia, the captain of the vessel worked in the Caribou mines and then went into cattle raising in the interior of British Columbia and had just sold out and settled in New Westminster. He had never seen a train. British Columbia residents had been used to waiting three or four weeks for a reply from a letter sent to Montreal or anywhere in Eastern Canada as the mail had to go down the Pacific coast and across the American continent. Now the mail service would be daily and this fact seemed to strike Mr. Lunenburg forcibly. He watched the incoming train from Montreal. "Another train tomorrow," he exclaimed again and again. Those three men were comrades of Mr. Binnie on the eventful day he passed on, but the events of the day are very fresh in Mr. Binnie's memory.

In the spring of 1886 the branch line from Coquitlam on the main line railway to New Westminster, a distance of eight miles was constructed. Mr. Binnie had a sub-contract of two miles.

In 1885, Sir Charles Tupper, Minister of Railways in Canada, officially declared that Port Moody was to be the terminus of the Canadian Pacific Railway. A syndicate was formed and took over the Canadian Pacific from the Government. Some of the members of the syndicate came out to British Columbia and looking around Port Moody found there was no land available for yards. Then the British Columbia Government offered the syndicate 6,000 acres of land at Coal Harbour, now Vancouver. The company's charter did not permit them to extend the main line farther than Port Moody, but their charter allowed them to build branch lines anywhere, so they built a branch line from Port Moody to Vancouver. The Dominion Government constructed the railway from Port Moody to Savano, a distance of something like two hundred miles and handed this over free of charge to the Canadian Pacific Company. This part of the road was built with standard size tunnels, etc. When they commenced operating trains over the line they found that six tunnels between Kamloops and Cherry Creek were rather small and these had to be widened.

When Mr. Binnie completed his contract on the New Westminster branch, the C. P. R. selected him as foreman of the workmen who were to raise the roof of the six tunnels, about two and a half of each side and about two feet off the roof. In less than two months the work was completed.

In constructing public works there is nothing permanent. Mr. Binnie was always looking for some line of work that would be permanent. So he applied for the position of brakeman on the passenger trains on the main line and was accepted. He worked first from Port Moody to Kamloops, and afterwards when the road was completed to Vancouver, from Vancouver to Kamloops. The crew with whom Mr. Binnie worked took in the last passenger train that terminated at Port Moody, and the next day headed down on the first passenger train that came from Montreal to Vancouver on the 23rd day of May, 1887, (that is they took their outfit to Vancouver to be ready to bring out the second passenger train from that point.) Mr. Binnie worked as brakeman about two years. He saw promotion coming to him but with the knowledge he had gained he came to the conclusion that he did not wish to mix up with the conditions that then existed, and he sent in his resignation.

During the time that Mr. Binnie was on the train he met a young lady who he had known since she was a child and they were married in March 1891. After his resignation as brakeman he bought a half interest in a truck and dray business and immediately after taking this over the city of New Westminster offered him the position of superintendent of works (new streets being constructed). He accepted this offer and was at this work from early spring to late autumn when he sent in his resignation. He then went into the office of the dray business. Looking into things more closely than he had been doing, he found they were not as they should be. The business was thriving—four teams at work each day and a fancy driver with a top buggy. The latter in those days would compare with the automobile of today. Though the

business was thriving, Mr. Binnie found much more than the profits going to his partner than into the business, so he sold his interest back to his partner who mortgaged everything to pay him his share.

Early in 1890, Mr. Binnie took his first trip home, arriving in Durham on a Saturday night train. He stayed in town and in the morning went to the church his parents, sisters and brothers attended not knowing he was coming home, the family received a big surprise at the close of the service.

Returning to British Columbia in the spring Mr. Binnie was appointed Inspector of Construction on the first railroad from the United States' boundary, from Blaine to New Westminster, a distance of twenty miles. This was a branch of the Great Northern railway, U. S. A. Mr. Binnie there was until the road was graded and the track laid—about one year.

In the spring of 1891 he went to work again for the city of New Westminster and constructed the first reservoir for water supply for the city. The water was brought a distance of fourteen miles from Lake Coquitlam. This was finished in the spring of 1892.

Binnie was then appointed by the Dominion Government to the position of foreman of the Dominion Government quarries cutting out rock to make improvements at the mouth of the Fraser river. This was in the form of a jetty to confine the water of the river to one channel after it has to be done in the Fraser river each year. However, this was the last year the Government worked their own quarry as a great slide from the mountain side closed operations there.

In the spring of 1893 the C. P. R. were constructing a branch line from Revelstoke to Arrow Lake on the Columbia river. Mr. Binnie worked with the contractor and was in charge of the supplies for the sub-contractors. This continued until March 1894.

The same contractor with whom Mr. Binnie worked had a contract of constructing a mining ditch up in the Caribou district. This ditch was ten miles in length, four feet wide at the bottom and eight feet in width at the top. Mr. Binnie continued in the same line of work as the previous year and this job was finished in the fall of 1894.

The next three years Mr. Binnie was a member of a small syndicate which was boring for coal in the islands on the Gulf of Georgia, between Vancouver Island and the main land. These islands are of the same geological character as Nanaimo coal measures. The drilling on the different islands covered a distance of some sixty miles. The deepest hole put down was 1004 feet but they struck no coal of commercial value.

In the fall of 1897 Mr. Binnie took a short course in assaying of gold, silver, copper and lead. He assayed for the public and did a business at his office in New Westminster until the mining boom was over.

In the summer of 1898, a British Columbia mining company sent him to inspect a mine near Jack Fish Bay on Lake Superior, belonging to a Toronto company. He reported if the purchase of this mine would be a good investment. Taking his complete assay outfit to the mine, he sampled the mine thoroughly and also other mines in the neighborhood belonging to the same Toronto company. His verdict to the British Columbia company was that the mine was absolutely worthless.

Before returning to British Columbia he visited his old home in Ontario. Going to Nelson, B. C., he sold his assay outfit to the Athabasca Gold Mining Company and went prospecting through the Slocan mining district in West Kootenay.

During these years Mr. Binnie was putting his money into the Athabasca mine which was very rich on the surface but at a depth proved to be a failure. He returned to New Westminster on Sept. 6, 1898, "dead broke."

The city of New Westminster was burned two days later—Sept. 8, 1898. All the business district and much of the residential section was destroyed. Fortunately Mr. Binnie's home was not destroyed. A few days later the Bank of Montreal was able to enter their vault and recover their books. They began business in an old wooden building in the section of the town that had escaped the fire. The bank manager being well acquainted with Mr. Binnie asked him if he wanted a job, and his answer was "You bet I do." Mr. Binnie became night-watchman and was there until the new building was completed fourteen months later.

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Immediately after her death Mr. Binnie went to Nelson. The Athabasca mine in which he had an interest had been shut down for some time and was now re-opened. Here he operated the cyanide plant that treated the tailings after coming away from the stamp mill where the free gold was recovered. The tailings which carried gold that was not free were recovered by the cyanide process. For nine years Mr. Binnie was at this mine. Some of the time it was operating and some of the time it was idle and in the hands of the liquidator.

In 1911 Mr. Binnie resigned and accepted the position of the inspector for the C. P. R. He was on this job until the Great War began in 1914. Late that year all hands were laid off. Mr. Binnie among the rest. He spent the winter of 1914-15 in old Ontario among relatives at Durham.

The following year he went to work at Trail, B. C., for the Consolidated Mining and Smelting Company and continued in the office of the zinc leaching department until the spring of 1920, when he resigned and since then has lived a retired life.

Referring again to the property which Mr. Binnie homesteaded in 1877 for which he received a clear title after homestead duties were completed, he traded this 160 acres for some property in New Westminster in 1885 or '86. In 1910 or 1911 the C. P. R. bought

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EDGE HILL

Masters Stanley and Keith Greenwood of Durham spent the week end with their uncle, Mr. John G. Firth.

Master Jack Williams, son of Mr. and Mrs. V. Williams had the misfortune to sprain his wrist while playing at school. We wish him a most speedy recovery.

Mr. Archie MacDonald has purchased a horse from Mr. M. Dwyer. Miss Agnes Anderson is spending some time with her sister, Mrs. E. Peart, Glenelg.

Everybody is busy replenishing their wood supply, to meet the demand of the severe weather.

The Community Club held a meeting in the school-house last Friday evening, Jan. 19th. There was a good representation of young people present. A lengthy discussion took place on the work of Boys' and Girls' Clubs and it was decided to enter this work if sufficient numbers are willing to join. A committee of Misses Dorothy Ritchie and Gladys Firth was appointed to supervise the organization of a Girls' Home Garden Club and Messrs. Will Homecross and Dan Firth that of a Boys' Barley Club. It is to be hoped that these clubs will meet with the approval and co-operation of all. The same line of work as the previous year and this job was finished in the fall of 1894.

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