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Dipping into the past...

125 YEARS AGO
Thursday, July 3, 1890

??uring the heavy thunderstorms on Tuesday, considerable damage was done and several narrow escapes are reported. In Shelburne the lightning struck the Presbyterian manse, knocking down part of the chimney and considerably damaging the roof. Near Stanton, lightning struck the chimney of the residence of Mr. Robert McMaster, smashing the pipes and stove to pieces and tearing up the floor, passing out by the doorway, and taking part of the sill with it. Mr. and Mrs. McMaster were other were knocked insensible but were not seriously injured. A dog lying behind the stove was instantly killed. Mr. James Braiden's house in Amaranth, south of Shelburne, was also struck, the current passing down the chimney, wrecking the stove and doing other damage, and leaving the roof minus the gable end, ridge boards and shingles.

??he Dominion Day celebrations at Orangeville and Dundalk were not a success because of the rain. At Orangeville, a number of the best attractions did not come off. The lacrosse match between the Dufferin's of Orangeville and an Indian club was well worth seeing, the Indians being a first-class team, winning the match without any trouble. At Dundalk, only two races came off, the Colt Trot and the Open Run. The baseball match scheduled between Shelburne and Dundalk did not take place.

??helburne Volunteers, No. 7 Company of the 36th Regiment, arrived home on Saturday evening under the command of Acting Captain Denroche, of Toronto. They were met at the train by the Citizens' Band and a large crowd of people. The boys are well pleased with their trip and speak very highly of their captain. He appears to be quite satisfied with the company and expressed entire satisfaction as to their conduct while at camp in Niagara.

? A Prize List for this year's Toronto Industrial Exhibition, which is to be held from September 8 to 20, reminds us that the fair season is again fast approaching. The Prize List shows the addition of many new classes and a large increase offered as premiums. Toronto offers many attractions to visitors during the season, but the greatest of all is its annual Exhibition, which this year promises to be bigger and better. A copy of the prize list can be obtained by readers who may desire one by dropping a postcard to Mr. H. J. Hill, the Secretary, at Toronto.

? Dufferin County Council met Monday, Tuesday and Wednesday of last week at the Court House in Orangeville. On Monday several of the council members were anxious to rush through the business and get back to their farm duties, and Hamilton, of Garafraxa, accordingly moved an adjournment until 4 p.m. When the Warden put the motion, however, it was approved and the adjournment stood until 10 a.m. the next day.

In Wednesday the Road and Bridge Committee report, brought down by Shelburne Reeve Jelly, was the subject of prolonged discussion. The committee had thrown out all requests for special road grants.

100 YEARS AGO
Thursday, July 1, 1915

??he Shelburne Fire Brigade was given an early run Tuesday morning. John Sanderson, who lives near the race course, discovered that the bandstand on the grounds was on fire at about 4:45 a.m. He gave the alarm but it was almost burned down before the brigade arrived. We understand that J. A. Dickson, of Shelburne, came through the grounds when coming home from Alex Campbell's about 2 a.m. and found the stand on fire. He knocked off the boards that were burning and extinguished the fire, as he thought, but there must have been some coals that he failed to discover. No doubt the fire was caused by someone having a lighted cigar stub in the stand when the lacrosse club was practising.

? An attempt to set fire to the Meaford Armories was discovered Wednesday of last week by the caretaker, Mr. F. J. Raper. A pan filled with rags saturated with coal oil, and a fuse with the end burned off, were found on the ledge of a cellar window, along with some sticks of kindling wood. Apparently the fire failed to get a proper start, as only the end of the fuse was burned. It is believed that the attempt to burn the building was the work of someone in sympathy with the German cause.

? In his address to the June session of Dufferin County Council, held in Orangeville June 16, Warden John Reburn said that since the last session of Council he and the County engineer and chairman of the Roads and Bridges Committee had inspected the Boundary Line bridges and will report on the cost of needed repairs, and the possibility of building a new bridge over the Grand River on the Boundary Line between East and West Garafraxa.

? There is an oily smell in the air in Shelburne these days. It comes from the streets, whereon many barrels of oil have been deposited to keep the dust down. It isn't nice if tramped onto carpets and isn't too nice on the clothes of kiddies who will play on the road ? but then what good thing is there that hasn't some drawbacks?

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75 YEARS AGO

Wednesday, June 27, 1940

??he Budget announced by Finance Minister Ralston at Ottawa on Monday, includes new tax measures. Income tax exemptions for single persons are reduced from $100 to $750, and for married persons from $2,000 to $1,500. In addition, the graduated scale of taxes has been substantially increased. Instead of paying 3% on the first $250 taxable income, Canadians will pay 6%. On the next $750 of income, the rate will be 8% and on the next $1,000 it will be 12%. The scale increases with each subsequent $1,000. An entirely new feature is the National Defence Tax of 2% of incomes of unmarried persons earning over $600 a year and married persons earning over $1200 a year and 3% in the case of single persons earning more than $1,200. There is an exemption of 2% of $400 for each dependent.

? Mrs. Edgar Patterson, of Shelburne, was re-elected District President of the Dufferin County Womens' Institute at the 30th annual district meeting, held at Primrose United Church. Despite the bad weather, more than 100 delegates and members were present, with 19 of the 20 branches being represented.

50 YEARS AGO

Wednesday, June 30, 1965

??n Monday, Shelburne residents went to the polls to decide whether the community would break its long history of Local Option, which was adopted about 50 years ago and which a vote in 1962 failed to disturb. When the ballots were tallied a liquor store was approved for 411-265 ? five votes more than the 406 for approval. A beer store fell three votes short of the margin required, being favoured 407-277.

? At a special meeting Friday night, Dufferin County Council passed bylaws authorizing the formation of Joint Public School Area Boards, beginning in 1966 and elected at the end of this year. The bylaws establish school areas along the following lines: all of Mulmur Township and the portion of Mono Township north of 20 Side Road; Mon Township south of 20 Side Road plus portions of Amaranth Township as far west as Con. 7, Lots 1-5 inclusive and from the Mono-Amaranth Townline to Con. 8, Lots 6-13 inclusive. A third area is set up to the west, including the Grand Valley-East Luther school area. The final area includes all of Melancthon Township plus Amaranth from 20 Sideroad north. It is expected there will be two new public schools, one to serve Mulmur and north Mono, located in or near Violet Hill, and another at Shelburne.

10 YEARS AGO

Thursday, June 30, 2005

??n Air Canada pilot, who was also a Shelburne resident, lost his life Saturday, when the light aircraft he was flying crashed shortly after takeoff at the Oshawa International Aviation Expo. Harold Douglas Rogerson, 58, took off in a home-built, American made Sea Rey aircraft, intending to participate in a fly-by when something went wrong and the plane plunged to the earth.

? Although East Luther-Grand Valley Township and, to a lesser degree, Dufferin County, have a direct or potential interest, local politicians are steering clear of proposed amendments to the Line Fences Act because Upper Grand Trailways is suing the township over the issue. The controversy has implications for the County and its proposal to take ownership of the abandoned CP Rail right-of-way.