

Local Railway Items from Area Papers - Carleton Place Subdivision

11/06/1881 Ottawa Citizen Carleton Place

Brockville. 10th. At a meeting of the directors and shareholders of the Canada Central Railway, yesterday, the necessary steps were taken to consummate the amalgamation with the Canadian Pacific Railway. The lines hitherto known as Canada Central are henceforth part of the Canadian Pacific, and will be operated by that company. Archer Baker, former General Manager of the Canada Central Railway has been appointed superintendent of the eastern division of the Canadian Pacific, the district extending eastward from Lake Superior. The amalgamation of the two companies is another step towards placing the Canada Central in the position which its promoters foresaw many years ago would be its destiny. It now forms a vast important link in that great chain of railways connecting the Atlantic with the Pacific on Canadian territory. Mr. Cassels, president, who on signing the transfer papers might virtually be said to have signed his death warrant; but as he himself puts it, the Canadian Pacific does not require two presidents, and therefore he steps down and out.

21/06/1881 Ottawa Citizen Carleton Place Chaudiere

Bidon Renaud was charged with trespassing on the Canadian Pacific Railway at the Chaudiere.

19/08/1881 Ottawa Citizen Carleton Place Chaudiere

Union Station Clock. The public clock at the Union Station, Chaudiere, has the bad habit of stopping occasionally, and yesterday made up its mind to stop again and thereby puzzle travellers intensely as to the time for the departure of trains. When, however this railway clock condescends to go, its indecision as to time of day is very inexcusable, considering it is within earshot of the great sounding notes of its parliamentary superior, the tower clock. Nevertheless, it will hold its own opinion and obstinately insist that the true time of day is falsely set forth by the sun and his abject follower the Parliament tower clock. The sooner it confesses its errors and sets itself right the better for the travelling public and their friends.

20/08/1881 Ottawa Citizen Carleton Place

The Canadian Pacific Railway has received 400,000 tons of steel rails at Brockville, which will be utilized in laying a new track between here and Brockville. This is quoted correctly but it seems like an awful lot of rail, maybe 3,500 miles.

22/08/1881 Ottawa Free Press Carleton Place Carleton Place

On Friday last a second class car on the Canadian Pacific Railway, was left standing on a down grade, with brakes down, at Carleton Place, while the balance of the train was being shunted. The car contained some seventy shanty men, returning to the city from up the river. A freight car was standing some one hundred yards off on the same track. One of the occupants of the second class car, unwittingly let go the brake, the car, as a result, starting at a swift pace down the grade, and colliding with the freight car, made a loud crash, damaging the latter car considerably. The shantymen, who were all more or less shook up by the collision, blamed it on the train hands, and were going to clear out the station, when it was discovered that it was one of their own number who had perpetrated the act.

25/08/1881 Ottawa Free Press Carleton Place Ottawa, Broad Street

Palace advertising car inspected by a reporter from the Free Press. More.

31/08/1881 Ottawa Citizen Carleton Place

The work of laying the track of the Canadian Pacific Railway from here to Brockville with steel rails has commenced.

14/11/1881 Ottawa Free Press Carleton Place Ottawa, Broad Street

The vacant space about the Union Station yard is being filled up with gravel by a number of men.

The new freight shed built by Mr. T. Kavanagh will be occupied in a day or two.

Station Constable Grave's uniform was supplied jointly by Canadian Pacific and North Shore companies.

19/11/1881 Quebec Saturday Budget Carleton Place

Tuesday (8/11/1881) The last special train of the season left Ottawa this morning for Winnipeg.

18/03/1882 Quebec Saturday Budget Carleton Place Ottawa Union

A lunatic who was being conveyed from the Calumet to a Quebec asylum leaped from the train as it was nearing the Union depot, Ottawa, and escaping from the guards lead Sergeant Graves a wild chase for a few moments. He was finally captured and brought to the waiting room.

27/04/1882 Ottawa Free Press Carleton Place Ottawa, Broad Street

The railway authorities at the Union Station have made a good move. They will not permit any shantyman under the influence of liquor to depart in any of the trains, but will detain them till they come to their sober senses. This will save a good deal of trouble and - the windows of the cars. Yesterday an inebriated shantyman attempted to board an up train on the C.P.R. but was gently prevented from doing so by Constable Tom Graves, who held him in check until the train departed. The man of the woods turned up sober this morning, and was then allowed to proceed to his destination up the river.

05/05/1882 Almonte Gazette Carleton Place

RUN OVER AND KILLED. - on Thursday night of last week a man named James Shore, well known in Stittsville, was run over and killed by the C.P.R. train near that place. On arriving at Ottawa, as is the custom, the wheels were examined to see that they were in a safe condition and the employee performing such service was horrified to find that the wheels, axles &c., showed signs of blood and torn clothes, plainly indicating that human life had been lost. The return train next to morning discovered the fragments of the body of a man about a mile from Stittsville. They presented a fearful appearance, and but for the clothing and other incidental matters it would have been impossible to say to whom or what they had belonged. It is supposed the unfortunate man was under the influence of liquor at the time of the fatality, as a bottle was found lying close beside him. An inquest was held on Friday, and a verdict returned of accidental death.

01/09/1882 Almonte Gazette Carleton Place

ANOTHER TRAIN LATE. - on Thursday night last the train due here from the south at 6:09 was about 3 hours late, owing to some trucks having left the track somewhere near Skeads Mills, on the main line to Ottawa. Every exertion was made to clear the road, so as to delay traffic as little as possible, but the passengers at the different stations were quite tired of waiting.

17/10/1882 Ottawa Citizen Carleton Place Chaudiere

New Crossing - The Canadian Pacific Railway Company are building a crossing extending from the corner of Queen street west, near the Union Depot, across their sidings for the benefit of the lumbermen.

Car shed - the building of the new shed for the repair of passenger cars at the Union Depot of the Canadian Pacific Railway is being rapidly pushed towards completion. The carpenters are at work on the roof of the structure and expect to be finished in the course of a few days.

18/10/1882 Ottawa Citizen

Carleton Place

The ordinary special train which leaves every Tuesday and Friday for Mattawa for the accommodation of lumbermen sending their men horses and supplies to the shanties, left at the usual hour yesterday, and was well filled. Among the crowd was a number of men sent by Mr. Allan Grant. The system of running special trains for this sort of traffic is a great improvement over the old method.

19/10/1882 Ottawa Citizen

Carleton Place

Chaudiere

There was rather a lively time at the Union station this afternoon when 100 English navvies, who arrived from Rimouski last night, were being shipped to work on the Canadian Pacific Railway about forty five miles above Mattawa. They were all more or less under the influence of Chaudiere whiskey, and the consequence was a good deal of noise and confusion. Although boisterous they were a good natured crowd, and the few who were inclined to be boisterous were soon quieted by Constable Graves.

04/11/1882 Ottawa Citizen

Carleton Place

Union Depot

The Union Passenger station of the Canadian Pacific Railway is receiving a new coat of paint and is being generally renovated.

22/12/1882 Almonte Gazette

Carleton Place

Ottawa

SHOCKING DEATH ON THE C.P.R. AT OTTAWA. - Louis Prevost, the chief night yardman of the Canadian Pacific Railway at the union station, Ottawa, met a very sad end last Thursday night about half past ten o'clock. The duties of a yardman are to attend to the arranging, making up, switching, and shunting of all trains at the station. Poor Prevost was at his post that night, and was backing the Montreal train, which had only previously arrived, out from the depot when the fatality occurred. He was standing with a lamp in his hand, on the semaphore platform, and his assistant, Robert Young, was in company with him. The latter ran ahead of the train, which was moving very slowly, to the switch, only a short distance from the platform. As the train came steaming up close to Young, who was attending to the switch, he was horrified to behold the body of a man dragging along under the engine. Mr. Young gave the alarm, the engine stopped, and the employees were shocked to find that it was one of their fellow-employees in the person of Louis Prevost who had met such a melancholy death. No one was more stunned than Young, who not more than three minutes previously left him standing on the platform. The top of his head was cut off and the fragments of the skull were lying near the platform, and on the track were pieces of flesh, blood and brain. The site was heart-rending in the extreme. Prevost was wearing heavy soled boots at the time of the accident, and it is supposed by the employees at the station that he attempted to walk across the track from the platform and slipped.

05/01/1883 Ottawa Citizen

Carleton Place

Stittsville

On Tuesday night last an accident occurred on the Canadian Pacific Railway near Stittsville. It appears a heavy freight train broke in two and an empty engine following close behind went crashing into the van and other cars that had broken loose from the train. The Grand Trunk train going west was delayed an hour in consequence, waiting the arrival of the CPR train. The delegates to the Reform Convention were on board and felt rather uneasy.

20/01/1883 Ottawa Citizen

Carleton Place

Ottawa West

The Canadian Pacific Railway Company are building a new round house near the Union Station which will have accommodation for about thirty engines.

09/02/1883 Almonte Gazette

Carleton Place

Ottawa

A collision occurred on the C.P.R. near Ottawa on Monday last, entailing a loss of about \$30,000 on the Company. Both engines were badly damaged

19/04/1883 Ottawa Citizen

Carleton Place

Britannia

Canadian Pacific Railway. The village by the lake has always been a favourite resort for Ottawaites, both as a locality for a summer residence and as a pleasant place to spend a happy day for picnic parties. The above railway company, recognizing the fact, have made special arrangements for the summer traffic, for both classes of passengers. They propose issuing season tickets, and also twenty trip commutation tickets at reduced rates which will doubtless be taken advantage of by many inhabitants of the Ottawa who prefer the cool breezes of Lake Deschenes to the torrid heat of the Capitoline summer. Full particulars as to price and conditions can be had at the company's offices on Elgin street.

15/06/1883 Almonte Gazette

Carleton Place

HORRIBLE ACCIDENT ON THE CPR- on Wednesday of last week as a freight train was proceeding to Ottawa from Bell's Corners the engine driver saw a horse and wagon with a man sitting in it upon the crossing which the train was approaching, and he loudly sounded the warning note, but the man took no heed. To call for the brakes and reverse the engine was but the work of a moment, but it was in vain. On swept the engine, and in a few moments only the scattered fragments of man, beast and wagon remained. The man was found to be a farmer of the neighborhood named Cowick, aged 28 years, and unmarried. He was under the influence of liquor when he met his fearful death, which was no doubt instantaneous, both legs being severed from the body, which with the head, was also badly mangled. Passengers by the mixed train the following morning reported that when they passed the body had not been interfered with, and the sight was sickening. An inquest was not considered necessary.

16/07/1883 Ottawa Free Press

Carleton Place

Carleton Place

Mr. Burgess, C.P.R. restaurateur, has had a neat electric bell in the shape of a horse shoe placed over the entrance to his restaurant at Carleton Place Junction, and a similar one will be placed over the entrance to the Union Station restaurant. The bell rings from the time the train arrives until it departs.

24/08/1883 Ottawa Free Press

Carleton Place

Chaudiere

The C.P.R. roundhouse at the Union Station is fast nearing completion.

26/09/1883 Ottawa Citizen

Carleton Place

Chaudiere

The Petrolia Oil company is putting an addition to its premises on the property of the Railway Company at the Chaudiere.

03/10/1883 Ottawa Citizen

Carleton Place

Chaudiere

The new roundhouse above the Chaudiere will be completed in the course of about three weeks.

05/10/1883 Lachute Watchman

Carleton Place

Chaudiere

A DISPUTE WITH THE CPR - The Ottawa City Council and the Canadian Pacific Railway are at loggerheads over a piece of ground used by the latter for station purposes, and which, it is alleged forms part of the streets. The company in 1868, purchased the property from John Rochester, who represented that no legal subdivision of the land had been made, and the company believing that the land had not been divided or penetrated by streets, claim consideration at the hands of Council, and ask that instead of their being required to open up Queen Street, which runs through the centre of their grounds, and would afford every opportunity for accidents, if they be allowed to open up Oregon Street, at the northerly limit of the depot. It is more than probable that some such compromise will be effected, as the opening up of Queen Street would seriously obstruct the operations of the company, who, owing to the rapid increase of business, are already cramped for yard room.

05/10/1883 Ottawa Free Press

Carleton Place

Chaudiere

The new C.P.R. roundhouse is going up fast. It is of enormous size.

22/10/1883 Ottawa Free Press

Carleton Place

Chaudiere

The new C.P. Ry. roundhouse will be finished this month.

26/10/1883 Ottawa Citizen Carleton Place Chaudiere

Shortly after two o'clock the old roundhouse situated on the north side of the track, was discovered to be on fire. Notwithstanding that the fire brigade was promptly on hand, it was found impossible to save the building, which was totally destroyed. Fortunately there were no locomotives in at the time, the last one having been taken out for shunting purposes just before the fire broke out. The origin of the fire is unknown. The loss is estimated at about \$3,000.

29/10/1883 Ottawa Citizen Carleton Place Chaudiere

The new CPR roundhouse will, it is expected, be completed about the 10th of next month.

10/11/1883 Ottawa Citizen Carleton Place

Canadian Pacific Railway. The winter arrangement of timetable will go into effect on this road on Monday, November 13th, when the new standard time will be adopted, which is three minutes faster than Ottawa time, six minutes slower than Montreal time, by which all their trains have been run heretofore.

13/12/1883 Ottawa Citizen Carleton Place Chaudiere

The new round house of the Canadian Pacific Railway Company at the Chaudiere is now completed and affords accommodation for twenty locomotives and tenders.

04/01/1884 Almonte Gazette Carleton Place Bells Corners

ANOTHER FATAL ACCIDENT ON THE C. P. R.- while coupling cars on a mixed train at Bell's corners on Monday morning last, conductor Chas. Wilson, of Brockville (said to be the youngest conductor on the line) met with an accident which had a fatal termination. He was jammed between two cars, and had an arm taken off and his side badly injured. He was taken to the Ottawa Protestant hospital, where everything possible was done for him, but without avail, death putting an end to his sufferings on Tuesday.

19/05/1884 Ottawa Citizen Carleton Place Chaudiere

Preparations for the opening of through traffic.

On the first of July next the Canadian Pacific Railway will commence to run its through fast passenger train from Montreal to Toronto, preparations for which are being actively made. The T on the south side of the Ottawa, close to the iron bridge, is to be at once filled in and a connecting track laid down between the two already existing. This will enable trains from both east and west to back into the city and thus avoid the delay consequent on having to "re-make up", which is unavoidable when they are run in, engine first, as at present. On the same date, the new immigrant sleepers which were constructed at Coburg will also be put upon the route, and will no doubt prove a great boon to this class of travellers, whose accommodation in this respect has been perhaps unduly neglected. It is an indication of the general briskness of business in this section that the company has never done a larger freight business than during this season, with every prospect of it continuing so to the end. All the engines from No. 285 to No. 299, inclusive are to be put on the Ontario division of the line; most of them are there already. This section will also be equipped with several first class sleepers, second to none on this continent, and which are now in course of construction. On the portion of line between Ottawa and Montreal and phosphate trade keeps a good many cars busy, and special trains to accommodate that description of traffic are being run.

30/05/1884 Ottawa Citizen Carleton Place Ottawa

VALUABLE INVENTION.

Trial of the Baker Automatic Safely Switch Stand.

Yesterday afternoon Mr. Collingwood Schreiber, Chief Engineer of Government Railways, Mr. C. W. Spencer, Assistant Superintendent Canadian Pacific Railway, and several other gentlemen assembled at the Union Depot to witness a trial of the new "Baker Switch Stand" which has lately been put in use on the Canadian Pacific Railway. The switch stand is the invention of Mr. Archer Baker, General Superintendent of the Canadian Pacific Railway, and is constructed of steel rails in such a manner that a train cannot leave the track should the switch be misplaced. It is absolutely safe, and is said to be the cheapest to put down and maintain of any switch now used, and cannot be blocked by snow or ice. In the ordinary switch now in use on most railways the switch rail is connected with the crank of the switch and is moved by a connecting rod made of 1½ or 1 3/8 inch iron. The Baker switch is provided with an additional safeguard by a locking bar of the same dimensions as the connecting rod, which is locked automatically with a solid cast iron block, forming part of the stand itself. It is also arranged that when the switch is opened to change it on to another track it locks itself, thus preventing any accident from the carelessness of switchmen or from broken connecting rods. One of those switch stands has been in use on the Canadian Pacific Railway for about eight months and has given entire satisfaction. The switches are to be introduced into this country by the "Railway Safety Appliance Company (Limited) of Canada" Mr. J. T. Lewis, of this city, is acting as secretary pro tem. The trial proved highly satisfactory in every respect, and the company are to be congratulated upon having adopted such a safeguard against accidents.

30/05/1884 Montreal Gazette Carleton Place Ottawa

RAILROAD INTELLIGENCE

Testing a safety switch.

Ottawa, May 29th. - some interest was manifested at a trial today of Cooke's patent safety switch used in conjunction with Baker's safety switch stand, which took place at the Union station, at the instance of the Railway Safety Appliance Company of Canada, in presence of a number of railway men, including Mr. Schrieber, Chief Engineer of Government Railways, and Mr. Trudeau, Deputy Minister of Railways. The invention, it is stated, has been already adopted by some of the leading railways of the Eastern States and the Canadian Pacific Railway. It consists of a combination of pieces of steel rail so arranged that should the switch be misplaced or open to an approaching train the latter will not leave the track but run on to the main line as though the switch had been properly thrown. Several trials with an engine and cars running at a high rate of speed were made over the switch thrown open for the purpose, the train, in place of leaving the track, passing over and on to the main line. The company purpose entering upon the manufacturer of their patents at once with head office at Ottawa.

06/06/1884 Almonte Gazette Carleton Place Ottawa

SAFETY APPLIANCE. - an exhibition of the working of a new appliance for the prevention of accidents on railways by missed placed switches, recently adopted by the C.P.R. Co. was made at Ottawa last week. By an ingenious arrangement of pieces of old steel rails, should the switch happen to be misplaced or wrongly thrown to an approaching train, the latter instead of running off the track and causing great damage and loss, is conducted smoothly over and on to the main line, just as though the switch had been properly placed for the purpose. Used in conjunction with this switch is a switch stand, self locking and fitted with a double rod, adding strength to the whole combination where new strength has long been required, the breaking of the switch rods owing to the great strain upon them having been hitherto a fruitful source of accident and loss. An engine and several cars were both run slowly and at a high rate of speed over the switch thrown wide open purposely, and all present were surprised to see the engine and train glide smoothly onto the main track, without so much as a jar, and apparently, without any strain on the switch itself. The introduction of the switch in conjunction with the cast iron safety stand referred to will tend to lessen considerably the loss of life and property on our railroads.

09/07/1884 Ottawa Free Press Carleton Place Ottawa, Broad Street

A neat frame building is being erected at the union Station for the accommodation of the Dominion Express Company whose offices here will be opened shortly.

21/08/1884 Ottawa Free Press Carleton Place Ottawa, Broad Street

--Instructions have been issued to place the sleeper on the south track at the Union station every evening at eight o'clock, so that travellers may retire to their coaches early. The sleeper on the western express that arrives here at 4 o'clock in the morning will be shunted into the same track, and left there until nine o'clock in the morning, thus enabling the occupants to enjoy a full night's rest.

03/10/1884 Almonte Gazette Carleton Place Ottawa Union

At the Union Station, Ottawa, last Thursday night, a man named Wm. Lewis, while under the influence of liquor sat on the track, and before being rescued had his right foot cut off. He was at once removed to the hospital. Slight hopes of his recovery are entertained.

03/10/1884 Almonte Gazette Carleton Place Ottawa

The silent Victor appears to have been unusually active on Saturday last on or near the C.P. railway. We are informed that a man was killed in the station yard at Ottawa, whilst engaged in coupling cars. A second met with his death suddenly, at Skead's Mills, but we have not learned any particulars.

07/11/1884 Almonte Gazette Carleton Place Ottawa Union

SERIOUS ACCIDENT TO A BRAKESMAN. - A brakeman on the Canada Pacific Railway named Blaikley was knocked from a car by a telephone wire last Monday forenoon at Union station, Ottawa, while engaged in shunting operations. He received a terrible gash on the head and neck from coming in contact with the wire, and lies in a critical condition. An action will likely be brought against the telephone company for placing their wires so near the ground.

03/12/1884 Ottawa Citizen Carleton Place Chaudiere

The exhibition car of the Canadian Pacific Railway containing samples of agricultural produce from Manitoba and the North-West will arrive at the Union Station today and will be open to public inspection for a couple of days.

20/02/1885 Ottawa Free Press Carleton Place Ottawa, Broad Street

A large force of men are at work in the R.R. yards clearing snow. At the C.P.R. a train is in active service and the snow is being put on flat cars, drawn to the bridge and thrown into the river.

16/03/1885 Ottawa Free Press Carleton Place Ottawa, Broad Street

The new private car, built in the I.C.R. shops for Collingwood Schreiber has arrived and is at the C.P.R. station. It is a fine piece of workmanship, built much after the style of the famous drawing room cars and is called the "Ottawa". It is lettered on the outside "Government Railways of Canada. Prince Edward Island system."

NB. The Prince Edward Island system was narrow gauge.

11/04/1885 Ottawa Free Press Carleton Place Ottawa, Broad Street

A new self coupler for freight cars will be tested at the Union station this afternoon. The coupler, which is the invention of a Canadian, consists of two large mouthed draw bars, with a catch in each for holding the link. In coupling it is only necessary to back the cars together, when the link will strike in the mouth of the drawbar and sliding up its sloping sides be held by the catch. In uncoupling cars the brakeman pulls a chain attached to the catch which drops it, allowing the link to come out. Patents, innumerable, are held for different couplers which will obviate the necessity of brakemen going between cars to couple them and thus reduce the terrible death rate among railway employees but as yet each patent has entailed too much expense on the companies adopting them to become general. It is hoped the present apparatus can be applied to freight cars cheaply enough to allow it to take the place of the present man trap used.

11/04/1885 Ottawa Citizen Carleton Place Ottawa Union

At four o'clock this afternoon a trial of a new car coupler will be made at the Union Station. This coupler, which is the invention of a Canadian, is already in use on several American railroads, is said not only to be strong, simple and serviceable, but to obviate all danger to the lives and limbs of those engaged in coupling cars.

13/04/1885 Ottawa Citizen Carleton Place Ottawa Union

A NEW CAR COUPLER

A Successful Test of the Merits of the New Invention.

On Saturday afternoon a large number of people were attracted to the Union Depot by the announcement that Mr G. B. Parent's new car coupler would be tested, and among those present were observed Mr. H. B. Spencer, of the Canadian Pacific Railway, and other railroad officials, and Senator Bolduc, and the following members of the House of Commons: C. A. Lesage, Dorchester; F. Dupont, Bagot; T.D. Taschereau, Beauce; A. Pinsonneault, Laprairie; D.O., Bourbeau, Drummond and Arthabasca, and many prominent gentlemen, among whom was Mr. Leduc, Mayor of Hull. The test of the coupler took place in the station where it could be witnessed by everyone, and the privilege was taken advantage of by many people. The couple is of the most simple construction, there being practically nothing in the shape of machinery to get out of order. It is in fact, almost as simple as the old-fashioned and extremely dangerous plan of attaching the cars to each other by means of inserting a pin in the link. The new coupler consists of an iron hook of great strength, which by means of the heavy weight of the larger portion hanging on the inside underneath the car, is held in position. On the passenger car a small hole is cut in the platform and through it runs a small chain which is attached on one end to this inner part of the coupling iron and on the other to a ring which lies on the platform. When it is desired to uncouple cars, the brakeman has simply to hit the ring and pull it up, thereby lowering the hook holding the link from the other car. On the box and flat cars the method of uncoupling is by means of a lever which, when pushed down, lowers the hook and frees the link in the same manner as by the pulling on the chain on the passenger cars. In this way there is no necessity whatever for brakeman going between the cars at all, as the uncoupling can be done from the outside, and that only, while in coupling the apparatus is self-acting. The test proved most satisfactory with one of the two which were tried, while the other did not quite come up to expectations, failing to couple in quite a number of instances, though in the uncoupling there was no difficulty. The reason for the failure, however, in no-wise detracts from the usefulness of the new invention, as it was only due the fact that the hook had been made about half an inch too high. This will be remedied this morning and another test of the same coupler will be made this afternoon, which will undoubtedly prove satisfactory. The utility of the invention presented itself to all who witnessed its operations, and it is understood the railway officials were highly pleased with it. The coupler was invented about two years ago by Mr G. B. Parent, of Quebec, who had given much study to the subject, and was tried on the Providence and Boston and Lowell Railways in September last in Boston, and is now in use on all the cars of these roads.

13/05/1885 Ottawa Citizen Carleton Place Chaudiere

A slight accident occurred in the yard of the Canadian Pacific Railway here last evening about five o'clock, which resulted in the pilot of a locomotive being badly damaged and a few trifling other injuries being inflicted on the engine. Yard engines nos. 208 and 264 were on converging tracks with trains of cars, and both going in the same direction. No. 208, driven by Mr. Jeremiah Austin, had the start, and Mr. John Dudley, in charge of no. 264, went as far as he could with safety and then reversed with the intention of waiting until the other had passed. Unfortunately, however, he was on a grade and his train was too heavy a one to hold, and the cars forced him against a car belonging to the passing train, smashing his pilot and throwing the engine off the track. The rails were also badly twisted up, and the front truck of the locomotive was somewhat strained. Richard Botterall, the fireman of 264, fearing more serious results, jumped from his engine at the time of the collision and sprained an ankle. The whole damage is estimated at about \$75.

05/06/1885 Ottawa Citizen Carleton Place Chaudiere

The Canadian Pacific Railway pay car passed through here yesterday morning en route for North Bay. It is expected to return to Ottawa again in a few days when the employees will receive another portion of the pay due them.

25/06/1885 Ottawa Citizen Carleton Place Chaudiere

The Canadian Pacific Railway pay car arrived at the station here yesterday and the employees were paid a month's salary in account. Another visit is expected next week.

07/07/1885 Ottawa Citizen Carleton Place Britannia

Picnic at Britannia

The annual picnic of the Christ Church Congregation (Bells Corners) is to take place at the beautiful grove at the above popular summer resort on Wednesday 8th inst. A most enjoyable day is expected. Parties from the city can go and return by train (C.P.R.)

08/07/1885 Ottawa Citizen Carleton Place

The excursion committee of the Irish Protestant Benevolent Society met at the Secretary's office last evening and decided to have their annual excursion on 30th July. They intend to go by train to Carleton Place and then by boat up the Mississippi River and Lakes.

10/07/1885 Ottawa Citizen Carleton Place

Several new sleepers and three elegant dining room cars passed through the city the day before yesterday en route for Montreal. They are destined for use on the C.P.R. The sleepers will be placed upon the route at once but the dining room cars will not be used until the road is open to Port Arthur. The cars, which were manufactured by Barney and Smith Manufacturing Company of Dayton, Ohio, are elegantly finished and are to be the finest ever placed on any railway.

25/07/1885 Ottawa Citizen Carleton Place Chaudiere

Arrival of soldiers returning from west. Union Station crowded. "Cut Knife Hills Welcome Home Brave Sharpshooters".

22/08/1885 Ottawa Citizen Carleton Place

The pay car of the CPR which arrived in town on Thursday morning, proceeded up the line yesterday morning after the employees in this city had been paid.

28/08/1885 Ottawa Citizen Carleton Place Britannia

Picnic at Britannia.

Three special trains run from Union station.

16/09/1885 Ottawa Citizen Carleton Place Carleton Place

New locomotives.

Several heavy locomotives from the Carleton Place workshops have just been placed on the express train service on the C.P.R. They are splendid engines and are fitted with Westinghouse air brakes and other latest and best appliances for safety and speed.

18/09/1885 Almonte Gazette Carleton Place Bells Corners

It is said the Canadian Pacific Railway Co. contemplate next spring converting the Bell's Corners station into a flag station, and establishing a regular station at Britannia.

23/09/1885 Ottawa Free Press Carleton Place Ottawa, Broad Street

The idea of moving the station of the Canadian Pacific is already being mooted as the yard room at present is too small for the convenient transaction of business.

30/09/1885 Ottawa Citizen Carleton Place Stittsville

As the mixed train for Brockville which leaves this city at 8.30 p.m. was nearing Stittsville on Monday night it ran into a freight train which was standing on the track. The engine of the mixed burst into the van of the freight and telescoped into a box car of barrels just in front of it. Two flat cars were broken to pieces and a tank car was turned crossways on the track. When the driver of the mixed saw the danger he reversed his engine and both he and his fireman jumped. After the collision the engine rebounded and, being reversed, ran back a couple of miles towards Bells Corners taking the telescoped cars along. Conductor King who had charge of the train, telegraphed to this city for an engine to take them on. An engine and wrecking crew were sent out and soon succeeded in clearing the track. The engine of the mixed train was badly damaged. No person was hurt by the accident.

18/11/1885 Ottawa Free Press Carleton Place Chaudiere

The first through train of Manitoban wheat for this district has arrived and is consigned to Messrs. McKay & Co. of the Chaudiere.

06/01/1886 Ottawa Citizen Carleton Place

It is said that on the 10th June the first through passenger train will be started by the C.P.R. for Vancouver, British Columbia.

23/03/1886 Ottawa Free Press Carleton Place Ottawa, Broad Street

The new scheme for making the main approach to the Canadian Pacific railway station through the Richmond road and Ottawa street appears to find considerable favor amongst all classes. It will probably be completed at an early date.

06/05/1886 Ottawa Journal Carleton Place Ottawa, Broad Street

The C.P.R. waiting room at the depot is being repaired and painted over a new. The large clock which has been out of order for some time has been sent to Montreal for repairs.

22/06/1886 Ottawa Citizen Carleton Place

The opening of the Canadian Pacific Railway for traffic from Montreal through to the Pacific coast, which will mark the inception of a new era in Canadian history is now definitely fixed for Monday June 29, a week from next Monday. (NB. Monday was June 28).

22/06/1886 Ottawa Journal Carleton Place Ottawa, Broad Street

The Union depot is undergoing a thorough renovation. It has been raised, and a force of painters are at work putting on the last coat of paint. The depot will assume a much improved appearance, when the work is completed.

From ocean to ocean. (extracts)

At Calumet the depot was elaborately decorated and illuminated. A band played popular airs and the large assemblage cheered the arrival and departure of the train. At Point Duchene and other places on the road to Ottawa, bonfires were lighted and houses were illuminated, and everywhere as the train passed it was greeted with local and enthusiastic cheers.

THE SCENE AT OTTAWA

No demonstration was organized in Ottawa to greet the passage of the train which was destined to become historic, but a large number of citizens gathered at the Union Depot last night some time before the time fixed for the arrival and enthusiastic contemplation of the prospect was the rule. The exuberance of the reception afforded the train from the moment of its leaving Montreal delayed it, and it was not until half an hour after the schedule time that its near approach to Ottawa became apparent. Then the pyrotechnic salute was given at the depot, the moving spirits being Messrs. William Porter and Pearce. The train backed into the depot in two sections, one being the through section and the other the regular Toronto train with extra baggage and mail cars attached. The through section consisted of the superb dining car "Holyrood", the sleeping car "Honolulu" two first class coaches and an emigrant sleeper. The crowd gathered at the depot sent no noisy cheers but made up in curiosity or interest what it lacked in exuberance. The cars had no sooner come to a stand still than they were invaded by a host of Ottawaites who eagerly examined the fittings and general arrangements. Many expressions of admiration were heard as the crowd filed through the cars, for the "Holyrood" and "Honolulu" are simply palaces on wheels. A Citizen reporter who went through the train succeeded in finding the first passenger who bought a through sleeping car ticket and in order that posterity may cherish his memory, his name is given. He was Mr. C.I. De Sola of the firm of De Sola and Ascher, Montreal.

The train being late on arrival at Ottawa was speedily sent forward on its journey, taking with it through passengers from this city.

As the cars began to move out of the depot, friendly hands were finally shaken, good wishes were exchanged and with buoyant feelings of patriotic pride the crowd left the depot and dispersed to the four quarters of the city.

Engine No. 300 which brought the train from Montreal was driven by Engineer Barrand, Fireman Maynes. Another engine was coupled on to No. 300 before she left Ottawa. No. 300 gave no outward sign of possession of the Montreal flag, the advent of which had been promised by telegraph.

12/07/1886 *Ottawa Citizen**Carleton Place*

Several Ottawa merchants are at present engaged in negotiating with the CPR authorities with a view to availing themselves of the new facilities offered by the road for the transport of freight to and from the Pacific coast.

20/08/1886 *Almonte Gazette**Carleton Place**Ottawa Union*

A patent gravity [sic] nut, the invention of P. Robertson, a blacksmith of Ottawa, has for a couple of weeks past, been on trial at the C.P.R. yard in Ottawa, and on some of the rolling stock. It is claimed for the new invention that it is impossible for it to work off the bill or become loose.

02/11/1886 *Ottawa Journal**Carleton Place**Union Depot chaudiere*

The C.P.R. Company is filling in the low stretch leading to Union depot, making it even with the roadway. When completed the job will prove a good one.

08/01/1887 *Ottawa Journal**Carleton Place*

Two car loads of tea passed through the city yesterday afternoon on its way to Montreal. This shipment came from China via British Columbia and the C.P.R.

23/02/1887 *Ottawa Journal**Carleton Place*

A large shipment of tea arrived in the city yesterday afternoon en route for Quebec where it will be shipped to England. This is one of the first and largest through shipments ever made over the line of the C.P.R. for England.

17/03/1887 *Ottawa Journal**Carleton Place**Union Station Chaudiere*

Crushed to death.

Baggage man Veitch's fatal leap from a moving train at the Union Depot.

While the 10:30 train up from Montreal was bowling into the Union Station last evening the baggage train [sic] jumped the track and upset killing the baggage master Mr. Wallace Veitch. The following account was obtained from Mr. James Lee of Buckingham who was in the baggage car at the time the mournful accident occurred.

Wallace Veitch is a young man about 23 years of age and was employed by the Canadian Pacific Railway Company as baggage master on the local train between Ottawa and Montreal, his father Mr. W.M. Veitch being conductor on the same train. When the baggage car jumped the track, Veitch immediately jumped up and pulled the bell rope and the car thumped over the ties for about forty feet and then stopped for about half a minute, then went on again, the engineer supposing everything was all right. The baggage car began to run over the ties again and Veitch sprang to the door opened it and jumped out just as the car toppled and fell over. The poor man never uttered a cry, the car falling upon him and instantly killing him. As far as could be judged the car continued dragging along on its side for about 40 feet when it stopped. All this time Lee was inside the car and was badly bruised by the trunks and other baggage which pinned him to the car floor. After the train stopped the car door was broken open and Mr. Lee taken out. Veitch's body was also extracted from underneath the car, it having been dragged 40 feet. The body was frightfully mangled and was almost unrecognizable. It was a heartrending scene to see poor Veitch's father when he saw the mangled body of his son. The body of the unfortunate man was taken to the Station house, where it remained until this morning, when it was removed to the residence of the father of the deceased. No cause whatever is known for the car jumping the track, none of the switches being open, as it was only the baggage car which left the track.

17/03/1887 *Ottawa Citizen**Carleton Place**Union Station chaudiere*

A very sad accident happened at the Union depot last evening about 10:30 just as the local train from Montreal on the C.P.R. was coming in. When about 50 yards from the station the baggage car ran off the track. Wallace Veitch, the baggageman, was inside, and immediately prepared to jump. Just as he sprang from the car it overturned, and falling upon him crushed him to death. The side of the car was chopped through to get to the body, which was found a shapeless mass, crushed beyond recognition. The sight was a horrible one, and the spectators, of whom a large number had gathered, turned away sickened at the horrible spectacle.

The deceased was a young man having 22 or 23 years of age. He was the son of W.M. Veitch, conductor on the C.P.R. and had himself been employed on that road for three of four years. He had been in the summer months, conductor on the Buckingham branch line which is not operated in the winter. His father was utterly prostrated with grief at the loss of his son and heartfelt sympathy was expressed for him on all sides at the station last evening.

RAN INTO THE REAR

A C.P.R. Passenger Train Overtakes Some Freight Cars and an Accident Ensues

A collision occurred early this morning shortly after midnight near Bells Corners, between the regular Toronto train from Montreal which left at 8 p.m., and the freight train also going west. The passenger train left the Union Station at about 11.45, and when nearing Bell's Corners overtook and collided with the freight. It appears that six of the cars from the freight train, which was in front of the passenger, got loose and were not observed by the conductor for some time. On becoming aware of the fact and knowing that the passenger train was behind, he immediately went back intending to signal the approaching train but was too late, as the collision had occurred. The engine of the passenger train was thrown off the track, the plucky engineer reversing his engine quickly, holding fast to his post and escaping uninjured. Several of the cars on the freight train contained vitriol, tar coal oil and pork and when the collision occurred telescope to each other, sending the oil, which became ignited, over everything. The freight cars were in a few minutes a complete mass of burning ruins, all being enveloped in flames. A man was immediately despatched to Bell's Corners and telegraphed to Ottawa for an engine which brought back the passenger train to Ottawa.

Strange to say, many of the passengers in the sleepers did not awake, and if every effort had not been made to pull back the train a serious accident might have followed. None of the passengers were injured, but those in the cars nearest the engine was severely shaken up. The passengers remained in the cars on arriving at the Union Station till this morning when the majority of them, who were stopping at hotels, returns to them. A message was received from Bell's Corners about 10 a.m. stating that the road would be clear in an hour. According to the statements of one of the passengers the flames reached about 40 feet in the air, the oil having saturated everything. Among the passengers on board were Mr. John Small, MP, of Toronto, Mr. J. Barrack, of Toronto, Mr. Charles Moss, QC, of Toronto, J.B. Carlisle, Toronto, Mr. Ellis, of barlow & Ellis, paper manufacturers, of Toronto, Mr. R Douglas, Barrister, of Chatham, William Kerr, of Messrs. Christy & Kerr, Toronto, and a number of others. A wrecking train went out to the scene of the accident early this morning with a gang of men to clear the track. Assistant General Superintendent Spencer went with the train.

19/03/1887 *Ottawa Citizen**Carleton Place**Bells Corners***Railway Smash Up.**

Serious Collision of an Express and Freight.

A passenger who was on board the midnight Toronto Express which collided on Thursday last with part of a freight train, a few miles east of Stittsville, thus describes the collision: "we left Ottawa on Thursday evening last, and having passed the flight station at Britannia, all was deemed right and the train proceeded ahead. We had travelled but a short distance when all of a sudden our progress were suddenly chequered by a violent crash, the passengers being badly shaken up and in a few cases slightly wounded. When all had recovered from the shock the whole party started to investigate, with the result that we found we collided with a freight train which had been left on the track, in one of the cars of the freight crushed in was oil of vitriol and other inflammable liquids which were soon in flames, consuming ten freight cars and threatened also to destroy our train. Making the best of a bad job, for the night was pitch dark, a strong wind blowing and in a blinding snowstorm, we dispatched a man to Stittsville to telegraph to Ottawa for aid, and set about uncoupling the cars. Several hours passed away, and then came seven o'clock and with it the long-expected help from Ottawa. Without any further loss of time the train was made up and we were brought back to Ottawa, arriving at eight o'clock" Several different accounts are given as to how the accident happened. One story is that the conductor of the freight train finding that the upgrade to Stittsville was too much for his iron horse, ordered the engineer to take up one half of the cars to Stittsville and return for the other cars sending at the same time a man with a lantern to signal the passenger train. It is asserted, however by the engineer of the passenger train that no signal could be seen and his statement is corroborated by that of the fireman. A closed investigation of the cause of the accident would likely be made by the energetic offices of the company and ere long the public will know who is to blame for the accident.

21/03/1887 *Ottawa Citizen**Carleton Place**Bells Corners***The C.P.R. mishap.**

An erroneous report of injury to passengers.

In the report of the pitch-in on the CPR near Stittsville on Friday morning, which appeared in the citizen on Saturday, it was stated on the authority of one of the passengers, that those on the westbound train we're "badly shaken up, and in a few cases slightly wounded." This appears not to have been the case, the fact being that at the time the passenger train ran into the stationary freight cars it was going very slow, and having an exceptionally heavy engine, which is always used on account of the heavy grade on this part of the line, the passenger cars hardly felt the shock at all. No passenger was injured in any way, and the damage done was slight. Intelligence of the mishap having been promptly sent to Ottawa, a wrecking train was at once dispatched. Mr. H. B. Spencer, the assistant superintendent, went out with it, and saw that the passengers were put two as little inconvenience as possible. They were all brought back to Ottawa where every attention was shown them until the track was cleared and they were able to proceed upon their way. The railways have passed through an exceedingly trying winter, and many unavoidable interruptions to travel have occurred on the CPR in common with other roads, but in this connection the officials have earned nothing but praise for the energy and courtesy they have displayed in looking after the wants of the delayed passengers. A city gentleman who was on board the passenger train was seen on Saturday, and stated that several of the passengers were not even disturbed from their slumbers by the incident, and that the reports published were exaggerated.

25/03/1887 *Almonte Gazette**Carleton Place**Ottawa Union***BAGGAGE MAN KILLED AT OTTAWA**

Wallace Veitch, baggageman on the C.P.R. from Montreal to Ottawa, met with a terrible death at the Union Station in the latter city on Wednesday night of last week. Just as the train was arriving at the station the baggage car ran off the track, and Veitch, who was inside, open the door to jump out. Just as he jumped the car overturned, falling on him and crushing him into a shapeless mass. He was aged about 22. His father, Wm. Veitch, is a conductor on the road.

A Wild Pitch-in.

The Toronto express, consisting of five of the most beautiful coaches in the world, was coming onto Carleton Place last Thursday night from Ottawa in charge of engineer Schofield. This was about eleven o'clock. At eight o'clock a freight had left Ottawa, but owing to the storm in the air that night - one of the fiercest in the year - the road had become blocked and the freight consequently became embedded in a drift between Bell's Corners and Stittsville. The conductor on the freight sent back a man, and a red lantern, and then all hands piled in to liberate the train. The engine and several cars were freed, and went on to Stittsville, but meanwhile the Toronto express left Ottawa and was coming on in serenity and swiftness. Owing to the thick storm the driver could not catch the danger signal; and on he rushed with wide open throttle, and not until his own headlight flashed into view like a lightning stroke an obstructed way did he realize that he was plunging into the jaws of a dead freight train. The thought in his brain and the crash of his engine was simultaneous movements, but while his engine was plowing her mad way through the train, separating the cars in twain and throwing the halves out wickedly on each side of her, he "threw her back," opened the throttle and applied the brakes. Then he sat still, barricaded by the boiler, and let her rip; and she ripped open no less than six cars. The engine was new; she was of the extension smoke- box pattern, was powerful in every part of her, and had a tender of proportionate strength. To these causes is attributed the inability of the coaches to crush her from behind, and her power to smash the freights ahead. But she suffered frightfully, so much so that subsequently she was dumped to one side in the clearing of the track. Neither Schofield nor his mate received so much as a scratch, and not a sleeper was disturbed. The hands lost no time. With shovels they sought to put out the fires but the fires were inextinguishable, and eight freight cars and their valuable contents went up in smoke, the flames reaching the height of forty feet. The passenger train had also a narrow escape from destruction. It would have fallen before the flames had not an engine arrived from Ottawa and drawn it away. A wrecking train was dispatched, but it took all the remaining night and all the next day to clear the roadway. All the expresses were laid up here (Carleton Place) from all directions, and the passengers resorted to all sorts of curious devices to kill the weary hours. It was not until eight o'clock in the evening that the train arrived, double-headed with the passengers who had been in the pitch-in. Only a part of the roof and the steps of the baggage car of that elegant train were injured. When it arrived, the passengers poured out in rich profusion of dress, and soon filled the dining hall, where they ate with unrestrained ardour. No blame can be attached to any person. The brakeman went back nearly a mile, and when he saw the express coming he waved his light and shouted and did all that mortal man could do to attract the attention of the driver. The storm, however, was so terrible that the driver could not put his head out of the cab, and it had, moreover, driven upon the windows so that they were pretty well covered. The locomotive was but a month old and was the best in the service. It was of course burned up. - C. C.

09/04/1887 *Ottawa Journal**Carleton Place*

Forty-two car loads of tea passed through the city on the line of the C.P.R. on Thursday afternoon for Montreal. The tea was shipped direct from China via Victoria and the C.P.R.

14/05/1887 *Ottawa Citizen**Carleton Place**Chaudiere water*

Mr. Spencer has written the Waterworks Committee offering to pay \$1,000 per year for the supply of water for the C.P.R. engines and wanting a contract for that amount. The original agreement was \$60 per engine, 15 being the number calculated, but it appears that 25 were last year watered in place of the number paid for. Mr. Surtees has been instructed to write to the C.P.R. asking them to pay at the original rate of \$60 per engine. The company are thinking of building a water tank of their own for the supply of their engines.

25/05/1887 *Ottawa Journal**Carleton Place**Britannia*

The railway station is still neglected by the C.P.R. people; no platform - no name - not even a shed to protect from the rain those waiting for the cars.

14/06/1887 *Ottawa Journal**Carleton Place**Britannia*

The C.P.R. have just completed a cattle shed for the shipment of livestock from this station, but there is no appearance yet of any improvements for the residents, who have sometimes to wait for the trains.

04/07/1887 *Ottawa Journal**Carleton Place**silk*

A carload of silk en route to New York from Japan passed through here on the C.P.R. a few days ago.

28/07/1887 *Ottawa Journal**Carleton Place**Union depot*

The Canadian Pacific Railroad Company have commenced to make a small addition to their freight sheds at the Union depot for the accommodation of small freight.

09/08/1887 *Ottawa Journal**Carleton Place**Union depot chaudiere*

A yard engine and freight car got off the track at the Union Station yesterday afternoon. The mishap occurred on the Y used for turning down passenger trains. When the Toronto express boomed along on time as usual at 5.25 p.m. the cars had to be shunted severally in the yard and the engine turned on a table. Very few minutes were lost in the operation.

24/08/1887 *Ottawa Free Press**Carleton Place**Chaudiere*

One of the engines at the round house at the C.P.R. depot came sliding down to the turntable today and pitched quietly in. It took a gang of workmen some little time to "jack" it out again. It appears that after having been cleaned the throttle valve of the locomotive had been left open and this caused the occurrence.

26/08/1887 *Almonte Gazette**Carleton Place**Ottawa Union*

Robt. Hutchinson, a brakeman on the C.P.R., had two fingers jammed while coupling cars at the Union station, Ottawa, on Friday night. The injured fingers were amputated.

23/09/1887 *Almonte Gazette**Carleton Place*

The C.P.R. Co. have one hundred men engaged in ballasting their line between Ottawa and Carleton Place and between Carleton Place and Renfrew

28/09/1887 *Ottawa Journal**Carleton Place**Union depot xchaudiere*

The C.P.R. Company are making extensive repairs to their locomotive sheds at the Union depot.

30/09/1887 *Ottawa Free Press**Carleton Place**Chaudiere*

Seven engines have left the C.P.R. station for the Algoma branch. As most of the engineers and firemen are married, there will be a great reduction in business receipts and empty houses in the Flats in consequence.

06/10/1887 *Ottawa Journal**Carleton Place**Union Depot*

The Canadian Pacific Railway Company have completed the work of getting in their winter coal supply for use on the line during the winter months. There is now stored at the Union Depot 50,000 tons of soft coal.

08/10/1887 *Ottawa Journal**Carleton Place**Richmond Road*

The Canadian Pacific Railway company have replaced the gate at the railway crossing on Richmond Road with a new one. The old one was broken about a week ago by a freight train.

21/10/1887 *Ottawa Free Press**Carleton Place**Chaudiere*

Several engines left today for the Algoma branch.

27/10/1887 Ottawa Journal Carleton Place Union Depot chaudiere

Last week a fire occurred in the winter supply of coal at the C.P.R. depot, which amounts to about 50,000 tons. The fire is still smoldering and several streams of water are playing on it all the time. The fire was caused by spontaneous combustion.

30/10/1887 Almonte Gazette Carleton Place

Harry Glendenning, head driver of the C.P.R. possesses a partridge which was caught under very peculiar circumstances. When about 15 miles from Ottawa it endeavored to fly across the track in front of the engine, but was caught by the cowcatcher. Harry, who was in charge of the engine, secured the bird.

09/11/1887 Ottawa Journal Carleton Place Union Depot chaudiere

The Canadian Pacific Railway Company have just completed the construction at Union Depot of a large platform scale, the platform of which is supplied with rails, and the cars wheeled on to it. They are used for weighing coal and other freight.

11/11/1887 Almonte Gazette Carleton Place

Killed on his first trip.

Joseph Bahen, about 23 years old, an esteemed young man of Ottawa, who had been for some time employed in the C.P.R. yards in that city, was recently put on as a fireman, and made his first and what proved his last trip in that capacity last Thursday night. He left the Union station, Ottawa, on the mixed freight that night at the usual hour, and when they had, got well on the way an oil box on the tender was noticed to be on fire. Bahen was keeping an eye on it, and when the train was within a mile and a half of Carleton Place the engineer says the unfortunate young fellow went back to examine the boxes. The train was running at the rate of over 30 miles an hour at the time, and while crossing Lavallee's bridge it gave a jar which threw Bahen over. His head and shoulders struck the timbers of the bridge, and he was instantly killed. The back of his skull was fractured and his shoulder broken. The train was stopped, and the body was found lying beside the small stream. Coroner Dr. Burns, of this place, was summoned and held an inquest at the junction, where a verdict of "accidental death" was given, with no blame attached to anyone. The victim of the accident was a son of Mr. Patrick Bahen of 58 Ottawa street, Ottawa and was well and favorably known.

23/11/1887 Ottawa Journal Carleton Place Union Depot

The Canadian Pacific Railway Company have a number of workmen engaged making repairs to the company's round house at the Union depot.

12/12/1887 Ottawa Journal Carleton Place Union Depot

The C.P.R. company have a gang of men engaged constructing a new side track from the Union Depot to the locomotive turn house. This is to accommodate a larger number of locomotives.

08/01/1888 Almonte Gazette Carleton Place

One the storm on Wednesday blew fences across the C.P.R. track between Ottawa and C. Place to such an extent that parties were sent ahead of the express to clear the track.

09/01/1888 Ottawa Citizen Carleton Place

Yesterday morning a funeral special with Mr. H.B. Spencer and between four and five hundred railway employees went to Brockville to attend the funeral of Engineer Charles Atkinson. The engine was completely draped in black. The deceased's body came down on the Winnipeg train and thence to Brockville.

08/03/1888 Ottawa Free Press Carleton Place silk

Two car loads of silk valued at \$300,000 passed through the city yesterday inbound via the Canadian Pacific Railway. It came direct from Yokohama, Japan and is consigned to a house in New York.

13/03/1888 Ottawa Journal Carleton Place Union Depot chaudiere

The Canadian Pacific Railway Company have a number of workmen rebuilding a portion of the brick wall of the old locomotive sheds which were knocked down last week by a heavy freight locomotive backing against it.

23/03/1888 Almonte Gazette Carleton Place Carleton Place

The Canadian Pacific Railway Company has moved some fifty of their employees who have up to the present time been working in the roundhouse and car sheds at Ottawa to Carleton Place.

03/05/1888 Ottawa Journal Carleton Place

The Canadian Pacific Railway have a large gang of men working between Ottawa and Carleton Place reballasting their track which in places has been washed out by spring rains.

03/05/1888 Ottawa Free Press Carleton Place Britannia

There are some 500 people already out at Britannia for the summer. They are applying to the C.P.R. railway to grant them a local train and also to put up some sort of a shelter at the station.

01/08/1888 Ottawa Free Press Carleton Place Skeads Mill

Skead's mills on the Richmond road were consumed by fire this afternoon.--The Eddy fire engine left for the scene by special train on the C.P.R. shortly before 3 o'clock. -- Owned by E.B. Eddy, known as Eddy's South Shore mill --

12/10/1888 Almonte Gazette Carleton Place Britannia

Conductor Coleman of the C.P.R. who had charge of the special train run from Ottawa to Britannia during the summer for the convenience of Ottawa's citizens rustivating there, was presented with a purse and complimentary address by said citizens.

02/11/1888 Ottawa Free Press Carleton Place Ottawa, Broad Street

At the C.P.R. station this afternoon a very interesting and curious trial was made of a new track weighing machine.

21/12/1888 Ottawa Journal Carleton Place Union Depot chaudiere

A fire occurred last night in a shed belonging to the C.P.R. company at the union station used for drying sand and heating oil. It was extinguished with little difficulty by the brigade. The loss will be about \$300. The fire is supposed to have occurred from a defective chimney.

21/01/1889 Ottawa Journal Carleton Place Ottawa

A lady passenger on the west bound train on the C.P.R. last evening became a mother shortly after the train left Ottawa. She was removed from the car at Almonte where she will remain until ready to continue her journey to California whither she was bound to join her husband.

29/04/1889 Ottawa Journal Carleton Place Britannia

Commencing Wednesday May 1st, trains will leave Britannia at 8 a.m. for Ottawa and leave Ottawa for Britannia in addition to regular train service.

New timetable advertisement effective this date.

12.20 Pacific Express.

04.30 Atlantic Express via Montreal

07.00 Montreal local

07.45 Prescott

11.35 Brockville/Perth, Toronto

11.45 Boston Express via Montreal

13.45 New York via Prescott

13.50 Sault Ste. Marie, St. Paul and Minneapolis

16.40 Montreal Express

20.30 Carleton Place, Smiths Falls and Brockville

22.45 Western Express - Kingston, Toronto and points west

In addition to main line trains a suburban service is advertised.

Aylmer leaving 09.30, 12.40 and 5.00 p.m.

Britannia leaving 07.40, 11.35, 13.50, 18.00, 20.30 and 22.45.

20/05/1889 *Ottawa Journal*

Carleton Place

Ottawa, Broad Street chaudiere

The C.P.R. station policemen are waging war on a crowd of watch peddlars who infest the station platform and dupe the uninitiated.

20/05/1889 *Ottawa Citizen*

Carleton Place

Britannia

Britannia entirely outdistances Aylmer in the matter of train accommodation. The C.P.R. management has shown its liberality by putting on the "special" six weeks earlier than last year, and the train has been well patronized. What the company wants to do, however, is to erect a decent station house, the increasing popularity of Britannia as a health resort warranting something better than the little cabin which does duty as waiting room, telegraph office, etc. At the very least a respectable shed ought to be erected to protect passengers from sun or rain while waiting for the train.

A melancholy affair took place a few days ago. One of the curiosities of Britannia was County Crown Attorney Mosgrove's three legged dog Jumbo. Jumbo had the audacity to try a round with the Toronto express and was knocked out at the first blow. The villagers gave him a decent burial, and a little mound opposite the station house with suitable memorial at its head, and the inscription on the fence, "here lies poor Jumbo," should be a warning to bipeds as well as quadrupeds not to fool with the trains.

04/06/1889 *Ottawa Journal*

Carleton Place

Ottawa, Broad Street chaudiere

The first through train from Minneapolis and St. Paul over the C.P.R. "Soo" line rolled into Ottawa at 11.20 this morning, not only on time but a few minutes "too previous". This notwithstanding a slight mishap the air brake of the coach having broken down. The train consisted of dining, sleeping and passenger cars, a colonist sleeper, and large new baggage car bearing an inscription of the new route. This train, although through from Minneapolis had no through passengers but was started on in order to open up the line to the east. The first regular train left Minneapolis last night, reaching the Soo this morning and will pass through Ottawa to-night.

08/07/1889 *Ottawa Citizen*

Carleton Place

Britannia

It is said the C.P.R. intend [sic] shortly building an extensive station at Britannia, and the erection of a handsome hotel at Sandy Beach is also spoken of.

10/07/1889 *Ottawa Journal*

Carleton Place

Ottawa, Broad Street chaudiere

The C.P. Ry. had a large staff at work on Sunday last repairing the line in the neighbourhood of the depot at the Chaudiere.

04/10/1889 *Ottawa Free Press*

Carleton Place

Britannia

The extra suburban trains that have been running all summer to Britannia will be discontinued after October 10th next and residents of that suburb will have to accommodate themselves to the regular ordinary trains.

30/12/1889 *Ottawa Journal*

Carleton Place

Britannia

CPR timetable advertisement does not show a specific service to Britannia, only to Aylmer.

04/06/1890 *Ottawa Free Press*

Carleton Place

Ottawa, Broad Street

Arrival of Prince Arthur, Duke and Duchess of Connaught at C.P.R. depot at 1.15 p.m. -- the locomotive was gaily dressed with bunting and flags.

01/08/1890 *Ottawa Citizen*

Carleton Place

Ottawa, Broad Street

Mills Argue, for some time a member of the city police force, has resigned that position, having been appointed constable at the C.P.R. station, vice Constable Johnston who has been promoted to the position of baggage master. Both the new appointment and the promotion are well deserved by the recipients.

13/10/1890 *Ottawa Journal*

Carleton Place

CPR timetable advertisement shows trains to Britannia at 7:45; 11:35, 15:40; 18:00; 20:00 and 22:45. Afternoon train leaves at 13:45.

14/03/1891 *Ottawa Journal*

Carleton Place

silk

Two car loads of fine silk en route from China to England passed through the city on the Winnipeg train yesterday.

17/04/1891 *Renfrew Mercury*

Carleton Place

Westboro

The property known as Skead's "Mills," Nepean, about two miles west of Ottawa, containing about 69 acres, has been purchased by the C.P.R. for the sum of \$15,000. It is not yet known what use will be made of the property, but it is said that the Company will expend about \$25,000 this spring and summer; and contemplate, also, erecting a fine station there, making the place a summer resort.

08/06/1891 *Ottawa Journal*

Carleton Place

Britannia

New CPR timetable advertisement - similar trains to Britannia as previously.

10/06/1891 *Ottawa Journal*

Carleton Place

Account of the funeral of Sir John A. Macdonald. Queen Street West and so to the depot. Also covered in the Ottawa Free Press:

-consisted of one buffet car for representatives of the press, government private cars - "Ottawa" and "Cumberland" for cabinet ministers, Canadian Pacific car No. 417, specially fitted up for the remains, Canadian pacific private car "Matapedia" for Lady MacDonald and family. All the cars are heavily draped. These are the only cars going in the funeral train today but tomorrow there will be one or two specials with senators, members of parliament and others going to Kingston.

Funeral of Sir John A. MacDonald.

At the station

Every foot of space about the railway station was occupied by the great concourse gathered to see the last sad scene in the state pageant. It was a crowd that recked not the pouring rain --

The train which was to carry the remains from the Capital was waiting at the depot draped in black and decked out in trappings appropriate to the mournful mission. It was made up of six cars, the hindmost one the official coach "Matapedia" being reserved for the chief mourners and the clergy. Next in front was the funeral car. This was an express coach. The side door next to the platform was open, and from it led a broad gangway covered with carpet. The interior was heavily draped in black, being all around the sides, and the roof was canopied as well, leaving but a single centre space, wherein was put a single white shaded lamp. Below it, on the centre of the carpeted floor was a low pedestal designed to hold the casket. The cars proceeding it were the "Ottawa" and the "Cumberland" for the Ministers of State, and two others for the parliamentary party and the Kingston delegates headed by Mayor Drennan. The entire train was heavily hung with mourning symbols, and the engine too was decked in black.

--

The engine was No. 283 with J. Hollyoak as driver; H. Fraser, fireman, H. Moore, conductor; J. Kelley, baggageman; John Woods and David White, brakemen; and E. White, trainmaster.--

Second car was 416.

Third car "Carillon", fourth car "Ottawa", fifth car "Cumberland" The sixth car contained the casket, the seventh car "Matapedia"--

Stops were made at Carleton Place, Smiths Falls, Perth and Sharbot Lake.

See also the entry for 10 March 1939

22/07/1891 *Ottawa Journal*

Carleton Place

Ottawa, Broad Street

A gang of men are engaged in putting in a rough stone bed in the C.P.R. yard at the Union depot, so as to make a foundation for filling in the space between the platforms. This will effect a great improvement, as the low level of the yard had always formed a mud hole in wet weather.

23/10/1891 *Ottawa Journal*

Carleton Place

Ottawa, Broad Street

CPR is about to put a fence down the middle of Broad Street from the aqueduct bridge near Wellington to Oregon. Reason - to keep cabmen outside the yard.

03/03/1892 *Ottawa Journal*

Carleton Place

Stittsville

DASHED INTO A SIDING

ACCIDENT TO THE BROCKVILLE TRAIN THIS MORNING.

The C.P.R. Mixed to Ottawa Goes Through an Open Switch at Stittsville - Damage to Freight Cars - No Lives Lost.

As a result of an accident on the C.P.R. at Stittsville, the Brockville mixed train due here at 8:55 this morning did not arrive till 11:30. While running into Stittsville station, the train went through an open switch and dashed into a number of freight cars standing on the siding. TELESKOPED.

The rear freight car was telescoped and all the other cars more or less injured. Two of the freight cars ahead of the passenger coaches on the mixed train were also damaged considerably.

The passenger coaches escaped injury in a remarkable manner. The brakes on the coaches were jammed down with such force on nearing Stittsville station that when the front section of the train, consisting of freight cars, went off the main track onto the siding, the couplings between the freight and passenger cars were torn completely off and the freight cars dashed on leaving the passenger cars standing on the main track.

A JUMP FOR LIFE

Seeing the danger and the impossibility of averting a collision, the fireman jumped for his life. The engineer moreover stood to his post. Both escaped. The engine came off with only slight damage and no personal injuries were sustained by the passengers.

a telegram was dispatched at once to Ottawa for help and a wrecking train was instantly sent out. After a delay of 2½ hours the passengers were brought into the city.

the engineer was William Page, and Fireman D. A. Burns. They conductor was Harry Colborne, and the engine No. 178. It has not yet been ascertained how the switch came to be left open just as the Brockville train was due to arrive at Stittsville.

Judge Mosgrove was one of the passengers and he was unable to open court to-day at the usual hour in consequence of the accident. A large party of editors on their way to attended [sic] the Press association meeting were also on board and prevented being present at the morning session.

03/03/1892 *Ottawa Free Press*

Carleton Place

Chaudiere

The C.P.R. are erecting a large derrick at the Union Depot for loading stone upon the cars.

30/04/1892 *Ottawa Journal*

Carleton Place

Britannia

The C.P.R. suburban train service to Britannia commences on Monday and will be the same as last year.

02/05/1892 *Ottawa Free Press*

Carleton Place

Britannia

The C.P.R. company commenced running the suburban trains to Aylmer and Britannia today. The hours for departing and arriving are the same as for last season.

24/06/1892 *Ottawa Citizen*

Carleton Place

Ottawa, Broad Street

During the past few days decided improvements have been noticeable in the vicinity of the C.P.R. depot. Ald. Scrim, to the letter of the contract, has converted the space fenced in at the front of the depot to a veritable flower garden, and the authorities are instrumental in enhancing the appearance of the place, and abating the annoyance to passengers by keeping the hackmen on their new stand on Ottawa street until called for.

18/07/1892 *Ottawa Citizen*

Carleton Place

In connection with the rumored probability of the erection of new C.P.R. workshops at Skead's Mills, Mr. H.B. Spencer, superintendent of the eastern district states that he has no intimation so far of such a project. The property owned by the company at that place is at present being utilized for sidings. If shops were even to be erected in this section at all, he said, it would likely be at that place as the site is a splendid one for the purpose.

30/07/1892 *Ottawa Free Press*

Carleton Place

Ottawa, Broad Street

The fire brigade were called out last evening at about half past five, in the roof of the C.P.R. Union depot. For a time the blaze looked very threatening but the railway company's hose and other provisions in each depot in case of fire, were soon at work and soon had the blaze almost extinguished before the reels arrived. No damage was done except that the roof was slightly destroyed.

17/08/1892 *Ottawa Free Press*

Carleton Place

Ottawa, Broad Street

The offices at the Union depot are being thoroughly overhauled and repaired. The second class waiting room was completed this morning and certainly looks better than it ever did before. It looks clean and neat and will be found much more comfortable by those having to use it than it has hitherto.

16/09/1892 Ottawa Journal

Carleton Place

Bells Corners

A young lady of Gloucester st. recently bought a first class ticket for Bells Corners at the C.P.R. ticket office at the depot. When she presented it to the conductor shortly after the train left the city, he threw it back in her lap, saying gruffly, "We don't stop at Bell's Corners, you'll have to get off at Britannia." The lady replied that she had bought the ticket and he must let her off there. The conductor said the agent had no right to sell her a ticket for Bell's Corners as it was no longer used, and walked off.

The lady thought she had right on her side, but for fear of being carried past the Corners decided to get off at Britannia and find someone to drive her the rest of the way. As she was getting off the conductor came up and said she could get on again and he would stop for her. She did so, and the train stopped that day at the old tumble down station at Bell's Corners.

She says she thinks the agent who sold her the ticket was a new man or a temporary hand, as she has since heard that the company has not for some time been in the habit of selling tickets to the Corners except on the fair days, and then it is quite a favor.

Bell's Corners used to be a station, but as the C.P.R. could not come to terms for the purchase of the land to made the road to connect the station and the traveled road, for the convenience of the passengers, they shut the station up. At present the station can only be reached by a forbidden short cut through a field owned by a man who has a board up threatening prosecution, or by a circuitous route of a mile or more, by which vehicles cannot go.

19/09/1892 Ottawa Free Press

Carleton Place

Ottawa, Broad Street

The C.P.R. is laying a new platform at the Union depot from the end of their Soo platform to the old platform where the menageries and circuses always stop.

22/12/1892 Ottawa Journal

Carleton Place

Ottawa Broad Street

A new safety switch has just been patented by J.P. Kelly, section foreman on the Canadian Pacific railway and Jos. Leslie, the new roadmaster on the Parry Sound railway both of Ottawa. The inventor is Mr. J.P. Kelly. It is claimed for the new invention that it will positively prevent derailment from an open switch. The patent is adaptable to both single and double switches. It stated trials have been made which prove the anti derailling qualities of the switch. In addition to its sureness it is claimed to be light in weight and easily worked. It is said the C.P.R. will make a test of the new invention with a view to its adoption.

17/02/1893 Almonte Gazette

Carleton Place

Ottawa, Broad Street

Collision on the C.P.R.

A collision took place in the C.P.R. yard at Ottawa on Saturday morning between a passenger and a freight train. Two engines were badly smashed, a baggage caar wrecked and eight cars more or less broken. The passengers on the trainw ere badly shaken up, but with the exception of Mr. A. Leggo, of Aylmer, who had his shoulder dislocated, none were seriously injured.

18/02/1893 Ottawa Citizen

Carleton Place

Carleton Place

A Good one From Carleton Place.

On the arrival of the Brockville mixed train at the Junction last Friday eveneng, great was the surprise expressed by the train hands. and others to observe a horse riding crosswise on the drawbars between a freight car and a baggage coach. The animal was balanced apparently with head and forelegs on one side and hind legs on the other, and must have been carried for some distance in that position. Appliances were obtained, the animal was raised up while the cars were uncoupled, and the brute was lowered to the ground, and to all appearances he suffered no hurt from his adventure. How the horse got into the strange predicament is almost miraculous. The small door of the car through which he must have slid hind feet first, was only 18 inches wide by 24 inches high, and yet he did it. How his legs were not broken is a mystery. The halter shank was still fast inside the car and although long enough to allow the equine to perform this strange feat, doubtless prevented him from plunging forward to destruction. The animal was full 15 hands high and would weigh about 1,300 pounds. Carleton Place Herald.

24/04/1893 Ottawa Journal

Carleton Place

Britannia

The C.P.R. suburban service between Ottawa and Britannia and Ottawa and Buckingham will commence on 1st of May.

25/04/1893 Ottawa Journal

Carleton Place

Richmond Road chaudiere

There is to be a much needed improvement in the C.P.R. crossing on the Richmond Road. A great deal of time has been lost of late when trains were crossing, owing to the man on duty having a long way to walk to attend to the switches and gates. Mr. Spencer has been spoken to, and all using the crossing will be glad to hear that he at once investigated the matter and new gates to work the switches automatically as they open and shut are now being constructed and will soon be placed in condition.

15/05/1893 Ottawa Journal

Carleton Place

Ottawa, Broad Street

An addition is being made to the baggage shed at the C.P.R. Union depot by means of which the space for storage of baggage will be much enlarged.

26/05/1893 Ottawa Citizen

Carleton Place

Britannia

Washout at Britannia

A "Washout" occurred on the C.P.R. track at Britannia Bay yestr=erday afternoon, and as a result the Soo train going west was delayed a couple of hours, Several parties who boarded the train for western points walked back to the city thinking that the train would be delayed at Britannia for four or five hours. The "washout: was caused by water from the bay weaering away the roadbed

02/06/1893 Almonte Gazette

Carleton Place

Britannia

The high water caused a washout on the C.P.R. track at Britannia last Thursday, and the Soo train was delayed some two hours thereby.

13/07/1893 Ottawa Free Press

Carleton Place

Chaudiere wood

The coal hoist which has been in the course of erection at the southern end of the C.P.R. yards, is just about completed. It will be ready for filling the tenders within a few days time.

18/08/1893 Ottawa Citizen

Carleton Place

Ottawa, Broad Street

When the improvements now in progress are finished the ladies waiting room at the C.P.R depot will be one of the coziest station apartments on the whole line. The walls have been prettily tinted, the ceilings frescoed and the floor laid with an expensive carpet. In addition to the three large plush trimmed settees just put in, there will be easy chairs and tables, and it is Assistant Superintendent Spencer's intention to have a woman in charge of the room.

22/08/1893 Ottawa Citizen

Carleton Place

Britannia

The residents of Britannia appreciate the action of the C.P.R. in placing a number of nice seats at the station there.

02/10/1893 Ottawa Citizen

Carleton Place

Ottawa, Broad Street

Assistant Superintendent Spencer has had a new stand fixed up for the cab men at the C.P.R. station. A neat shelter has also been provided and the company will supply fuel to heat it comfortably during the winter, the idea being to afford the hackmen such accommodation as will remove the necessity for the invasion of the station platform.

Cut to Pieces at Ottawa.

William Levine, 21, unmarried, a yard man at the C.P.R. depot, Ottawa, fell between two freight trains while shunting last Thursday, and was cut to pieces. Irvine was only a day or two back from a long illness, and was probably weak. It is supposed to have been an accidental slip. No blame attaches to anyone.

25/01/1894 *Ottawa Free Press**Carleton Place**Chaudiere wood*

The Canadian Pacific railway is completing the erection of the steam coal hoist in the Chaudiere yards which was started last summer. The engine tenders can take on then supplies of coal very much more quickly by this new method. It is expected that the apparatus will be in running order in a couple of weeks.

08/03/1894 *Ottawa Free Press**Carleton Place**Chaudiere wood*

A new apparatus at the Union depot which has been in the course of construction since last summer, has commenced operations. This is the coal hoist which fills the tenders of all engines in the yard. The necessary coal for an engine can be taken on in a very short time. The power for hoisting the coal is supplied from a neighboring engine.

30/04/1894 *Ottawa Journal**Carleton Place**Britannia*

The CPR summer service to Britannia and Aylmer will start May 15.

25/05/1894 *Ottawa Journal**Carleton Place*

THE DAY AT ALMONTE

The Sons of England and Their Friends Enjoy Themselves

Ten carloads of excursionists left the city yesterday morning on the Sos of England excursion to Almonte - in all about six hundred people. The train left the Union depot at eight o'clock and Almonte was reached about ten.

07/06/1894 *Ottawa Journal**Carleton Place**Bells Corners*

BELLS CORNERS

The C.P.R. Depot Burned to the Ground

The depot on the C.P.R. was burned a few days ago. The fire is supposed to have originated from a spark thrown out by a passing locomotive,

15/06/1894 *Almonte Gazette**Carleton Place**Bells Corners*

The depot of the C.P.R. at Bell's Corners was burned a few days ago. The fire is supposed to have originated from a spark thrown out by a passing locomotive.

19/06/1894 *Ottawa Journal**Carleton Place*

New rails have been placed on the CPR between the city and Bell's Corners.

21/08/1894 *Ottawa Journal**Carleton Place*

The CPR are laying new rails on their line between here and Smiths Falls. Over one hundred men are at work.

25/08/1894 *Ottawa Free Press**Carleton Place**Britannia*

The C.P.R. officials have installed an operator at Britannia, George Pit, and intend ballasting thoroughly between Ottawa and Carleton Junction.

One cow killed a score - see drawing also.

TERRIBLE SLAUGHTER OF CATTLE AT BRITANNIA

Wreck of CPR Night Freight by a cow on the rails

TOUCHING SCENES VIEWED BY DAYLIGHT

Aniak's Mercifukky put out of Their Misery by City Butchers - Story of the Accident - Terrible Crash of Cars

There was a wholesale butchery of cattle on the C.P.R. track at Britannia at an early hour this morning through the derailing of a stock train from the Northwest.

The train was composed of about twenty-five cars which were filled with more than three hundred head of cattle bound for the English stock market.

As the train was passing through Britannia at twelve minutes past three this morning the engineer noted a cow lying on the crossing only a few yards west of the station. He whistled several times but the animal refused to move, and as the train was travelling at the rate of fifteen miles an hour, it could not be controlled in time to avert striking the animal.

STRUCK THE ANIMAL

When the engine struck the cow, instead of being knocked off the track, the animal got under the cow catcher. It was dragged along under the engine for about one hundred yards rolled up in a ball. Then the cow got before the trucks of the first car of the train and soon the front trucks of this car were wrenched off, and the car and seventeen others that followed filled with their living freight were thrown into the ditch.

AN APPALLING SCENE

The scene which followed is described by an eye witness as appalling.

The groans of the dying cattle could be heard fully a mile away. So pitiful were their moans that they caused one to shudder. Many of the cattle were killed outright, their bodies being horribly mutilated. Others were pinned beneath the timbers of the wrecked train in dreadful suffering.

The train hands and those in charge of the cattle had nothing else to do than to cut the throats of these animals.

Other cattle that were injured beyond hope of recovery were killed on the spot that their flesh might be bought by the city butchers and thus the owner of them recover something that he would not have done had they been left to die.

WRECKING TRAINS ARRIVE

No sooner had the accident occurred than telegrams were despatched to the city giving information on the wreck.

The city butchers were also informed at an early hour that there was beef galore only a few miles distant from the city that they might buy at whatever they choose to offer.

A message was also sent to Carleton Place asking that the wrecking train be sent to the scene of the accident.

Within three quarters of an hour after the accident occurred the wrecking train from Carleton Place had arrived and with the same promptness a few minutes later the wrecking train from the city with Assistant Superintendent Spencer on board also made an appearance.

The work of clearing the track was immediately begun, with a staff of over fifty men. Under the direction of Mr. Spencer and after many hours hard work the track was cleared shortly after one o'clock this afternoon.

255 HEAD OF CATTLE

The stock train consisted of 255 head of cattle belonging to Mr. Gordon Ironside, the proprietor of one of the largest cattle ranches at Calgary, and three other car loads of forty-three cattle belonging to Mr. J. McMullen of Prince Albert, N. W. T. The men in charge of Mr. Ironside's cattle state that they had traveled two thousand miles without the slightest mishap. This was the eighth train of cattle shipped from their ranch [sic] this year and not an accident had happened. There remained two thousand more cattle to come over the C.P.R. this year.

The cattle belonging to Mr. McMullen were in the rear of the train and not one of the cars containing them was derailed. Of the Ironside shipment twenty-two cattle were killed, four butchered and three disabled but these will be taken on with those uninjured.

It is very remarkable that the loss of cattle was not greater than it is. The cattle were in splendid condition and were expected to realize a hundred dollars a piece when they reached the English markets.

TRAIN SERVICE STOPPED

In consequence of the accident, No. 8 "Soo" train due here at 4 in the morning and No. 20 train from Toronto were sent around by Smith's Falls and Kempsville Junction entering the city by the Prescott line.

This forenoon's train for Toronto went round by way of Kemptville. P.

The Britannia Suburban service was not affected in the least.

The train conveyed the passengers from the east end of the wreck, which is only a hundred yards from Britannia station, into the city.

AT THE SCENE

A JOURNAL reporter visited the scene of the wreck this morning. Many of the cars were badly smashed and lying in all positions along the side of the track. The line of wrecked cars stretches a distance of more than 200 yards along the track. The cars were bespattered with blood. Underneath them lay the cattle pinned to the earth by the broken timbers and by the side of the cars in the center of the wreck which seem to be more broken up than the rest lay dead cattle in groups of three, four and five in pools of blood.

The uninjured were re-loaded into other cars and taken into the city and about two o'clock this afternoon we started on their way to Montreal by a special train.

The conductor of the wrecked train was J. Carrell and the driver of the engine No. 282 was J. Towsley.

The engine was partly derailed but by the use of jacks was put on the track and sent into the city shortly after the accident happened.

The cow which caused the derailing of the train was owned by Mr. W. W. Wyld of this city and was a valuable Jersey breed. The flesh of the cow was scattered for several hundred yards along the track.

Also covered in Ottawa Free Press same date.

CATTLE CARS DERAILED.

A Whole C. P. R. Train Thrown off the Track at Britannia

At a quarter to four o'clock yesterday morning Mr. H.B. Spencer, Assistant Supt. of the Eastern Division of the C.P.R. might have been seen eagerly pacing the sidewalk in front of the Russell, and heard muttering maledictions on the head of a tardy cab man. The cause of his early appearance and his great haste to be off [sic] to the station was the news that had just reached him of the wreck of a cattle train near Britannia. And it was not long until the Assistant Superintendent was on the spot directing the movements of the relief crews.

The scene was one of great confusion; the sounds emitted from the living wreckage something appalling. Eighteen cars had been thrown off the tracks and piled up in the ditch. It was some time before the cattle were released. Twenty-two head were killed by the overturning of the cars; four were wounded past recovery and were slaughtered by city butchers, and three or four injured, but not so seriously as to necessitate their slaughter. In the past two months or more these stock trains from the Northwest have been passing through Ottawa at the rate of 18 to 25 trains a month instead of going to Montreal via Smith's Falls as formerly, and this is the first casualty of any sort that has occurred. The one wrecked at Britannia yesterday morning contained 268 head, 255 of which were from the Ironside ranch. near Calgary N.W.T. They were destined for the English market. Three cars containing 43 head of cattle from Prince Albert were left safely on the track

The accident was caused by the train striking a cow which was lying on the track at Britannia, and which refused to budge when the whistle was sounded. The carcass of the animal, after being run over by the engine, struck the forward truck of the first car, throwing it off the track. Seventeen others were derailed and thrown into the ditch.

All the morning trains arrived in the city by way of Smith's Falls and Kemptville Junction on the Ottawa and Prescott line.

The cow that caused the mischief was a valuable Jersey, said to belong to Mr. W. Wyld, of Ottawa.

25/09/1894 *Montreal Gazette**Carleton Place**Britannia***A Stock Train Wrecked.**

A cow on the track at the C.P.R. at Britannia, five miles from Ottawa, caused the wreck of a cattle train this morning [sic] at 3 o'clock. The stock train consisted of 255 head of cattle belonging to Gordon & Ironside, the proprietors of one of the largest cattle ranches at Calgary, and three other carloads of 43 cattle belonging to Mr. J. McMullen, of Prince Albert, N.W.T. The men in charge of the Ironsides cattle state that they had travelled 2,000 miles without the slightest mishap. This was the eighth train of cattle shipped from their ranches this year and not an accident had happened. There remained 2,000 more cattle to come over the C. P. R. this year. The cattle belonging to Mr. Mc Mullen were in the rear of the train and not one of the cars containing them were derailed. Of the Ironside shipment twenty-two cattle were killed, four butchered and three disabled, but these will be taken on with those uninjured. It is very remarkable that the loss of cattle was not greater than it is. The cattle were in splendid condition, and were expected to realize one hundred dollars a piece when they reached the English markets. The wreck caused detention of two hours to the Toronto train, which was brought in over the St. Lawrence and Ottawa track. Fifty men were at work immediately under Mr. H. B. Spencer, and by one o'clock the track was cleared.

28/09/1894 *Ottawa Journal**Carleton Place**Britannia*

The debris of the recent railway wreck at Britannia has been gathered together and burned. The damaged cars are being made ready for loading on other cars that they may be taken to the workshops for repair.

28/09/1894 *Almonte Gazette**Carleton Place**Britannia***Accident on the CPR.**

Near Ottawa on Monday - many cattle bound for the English Market killed and others maimed - Seventeen cars thrown into the ditch.

Ottawa, 24. - a cow on the track created a tremendous smash up on the C.P.R. at Britannia six miles west of Ottawa, at an early hour this morning. A special stock train from the northwest, composed of about 25 cars and filled with over 300 head of cattle, bound for the English markets, reached Britannia shortly after 3:00. The engineer noticed a cow lying on the crossing near the station and whistled several times for the animal to move, but without avail. As the train was traveling at the rate of 15 miles an hour, it could not be controlled in time to avert striking the animal. When the engine struck the cow instead of the animal being knocked off the track, it got under the cow catcher and was dragged along under the engine for about a hundred yards. Then the cow got before the trucks of the first car of the train and soon they were derailed, and the car and seventeen others that followed, filled with the living freight, were thrown into the ditch. The scene which followed is described by an eyewitness as appalling. The Groans of the Dying Cattle

could be heard fully a mile away. So pitiful were their groans that they caused one to shudder. Many of the cattle were killed outright, their bodies being horribly mutilated. Others were pinned beneath the timbers of the wrecked train in dreadful suffering. The train hands and those in charge of the cattle had nothing else to do then cut the throats of these animals. Other cattle that were injured beyond hope of recovery were killed on the spot and their meat might be bought by the city butchers, and thus the owner of them recovered something which he would not have done had they been left to die.

05/10/1894 *Almonte Gazette**Carleton Place**Britannia***Last scene of the Britannia wreck.**

The final scene of the C.P.R. Britannia station accident was enacted on Saturday, when the last animal which broke away at the time of the slaughter was shot. From the day of the accident the men in charge of the cattle on the derailed train had been chasing the wild steers that broke away during the confusion following the killing of a number of the cattle and had great difficulty in collecting them together. Some of them were so wild and dangerous that people found it necessary to give them a wide berth, and finally there was one that had to be brought to be with a rifle.

05/10/1894 *Almonte Gazette**Carleton Place***Marvelous Nerve.**

Patrick McGovern, switchman at the C.P.R. and a resident of Bolton street, met with an accident early on Wednesday morning during the fog. He was walking the track as usual when his foot caught in a frog. He kept his senses, however, and got so far out of the way of a train which passed a few seconds later as to escape with comparatively slight injuries. He had the toes of one foot and the heel of the other badly jammed. His sensations as the train approached must have been agonizing. He knew he could not avoid mutilation, and that to escape death he must keep his wits about him and face the ordeal without flinching. Bracing himself for the effort he leaned as far outward as he could. Even as the wheels ground off sections of both feet he did not flinch. To have swerved would have thrown him under the train where he would have been ground to death. The seconds must have seemed hours to the young switchman as he endured this torture of the passing wheels. But he kept his presence of mind and when the last car had passed he drew himself painfully away from the fatal frog and called for help.- Ottawa Citizen

05/11/1894 *Ottawa Free Press**Carleton Place**Ottawa, Broad Street*

For the convenience of passengers travelling by Canadian Pacific railway two large signs have been placed at the Union Depot announcing the arrival and departure of C.P.R. trains. This improvement seems to have been appreciated by the travelling public and does away with a great deal of unnecessary questioning of the station constable.

06/02/1895 *Ottawa Journal**Carleton Place**Britannia*

The house occupied by Geo. Gaw, C.P.R. station agent at Britannia was burnt to the ground last night. The loss is about \$400. Considerable difficulty was experienced in saving the C.P.R. station.

08/02/1895 *Ottawa Journal*

Carleton Place

Britannia

Station Agent McCammond's house at Britannia that was burned down on Wednesday was insured for \$300. All the furniture was saved.
NB - this may not be the station.

15/02/1895 *Almonte Gazette*

Carleton Place

Britannia

The C.P.R. station at Britannia was destroyed by fire last week. The agent managed to save most of the books and articles of furniture. The loss is about \$200.

15/03/1895 *Almonte Gazette*

Carleton Place

Carleton Place

The C.P.R. shops at Carleton Place are again running with a full staff.

03/05/1895 *Ottawa Journal*

Carleton Place

Britannia

Yesterday it was intimated that the probable time for the leaving Britannia of the morning train would be 8.30 as desired by a majority of those interested and this is the hour fixed upon the local service having been begun yesterday; and the former afternoon local will now be an evening one, leaving Ottawa at 9.40 and Britannia at 10 o'clock, thus bringing in after an evening's enjoyment, those who may go out to visit friends in the afternoon. No better arrangement could be desired and Mr. Spencer deserves thanks those interested say, for his consideration for the Burghers and their friends.

13/09/1895 *Ottawa Journal*

Carleton Place

Britannia

The C.P.R. authorities having taken in hand the prosecution of the rowdies who violently assaulted the station agent at Britannia, they will now likely receive their just deserts.

14/11/1895 *Ottawa Journal*

Carleton Place

Broad Street

THE TEMPORARY DEPOT

Being Erected Apparently over the Water Main

Attention was drawn to-day to the fact that the temporary Union depot is apparently being erected on the end of Willbrod street and over the city water "main, which crosses the canal at this point.

Enquiry, however, reveals the fact that while the foundation for the new depot is being laid at the end of Wilbro street, it is still on the government reserve, and a member of the city engineering staff informed The Journal that the city had merely the privilege of: crossing the reserve with the water main.

C.P.R. DEPOT BURNT

Made a Wreck by an Early Morning Fire

BAGGAGE MAIL MATTER AND TICKETS LOST IN THE RUINS

Origin of the Blaze at Present a Mystery

It Began About 6 a.m. and rapidly did its Work - narrow escape of the freight Sheds. The brigade Worked Well.

Four charred walls are all that stand to-day to show that there was once a C.P.R. depot In Ottawa The building was almost totally destroyed by fire about six o'clock this morning.

The alarm was sounded a few minutes before six o'clock, but before the brigade reached the spot the building was entirely enveloped in flames, and past all hope of saving. The fight of the firemen was therefore simply one to prevent the flames spreading to the sheds and adjoining cars.

C.P.R. Constable Cowan, who was on duty last night, was the first one to notice the flames. He was sitting in the waiting room and noticed them break out in the north-west corner between the restaurant and the agent's room and at once ran to the box across the street and pulled an alarm. He had hardly time to get back before the whole north-west corner of the building was entirely enveloped in flames, and before the firemen could reach the spot the entire structure was burning fiercely. The fire by this time had also spread to the adjoining baggage room and was rapidly consuming the covered platform between the tracks. The fire fighters had there [sic] work cut out for them, but seem to have labored with a will and with good effect. The building, an entire wooden structure, as dry as tinder, burned fiercely. Long tongues of flames were shot high into the air and cast a glare on the clouds that was plainly visible for miles around. Burning shingles torn from the roof by the force of the flames, together with sparks, were carried through the air long distances and started fires in more than one place and to prevent these small blazes becoming serious, gave the firemen their hands full.

Freight Building Caught.

The roof of the freight house, across the tracks, caught several times, and required the closest kind of attention from the brigade to prevent the flames spreading in this direction.

A general alarm having been sounded the entire force of firemen were on hand and were attacking the fire with 8 or 9 lines of hose. But the flames would be subdued in one corner only to break out in another quarter.

The ceiling and walls were of wood and the flames working between the inner and outer walls were most difficult to get at, and the fire was generally well under way before broke out on either side. Many times the firemen thought they had the fire subdued, only to find that it was burning fiercely between the partitions and would break out afresh. This kind of work continued for an hour or more and by shortly after seven the building was an entire wreck. A couple of streams were kept drenching the debris until half past nine o'clock.

As to the Loss

It is hard to place an estimate on the loss. Almost everything in the building was burnt, or rendered useless by the water. Quite a large crowd of spectators, principally workmen on their way to the mills, witnessed the conflagration and would willingly have given a hand in saving the contents, but the intensity of the heat would not permit. A few articles of furniture were carried from the ladies waiting room and part of the equipment of the restaurant, but nothing of value was saved.

Operating Room Destroyed.

The operating room upstairs shared the fate of the rest of the building. Most of the instruments were destroyed and all connection with the twenty-four wires were broken, and the lines littered about in a tangle that apparently would take hours to unravel.

There were private records and papers in the office of the district superintendent, Spencer, that no amount of money can replace.

The large ticket case and records and papers in the ticket office went with the rest, and on these also it will be hard to place an estimate of the loss.

Baggage Destroyed.

The baggage room, in charge of Night Baggageman Downey, was filled with trunks and valises, and of these what were not consumed by the flames were rendered entirely valueless by the water. This department will furnish, one of the heaviest losses of the fire, and may possibly lead to any amount of entanglement between the railway company and the owner as to the value of the baggage. All the station night mail matter and the mails for early out-going trains were in the baggage room and only the partially burned remains of newspapers and letters show to-day where the mail bags were placed in the building.

When it became generally known, throughout the city that the station had been destroyed large crowds flocked to the scene of the conflagration. They witnessed a scene of confusion and disorder.

Pools of water lay on the platform ankle deep, and on it was piled up the remains of the baggage. Several policemen were in charge to protect this property and prevent the small boys and other members of the crowd carrying away articles that might be of any value. Men dived into the floor of the baggage room with sticks and fished out the crisp remains of trunks and garments and paper and placed them on trucks.

Wanted the Baggage.

"I want my baggage," said one man, and he produced three checks, and then ensued a search to ascertain if enough remained to give the woe-begone knight of the grip enough of his former possessions to hold an inquest.

"Every shirt I own was in that box," said another individual, with an expression on his face that plainly showed that he would not mind a change of linen.

"I don't know what I'll do for socks," said a third, while another lamented that he had hardly enough to carry him to the next town, let alone invest in paper collars and clothing.

Temporary Arrangements.

A baggage car was drawn up to the platform and temporarily served as a room for sorting baggage taken off to-days train. Passengers who left by early trains were compelled to purchase their tickets on the trains from the conductors.

The origin of the fire seems a mystery. It was well on the way before being noticed and all the hands around the building were at a loss to account for it. Some put forward the conjecture that it originated around the furnace, but this theory does not seem plausible in view of the fact that the fire gained a good headway in another portion of the building.

Night baggage man Downey was reading a book in his room and the first intimation he had that a fire was in progress was the flames bursting through the wooden walls between the agent's and baggage room. They developed so rapidly that he was compelled to go out at once and could not get into the building again.

The Offices a Wreck.

The station building besides providing the usual waiting rooms and ticket offices, contained the offices of Chief Train Despatcher E.E. White, operators rooms, office of train master J. A. Robiliard, office of Chief Car Inspector Walker and the suite of offices of the Superintendent H.B. Spencer. Everyone of these loose [sic] a large number of papers and documents of considerable value, but a second search revealed the fact that the loss is chiefly confined to the very latest ones, which although of a considerable volume were not filed away. The papers and books that were in the desks and cases suffered badly from smoke and water, but when dried out will still be of use. The entire unopened correspondence of last night's mail, which usually numbers a hundred or more letters was lost.

Despatching Paralyzed.

Train despatching was paralyzed somewhat but not very long. A gang of men in short order rugged [sic] up an office in a freight car and made connections with the telegraph lines and had some instruments working in short order, while another crowd was stringing the remainder of the wires unto No 2 freight shed, a portion of which will be used until something permanent is done.

When the fire broke out there were six persons in the building, the two operators, T. Brown and W.A. Rose, night ticket agent L. Connell Constable Cohen, Baggage man Downey and George Johnston, restaurant Clerk.

Of the number only two or three had startling experiences. L. Connell, ticket agent, was asleep in his office when Constable Cowan discovered the fire and as soon as Cowan burst upon the agent's room it became filled with smoke. The policeman experienced some difficulty in arousing the man, and he had little enough time to get out.

The two train despatchers working on the second flat also had quite an escape, as the first warning they had was when the flames burst into their rooms. As the stairs were all ablaze they crawled out of the window onto the roof, over the platform and from there to the ground.

The case of a man named Grant was a very hard one for him. He had intended to go to Michigan to-day accompanied by his family, and last night left two large trunks on the platform of the station. On his arrival there this morning he found that they had both been burnt. As he had some silverware in them his loss was considerable. He told the constable that he valued them at about \$200. As the trunks were not checked he will have to pocket the loss himself.

All the windows and doors of the station were boarded up early this morning, and the curious crowd of sight-seers were compelled to view the blackened walls and what remained of the charred roof, from the outside.

The head office of the C.P.R. in Montreal were at once apprised of the event, and some of the company's officers were expected up from Montreal on this afternoon's train.

When spoken to by The Journal, Mr. H.B. Spencer was busy around the wreck and had no idea what, would be suggested to the officials. He seemed certain, however, that it was almost useless to think of incorporating any part of the remaining portion of the depot in a new structure if the C.P.R. decide to re-build on the present site. He had no idea of the loss sustained in regard to papers and records but hoped that the most important were still intact in the desks and cupboards.

COVERED BY INSURANCE.

Montreal, November 14. - Mr. Suckling of the C.P.R. treasurer's office says that the loss y [sic] the Ottawa fire is fully covered by insurance, though the list is not now available. Probably temporary accommodation will be made in the freight shed. Mr. W.J. Spencer, superintendent, has gone up to arrange matters. The fire will have the effect of rushing the new Union station.

14/11/1895 Ottawa Free Press

Carleton Place

Ottawa, Broad Street

The Canadian Pacific depot is in ashes. It was the scene of a fierce blaze which raged from 6 o'clock this morning steadily for more than two hours. The building was of wood and therefore of an inflammable nature affording every inducement for a big fire.

Full description.--

The C.P.R. depot was once before the scene of a conflagration but escaped the big conflagration at the Chaudiere a few years ago when the hotel opposite and many of the surrounding frame structures were destroyed.--

THE C.P.R. UNDECIDED

AS TO WHAT THEY WILL DO ABOUT BUILDING A NEW STATION.

Fire Wipes Out the Union Depot and Mr. C. W. Spencer Arrives to Size Up the Situation. The Central Station Scheme Under Consideration.

Passengers from the west had rather a warm reception at the C. P. R. station yesterday morning. When the Montreal express steamed in at six o'clock the station building was all ablaze. It made a furious fire. The structure, entirely of wood, burned up like a bon fire. The flames crept into every crevice of the woodwork, and in fifteen minutes after the night constable gave the alarm from the box across the street, the station was past saving.

There was a prompt response from the firemen, who laid hose from the three nearest hydrants. The pressure was excellent, and torrents of water were soon turned on to the station and the neighboring buildings, but it looked as if the best that could be done was to save the latter from ignition. This of itself was no easy task, for the embers flew in all directions, covering the roofs of the freight sheds and platform roofing. Several times the main freight shed, just across the tracks, took fire, but the watchfulness of the brigade prevented spread of the flames. An hour after the fire started it had cleaned out the upper portion of the station building and reduced the waiting rooms below, into a smoking ruin.

The Alarm.

Constable Cowan, who was on night duty at the station, first noticed the appearance of fire. The flames seemed to break out in the station master's office, adjoining the station building at the north. He turned in an alarm from the nearest box, ran back and roused up Ticket Agent Lawrence O'Connell. By this time the fire had caught the upper northern wall, between the office and the main station building. It was burning fiercely and the operators in the train despatcher's office, Messrs. Rose and Brown, had a lively time in gathering up a few office effects and rushing them outside. With the assistance that soon arrived, they managed to save considerable of the belongings of the company in the upstairs rooms. But the rapid advance of the fire soon cut off approach to the offices by the stairway.

The train despatcher's office, the offices of the district superintendent and the general offices in the upper flat of the main building were gutted, while the deluge from half a dozen hose lines drenched the waiting rooms, restaurant and ticket offices on the ground floor of the main building. The express office was burned, while the baggage room adjoining was pretty much destroyed by fire and its contents demolished by the flames or destroyed by water. Besides dozens of pieces of baggage, there were in the room a considerable quantity of railway appliances. These and all the mail posted in the public box during the night were lost in the fire. The company's mail was lost, but when the ticket agent was notified of the fire he procured what money there was in the office, \$650, and one of his coats, and got out. As the fire is now known not to have started in the vicinity of the furnace in the basement, its origin is till a mere matter of conjecture.

What Mr. Spencer Says.

Mr. C. W. Spencer, general superintendent of the eastern division, arrived in the city early last evening on his special car, "Rosemere." After viewing the state of affairs and roughly calculating the damage, Mr. Spencer stated to a Citizen reporter that, for the present, temporary repairs would be made to the building and in order to provide accommodation for the offices completely destroyed, a structure would be erected between the station and the express building, some fifty yards on the west.

As to whether the building would be torn down and replaced by a new temporary station Mr. Spencer said that nothing was decided, yet in that regard. It would be next week before that would be known. However, he could state that, if a new station should be erected, the location would be changed, but it would still be in the same vicinity. The yards, in that event, would also undergo considerable alteration.

Bad Time to Build.

"It is very inconvenient," said he, "that the fire occurred at this time of year, for it would be difficult to make a good job of a new building now. The Canada Atlantic Railway Company very kindly offered us the use of their line to their Elgin street station, but we are so situated, that to make that circuit around the city would seriously interfere with the working of our present schedule time bill." Speaking further about a new station, Mr. Spencer stated that it would take about four weeks to build one, should they decide to do so. The original cost of the station destroyed was \$24,000, and the damage by the fire is estimated at \$10,000.

Asked as to the probability of the C. P. R. running into the projected central station, Mr. Spencer stated that the time had not come for them to state their policy in that regard. At any rate, said he we will always have to maintain a station at the west end of the city for the accommodation of the public.

Mr. Spencer will return to-day to Montreal.

15/11/1895 *Almonte Gazette**Carleton Place**Ottawa*

On Wednesday night the C.P.R. station at Ottawa was totally destroyed by fire, with all its contents. A box car has been temporarily fitted up as a telegraph office, etc. No particulars yet to hand. The origin of the fire is a mystery.

15/11/1895 *Ottawa Journal**Carleton Place**Ottawa Broad Street*

The statement of an evening paper that the wires of the uptown C. P. R. telegraph office were rendered useless by yesterday's fire at the Union depot is not correct. These wires do not pass through the depot, and there was no interference.

No decision yet on rebuilding the depot or whether CPR will run into Central depot.

15/11/1895 *Ottawa Free Press**Carleton Place**Ottawa, Broad Street*

General Superintendent C.W. Spencer of Montreal arrived in the city last evening in connection with the disastrous fire at the Central station yesterday forenoon, which has brought such a considerable loss on the Canadian Pacific Railway company. He went over the wrecked building in company with the divisional superintendent and seemed to be much of the same opinion as the latter in regard to the practicability of carrying out repairs on the present edifice. It is too far ruined to allow of being put together again without first being torn to the ground.

Mr. C.W. Spencer confirms the statement in last night's Free Press that the idea of removing the traffic to the proposed central depot without going to the expense of putting up a temporary station at the Chaudiere is impossible under existing circumstances.--

One thing is certain that a new station house of some kind will be put up at the present depot although the chances are that the site will be altered slightly. In the meantime a rough building will be put together on the platform between the present station house and the Express company building. This will be done at once and until it is completed a couple of first class coaches will have to serve to accommodate waiting passengers. The ticket office at the station, which was completely destroyed, will be reopened at once, but until all arrangements in that connection are made intending passengers will have to purchase their tickets at the top town office.

The telegraphic service was completely restored yesterday afternoon with all points and is working in first class order, only the line business being managed from the station.

Insurance, investigation etc.

The action of the Canadian Pacific railway company does not point in the direction of the Union depot long remaining the only station that company will possess in Ottawa, and there are many surmises today that the order given out from headquarters imply a move on the part of the company in the direction of finding an entry to the city by such a route as will enable the line to make use of the new central station at no distant date.

This morning a gang of workmen started operations at the scene of the late fire and instead of pulling down the partially burned building they are now busily engaged in repairing it in such a manner as will make it serviceable for some time to come. The first information was that a new station would be built with enlarged accommodation but a change appears to have come over the plans of the company with the result that apparently points to another and much better entry to the city.

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Mr. H.B. Spencer, divisional superintendent of the Canadian Pacific railway, stated this morning that it would be a full month before the Union depot building would be completed. The edifice will be built on exactly the same lines as the one which was destroyed. Two coaches have been placed on one of the sidings and are used for the accommodation of those awaiting trains.

The C.P.R. officers have decided to rebuild the C.P.R. depot at Ottawa destroyed by fire and a staff of men are now at work.

The C.P.R. passenger depot was completely destroyed by fire this morning, about six o'clock. The fire started between the restaurant and the agent's office, and spread so rapidly that little or nothing was saved. The despatchers' office, superintendent's office and baggage room were completely destroyed. There was considerable baggage and some mail matter consumed. The buildings on the opposite side of the street were badly scorched. The origin of the fire is unknown as yet. The buildings were covered by insurance.

The burnt sheeting on the old C.P.R. station is nearly all torn away and work is rapidly progressing in fitting the building up for occupancy. In the meantime cars are used for waiting rooms etc., for which purpose they answer splendidly.

The C.P.R. depot has a new roof now and work is going on at present on the inside fixings. It will not be long before it is completed.

The Canadian Pacific depot will be ready for reopening in a few days. The carpenters have about finished and the painters are hustling the work consistent with a good job. Mr. H.B. Spencer is doing everything to facilitate the comfort of travellers and hopes to have everything in good shape by Monday.

The C.P.R. station recently burnt by fire was reopened yesterday. The apartments which suffered have been fitted up in a better shape than before.

The C.P.R. station was re-opened again yesterday.

The C.P.R. company officials are vacating the quarters occupied by them in the Ontario Chambers since the fire at the station, and taking up their offices again at the station.

ALMOST DITCHED

C.P.R. EXPRESS HAS A NARROW ESCAPE NEAR BRITANNIA

Driving Wheel of the Engine Breaks While the Train is Travelling Fifty Miles an Hour - The Fireman's narrow escape - Prominent Ottawans on Board

The Toronto express due here about 6 o'clock this morning had a narrow escape from being ditched a short distance west of Britannia.

About half past five o'clock, while descending the grade from Bells Corners at a speed of fifty miles an hour, the side rod of the engine broke. The driving wheels of the engine were instantly derailed and in this dangerous condition the engine plunged along for 2,500 feet, almost half a mile, the broken side rod inserting deep holes into the frozen earth and threatening to derail the train at every revolution. The spokes of the driving wheels bumping along over the ties were smashed out and a hole was stove into the boiler from which all the steam escaped. That the train escaped being ditched is indeed remarkable.

Fireman's narrow escape.

When the side rod broke it dashed through the cabin of the engine just missing striking the fireman who was sitting on his bench. Had it hit him he would have instantly been killed. As the engine plunged along the driving wheels cut off the bolts that joined the rails together as clean as if it had been done by a steel cutter. The truck wheels of the engine kept the track or a more serious accident would have had to be reported.

The train was an unusually long one and had a large number of passengers on board among them Clarke Wallace, M.P., Park Commissioners Christie and Askwith of Ottawa.

Wrecking Train Out

A wrecking train was sent out from the city to bring in the express and the disabled engine. The train arrived in Ottawa two and a half hours late. Praise for the Hands

Edgar Willis, Secretary of the Board of Trade of Toronto, who was a passenger on the train, telegraphed Sir Wm. Van Horne an acknowledgement of the bravery of the engineer and fireman who stuck to their posts, thus averting what would have been a very serious accident.

Also reported in Ottawa Free Press, same date.

HAD A CLOSE CALL.

NARROW ESCAPE OF C. P. R. PASSENGERS YESTERDAY.

The Driving Rod of an Engine Broke While the Train Was at High Speed. Engineer and Fireman Stuck to Their Posts.

All on board the Toronto express, arriving here yesterday morning, have good reason to be thankful for escaping from what very nearly proved to be a catastrophe. As the train reached the lower part of the heavy grading between Bells Corners and Britannia and was approaching the city at a speed of about fifty miles an hour, one of the driving rods on the engine smashed. The longer part of the rod struck the ties and road-bed with terrific force and lifted the engine clear off the track. The rod on the other side of the engine was then smashed, and for fully 2,500 feet the engine bounded along in this perilous condition. Every time the rods revolved and struck the ground, the engineer and driver were jolted in their cabin, but they stuck to their posts with heroism and succeeded in stopping the engine without any serious result. Only that the truck in front of the engine remained on the track there is little doubt but that the train would have been ditched. Several of the spokes in the driving wheels were broken as well as the driving rods. One of the spokes pierced the side of the boiler, allowing the steam to escape.

The passengers were not disturbed over the occurrence, as they were not aware that anything had happened until the train was stopped. They heard the broken rods strike the ground in their revolution, but it seemed to them as though trunks were being moved about in the baggage car.

Another engine was procured and the train was brought in a couple of hours behind the regular time.

13/04/1896 *Ottawa Citizen**Carleton Place**Bells Corners*

Passengers on the C.P.R. train from the west on Saturday morning reported that while running across a field to catch the train at Bells Corners two young men got into a ditch and one sank to his chin in the slush. His companion assisted him out. They missed the train.

07/05/1896 *Ottawa Journal**Carleton Place*

The summer suburban service to Britannia and Aylmer goes into effect on Sunday next.

03/08/1896 *Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

Station constable Robillard is having more trouble with hens scratching in the flower beds alongside of the station. The constable, who pays great attention to the flowers, purposes obtaining a little shot gun for the feathered intruders.

07/08/1896 *Ottawa Journal**Carleton Place**Britannia*

Three waggon loads of cheese were delivered here yesterday and passed on to Montreal in the afternoon. The boxes numbered 79, each weighing about 75 pounds, and were from the factory of Mr. Everett on the Bearman Farm. The shipping of dairy goods from this point is a new feature of the activities of the place and points to the need of improved accommodation at the station for both people and products.

17/11/1896 *Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

Mr. Hugh Fitzpatrick, late of the Hull Electric Railway, has been appointed constable at the C.P.R. station as successor to Mr. F. Cowan who has been appointed baggage master.

20/11/1896 *Ottawa Journal**Carleton Place**Chaudiere*

The C.P.R. weigh scale building at the Union station was blown down in the wind storm Wednesday night. The debris was removed yesterday.

08/07/1897 *Ottawa Free Press**Carleton Place**Britannia*

Commencing Friday evening, July 9th, and every Thursday (could be Tuesday), Friday and Saturday until further notice, special trains will leave Britannia at 9.50 p.m., arriving Ottawa at 10 p.m.

13/08/1897 *Ottawa Free Press**Carleton Place**Britannia*

A number of city youths summering at Britannia were charged before County Magistrate Smith this morning with assaulting the station agent on a recent occasion. It seems the boys were in the station waiting for the 10.33 p.m. train from Ottawa and were ordered out by the agent. Hot words were followed by blows and the magistrate settled it by fining one defendant and dismissing the charges against the two others.

02/09/1897 *Ottawa Journal**Carleton Place**Ottawa, Broad Street*

Special celebration to greet Sir Wilfred Laurier on his homecoming. He arrived over the CPR at the Union depot.

TORONTO EXPRESS AND FREIGHT COLLIDE

Terrible Result of a Mistake

Several Ottawa People Were in the Wreck

THEY TELL OF THE SIGHT AS THEY WITNESSED IT

Names of the Dead and Injured

Details of a Terrible Collision on a Down Grade - Express was Running at 40 Miles Per Hour - Where Does the Blame Lie? - No Definite Information as Yet

Shortly after five o'clock this morning the C.P.R. Toronto "Cannon Ball" Express coming to Ottawa and a freight train ran into each other about three miles this side of Stittsville. A bad wreck resulted.

Five are dead and one is badly injured.

The Dead

The dead are:

Robt. Peden, mail clerk Ottawa.

Jas Hastey, brakeman on the freight train, Carleton Place.

James Tierney, of Cantley, Quebec, was on the freight and supposed to be stealing a ride.

Engineer, Frank Laurendeau, Carleton Place, of the express is under the wreck and supposed to be dead.

James Fleming of Cantley, Quebec, who was in freight. Not known how he was on.

The Injured.

Engineer McCuaig of the freight Carleton Place. Leg broken.

Mail clerk Birchall and Expressman T.C. Hewton were badly shaken up.

The Cause.

The accident as far as can be learned was the result either of a misunderstanding or non-obeyance of orders between the night telegraph operator and the conductor of the express.

Marion McNish, the night operator at Stittsville got instructions to cross the express and a freight at Stittsville.

Why the express was not held at Stittsville as ordered has yet to be ascertained but the fact is it was not held and thundering on along the downgrade met half of the freight that should have crossed it at the Stittsville switch. The result was a terrible collision. At the point where the accident occurred the express runs at a high rate of speed.

Stittsville is at the top of a long steep grade. Just past Stittsville the ground rises slightly and then descends so that a train going east cannot see a train coming west.

The freight train was long and heavy.

The crash

The engineer of the freight divided his train in two. He had taken one section to the Stittsville siding and was on the up-grade with the second section when the "Cannon Ball" express came tearing down the grade and quicker than it can be written there was a head-on crash, cries of the injured and wreckage strewn all around. The collision occurred near the Hazeldean crossing.

The wreck was piled up 30 feet high. The two engines are badly damaged and the baggage car on the express and three freight cars wrecked. The scene was a sad one to witness.

Doctors arrive

As soon as the crash was over and a crowd gathered doctors were sent for in all directions. Soon there were on the scene Dr. Richardson of Hazeldean, Dr. Channonhouse and Dr. Danby of Richmond. They worked hard to aid the injured.

Jumped for Life

As soon as the express appeared in sight, Engineer McCuaig of the freight put on the air brakes, but as soon as he saw a collision was inevitable he and the fireman jumped for their lives.

Pinned in the Wreck

Brakeman Hastey of the freight, who had been riding on the engine, did not jump. When the crash was over he was found pinned down by the leg in the wreck of the freight engine. He was conscious. He suffered terribly but lived until 8.30.

The poor fellow could not be taken out. Mr. S. Mann of Stittsville was near him when he died.

"Get the stuff off me", he said weakly, and I will be all right. He then swooned and shortly afterwards breathed his last.

No Time to Think

According to the story of Engineer McCuaig, the trains did not see each other until they were less than 8 car lengths apart, and there was no time to think. As soon as he saw the express coming he told the fireman and brakeman, he says, to jump and jumped himself, getting clear. The air was misty at the time and still comparatively dark.

On the Express

Before the crash came Fireman L.O. Annable, of the express jumped, and escaped without injury. After the crash came Engineer Laurendeau, of the express could not at first be found, but later was found under the wreck. He is believed to be dead.

The search for the train hands revealed the dead form of Robt. Peden, one of the best known mail clerks in the service. His body was not badly bruised, but he had apparently been instantly killed by the concussion. One leg was broken at the thigh, and his eyes were injured. He was found beneath the wreck of the engine and baggage car.

Mr. M.W. Sloan, Mr. Peden's assistant, was thrown out of the top of the smashed car, but was not so much injured.

NEWTON'S ESCAPE

Mr. F.C. Newton, of Ottawa, baggageman on the C.P.R. was sitting in the first car from the passenger engine when the collision occurred. He was in the baggage department while in the compartment ahead were Peden and Birchall, the two mail clerks.

Mr. Newton, asked his version, said: "There is not much to tell. It was all over in an instant. I was thrown toward the top of the car, and immediately the top of the car broke open, and I climbed through, after waiting about five minutes until I could collect myself, I climbed down. It was pitch dark, and the fog was covering everything. Peden was lying in the ditch beside the broken baggage car. He did not seem to be much injured, but was covered with coal dust all over, and the mud was also spattered over him."

When seen, Mr. Newton was begrimed with coal dust. He had a most miraculous escape.

Narrow Escape

In the mail compartment with Peden was Mail Clerk Birchall, sleeping in the bunk near the end of the car nearest the engine. His bunk was smashed and he was hurt in the back, but was able to speak. His first remark when the train hands reached him was "Boys, I can't get out of here without my boots." Birchall's boots were lost in the wreckage.

James Hastey, the brakeman who was killed, was found pinned inside the water tank of the passenger train. How he got there is a mystery. The tank was filled with dirt and broken bits of iron in all shapes and sizes, but strange to say he drank a little water and brandy, but did not complain any.

No one expected his death, but while they were working to free him he leaned back and died from the internal injuries he had received.

Escape of Train Hands

Brakesman Michael Quinn, 158 Division Street, Ottawa was in the fourth car from the front of the passenger engine. When the shock came he was thrown down, but walked out uninjured.

Fireman Annable just before the collision jumped and ran through the bushes some distance from the train.

Kearney when found was buried beneath a pile of debris, lying on his back and terribly crushed.

Kearney was identified by a letter in his pocket addressed to Thos. Kearney, Weston, Minn. The letter was signed "from your brother John Kearney, Cantley, Que."

As to the Operator.

Telegrapher McNish of Stittsville came down to the wreck and was put on board Mr. C.W. Spencer's private car. No person is allowed to speak to him but it is said he is not to blame, as it is stated he was not advised the freight (a special) was coming to Stittsville.

A TERRIBLE SCENE

Pen Picture of the Wreck as seen by Journal Reporters

The wreck is a terrible looking scene. Two engines lie bottoms together, with the debris of broken freight cars and tenders piled upon them. They are in a ditch on the south side of the track, in a swamp full of bulrushes.

The telegraph poles on both sides are bent away from the track, the wires broken and down.

The track runs through a swampy land and on both sides are low bushes. The two engines are lying together in a ditch on the south side of the track. The tender of the express train was half way through the baggage car and the front of the second baggage car is also badly smashed. Of the passenger train, only the engine left the track while the freight engine lies beside the passenger engine and the freight cars are piled in a heap on the north side of the track. Two of the freight cars are smashed to pieces, while parts of the trucks are broken and twisted altogether out of shape. The trees beside the engines are covered with earth for twenty feet back from the swamp and right up to the topmost limbs, while the fences look as if they had been built of mud.

The track where the engines met has been bent considerably, while the sleepers are broken and many will have to be renewed. While the train hands at noon today are cleaning up the debris the wreckage was so entangled that many ties were further broken. Trains will likely be moving along the line before five o'clock this afternoon.

A PASSENGER'S EXPERIENCE.

The Story of Mr. W.J. White, Who Was in the Pullman.

W.J. White, press immigration agent of the department of the interior, was a passenger by the express train. He was in the sleeper when the accident occurred.

Seen by a Journal reporter Mr. White said that everything went on all right on their train and Stittsville was passed on time. About four miles on the Ottawa side of Stittsville the train collided with a freight.

"I was lying in my berth at the time," said Mr. White, "when the collision occurred. We got a terrible jolting. It was the second railway crash I have been in, and from the experience I had in the first I expected the sleeper every moment to drop on its broad side. It, however, kept the track. I crawled out as quickly as I could. The fog was so thick that I could not see three cars ahead. Both trains met in a hollow, where the fog was very much heavier than on the high land. The express was running about 40 miles an hour. Both engines were telescoped. The passenger train was carried about four lengths into the freight. The mail and express composite car was smashed to pieces, and mixed up among the engines, presenting a terrible wreck.

The Dead and Dying.

"I assisted to take Robert Peden, the mail clerk, out of the wreck. We carried him into the second class car. He died after getting into the car. The baggage car, which was next the express car, had left the track and the second class car was next the baggage car. Birchall, the other mail clerk, who was along with Peden in the same car, had a miraculous escape. How he was saved cannot be described. He is terribly shaken up, but not dangerously injured.

"Hastey, a brakeman of the freight when they were almost right on to train, was hemmed in the wreck like a wedge. He was perfectly conscious, and said that if the weight were taken off his legs he would get out. He complained of being sore all over.

"A tramp, who was stealing a ride on the train and gave his name as Carney, was badly injured, and may not live. Another tramp, who was along with Carney, was killed outright. Carney had \$15 in his pocket.

"Rondeau [sic], the engineer of, the express train, was picked up dead. I saw a man in a crouching position over the fence, and I went up to speak to him. It was the fireman of the express Lyman Annabel. He did not appear to have a scratch on him. although considerably shaken up. The fireman jumped on the engineer's side, and the engineer on the fireman's side, the freight. The engineer sprang to his death, and the fireman had a most miraculous escape. This is the second time, I am told, that the same fireman got safely out of a wreck while his driver got killed.

A Bicycle's Use.

"Thinking that the presence of a doctor was more necessary than anything else, I decided to go to Hazeldean, about three-quarters of a mile distant, for one. At that moment I saw a bicycle which had been in the express car lying in the wreck. It was perfectly sound. I picked it up and wheeled to Hazeldean. After getting a doctor. I then rode to Britannia to get a telegram sent to Ottawa. We could not get a message sent from Stittsville. There was something wrong with the wires. However, before I reached Britannia word was got to Ottawa, and Superintendent C.W. Spencer and Mr. Robillard were passing Britannia in a special for the scene of the wreck, when I got there. I took the next special for Stittsville, and came back to Ottawa with it.

"The men on the freight train say that they left instructions with the operator at Stittsville to hold the Toronto express until such time as they went back for part of their train, which they were unable to take up the grade. They were coming along with the second portion of the train-when the accident occurred."

MR. J.A. SMART WAS ON BOARD.

Deputy Minister of the Interior Tells of the Accident.

Mr. J. A. Smart, deputy minister of the Interior, occupied a berth in the sleeping car of the Toronto express which was in the smash up this morning. Mr. Smart told a Journal reporter on his arrival in town that he was asleep when the collision occurred.

"The shock woke me up," continued Mr. Smart, "and I did not know at first what had happened." "There was a sort of rumbling noise as if the Pullman were rolling over the ties. I jumped out of my berth, rushed in my night dress to what I thought was the front of: the car, but came out upon the back platform. I could see no cars behind, and therefore concluded that our Pullman had been cut adrift from the other cars. In a moment, however, I realized the truth of the situation - there had been a collision. I then looked about and saw one of the worst wrecks I have ever looked upon. Both engines, piled up on one side of the track, were a shapeless mass. All the freight cars were likewise. Everything mixed up, all confusion.

"Fleming, one of the tramps was pinned under a pile of debris, and was crying out most pitifully. People told me that they could hear his yells a mile away. We then found Hastey, the brakeman of the freight train, pinned down under the tender of one of the engines. I approached and asked him if he were badly hurt. He told me "Yes." that he felt very sore. Rondeau, [sic] our engineer, could not be found. He was likely pinned down by his engine. Up to the time I left the scene, his body had not been taken from under the wreck. We administered stimulants to those whom we saw injured, and helped to ease their pain as best we could.

Fleming, the tramp, ceased his cries for a time, but shortly afterwards resumed them. He was next pulled out of the wreck, and was all covered with water, dirt and blood."

"What with the crying of the tramp, the groans of the injured, the appearance of the wrecked cars, the inextricable confusion of the whole affair, the sight presented was terrible."

MR. JAS. G. WARNOCK'S STORY.

Another Ottawa Passenger's Story of the Wreck.

Mr. Jas. G. Warnock, baker, of Sussex street; tells his story of the wreck as follows:

"I was in the sleeper of the express. There were perhaps 25 or 30 persons in the sleeper. This was the last coach in the train. I felt the jolting of the car and said to myself 'what can this mean? This can't last much longer surely.' When I got out of our sleeper, which had not left the track, I found

that a terrible accident had happened.

"Looking upon the wreck before me I could not, for a moment, imagine where I was. I could see nothing of either engine. There was not enough left of them to make a pot. Cars were piled up on all sides and the cries of sufferers could be heard for miles. I never listened to such cries as those made by a poor tramp who was covered up in the wreck. We could hear his shrieks above everything else. Every effort was made to release him. We thought at first that it was one of the train hands. We feared that in a moment fire would break out and that great loss of life would result. I think the water from the tenders and the steam from the boilers which had exploded must have stepped any fire that might have started."

"What do you think saved your life?" asked the reporter.

Mr. Warnock - "There is nothing under heaven would saved our lives if the cars in the freight train had been loaded with any heavy material. As it was they were all empties and our train ploughed its way right through them. When I left there this morning the engineer and fireman on the freight were missing. It was thought they were buried under the piles of debris."

A Sad Sight

"I never saw a sadder sight in my life than the brakeman on the freight train as he lay under the tender. He was nearly buried in water and weed. He was very cold but we could not help him out. He lay there moaning and trying to keep his head above water.

"The land around the wreck was a swamp and the partloular point where the accident happened is the lowest part of the country."

Mr. Warnock continuing stated what he believed to be the cause. He says that the freight train was too heavy and the engineer could not pull it up the hill into Stittsville. Part of the train was cut lose [sic] and taken into the station at Stittsville. The conductor reported to the operator there what he had done and told him to hold the express until he went back and brought up the remainder of his train: Whether the operator understood this or not is not known,

The engineer of the freight went back after the remainder of his train, believing that everything was perfectly safe.

The express train came up to Stittsville and took on one passenger and why something was not said by the night operator there about the freight train that was certain to be on the track about 3 miles this side of the station remains as yet unexplained.

The engineer on the express thought nothing of danger. He was running on time and for that reason felt all the more secure. He had left Stittsville and-was on the downgrade running 40 miles an hour. He caught sight of the other engine when he was a few rods from it. Grabbing the throttle he shut off the steam but had no time to jump before the crash came.

Mr. Warnock says the escape of the Dominion Express Company's messenger, Mr. F. C. Newton. was the most marvellous thing. The messenger feeling the shock and knowing that something was wrong at once prepared to escape if possible.

There a great deal of fruit piled in the car and he at once climbed to the top of the car. He believed that if an opening was made in the roof he would be able to get out. Strange as it may sppear a hole large enough for him to get his head through was made in the roof of the car and Mr. Newton was able, after much effort, to drag himself through the small opening. The other cars in the rear of the express car telescoped right over him and. he was left almost totally uninjured.

FIREMAN ANNABLE'S ESCAPE

Tells of and Sorrows for the Loss of His Mate.

Mr. Lyman Annable, the express fireman who miraculously escaped from the wrecked passenger train, said this morning that at the time the smash up occurred, his train, was running at the regular rate of, speed 40 miles an hour.

"I think I was the first one to see the approaching freight train, stated Mr. Annable, As soon as I saw it, I said to my mate, Laurendeau, engineer, 'Frank, there's a headlight.' I knew there was going to be a collision, so I made for the side of the cab on which the wreck keeled over, and jumped out. Frank Rondeau followed me. I rolled down the embankment, and landed with my feet up against a fence. Sometime later when a passenger found met, 'I was on the other side of the fence. I don't know how I got there.

"Poor Frank did not escape. He was a good deal heavier man than I am, and probably could not move so fast. The engine fell on him and pinned him to the ground.

THE C.P.R. WRECK

THE VICTIMS TAKEN HOME

Express Engineer's Body Recovered

INQUEST OPENED BY CORONER FREELAND

Preparations for the Funerals - An Estimate of the Company's Loss - Insurance on the Lives of the Deceased.

The body of Flavien Laurendeau, the engineer of the "cannon ball" express was recovered from the debris of yesterday's railway collision on the C.P.R. near Stittsville late yesterday afternoon.

After the wrecking gang had succeeded in clearing the track to permit train service to proceed, they set to work to remove the broken timbers that lay on the north side of the track. This was the side of the track to which Engineer Laurendeau jumped, and where it was known his body lay, covered by debris.

Piece after piece of the broken timbers of the wrecked cars were removed with that regularity and celerity so remarkable about wrecking crews, but it was not until they had reached the bottom of the debris that Laurendeau's [sic] lifeless body was found.

It was a horrible sight to witness. The body was doubled in two as if he had been in a sitting posture when the cars tumbled over, on his back and crushed him down. The clothing was torn from off his back. The face was not greatly disfigured, but the body had many large cuts upon it.

The remains were sent in on the next train to Ottawa after they were recovered.

A Sad Home-coming.

The body, was taken from the Union depot to Mr. Alt Julien's morgue, and prepared for burial. Last evening it was removed from the morgue to his late residence, 538 Albert street, where widow and three children two girls and a boy, aged 15, 14 and 11 years respectively awaited the sad home-coming.

Mrs. Laurendeau stated to-day that her husband had been connected with the C.P.R. for 15 years. He had no apprehension when leaving home on Wednesday night that anything would happen him. Several friends called that evening, and he was in particularly happy spirits.

Her husband, she added, was 38 years of age. He was a member of Capital Division No. 168, Brotherhood of Locomotive Engineers, also of Branch 58 C.M.B.A., and Progress Lodge, No. 234. A.O.U.W. He held \$2,000 insurance in both the C.M.B.A. and the A.O.V.W., and will also receive benefits from the Insurance branch of the B. of L.E. He had also \$200 in shares in a B. of L. E. investment.

The members of Capital Division, No. 163, B. of L.E., have sent a beautiful wreath, and Branch 58, C.M.B.A., have done the same. Another wreath comes from the Ladies of the Rosary in connection with St. Jean Baptists Church, of which society Mrs. Laurendeau is a member.

The funeral will take place to-morrow morning at 6.30 to St. Jean Baptiste church, and the remains will be taken to Montreal on, the C.P.R. train at 8.30, where his relatives live. The body will be interred in Hochelaga cemetery, Montreal, on Sunday afternoon.

Mr. Pierre Laurendeau, father of the dead engineer, came up from Montreal last evening.

HIS LAST RUN.

Mailderk Peden and His Last Trip West.

Little did a small group of friends, among them a representative of the Journal, who chatted with Robert Peden in the rotunda of the Grand Union on Monday evening know as Mr. Peden smilingly bid them "good evening," as he was about to start for his train, that he was then going out on his last "run." Ever jovial and friendly he was particularly so that evening. He left Ottawa on the 10.25 train for Toronto, arriving there next morning. He remained over in Toronto until nine o'clock Tuesday evening when the "Cannon Ball" left, for the east. After delivering the mail at Carleton Place and having all the mail for Ottawa made up he and his pair mail clerk lay down in their berths to rest until Ottawa was reached, the train making no stops, between the junction town and this city. Peden was lying in the upper berth while his companion lay in the lower one. They were both dozing when the collision occurred. It would be supposed that the occupant of the lower berth would be in more danger of losing his life than one in the upper berth, but strange to say it was Peden in the upper berth who was killed while his friend escaped with only slight injuries. The car which they occupied was telescoped and broken into kindling wood.

Robert Peden was one of, if not the oldest mail clerks belonging to the Ottawa division.

He had been connected with the railway mail service for 27 years, and was never in any serious wreck before. For many years he "mailed" on the C.P.R. from Ottawa to Sand Point and Renfrew, when these points were the terminal points of the line. He was the railway mail clerk who carried the first mails to these places, when the line was known as the Central Canada. He has been on the Ottawa-Toronto service for some time and during the last two years, has been making straight trips between the two cities.

He leaves a wife and three children. He was a brother to Auditor Peden of the C.A.R. offices. He was a member of Knox church and recently has been lodging at the Grand Union.

Back to Ottawa.

The body of Mail Clerk Peden was brought to the city on the Brockville train at three o'clock yesterday afternoon. A large crowd of people were at the Union depot awaiting its arrival. It was conveyed to Geo. Rogers' morgue, where it was prepared for burial.

Condolence and a Wreath.

The railway mail clerks of the Ottawa division have passed a resolution of condolence with the friends of the late Robert Peden, one of their oldest members. They have also sent a beautiful wreath to be laid on the casket.

The remains of the late Mr. Peden were removed from Mr. George Rogers' morgue, Bank street at ten o'clock this morning to the residence of Mrs. Peden, 87 Albert street, where they will remain until interred.

The records of the P. O. department show that the late Mr. Peden was the second oldest in the service in this district. He made his first run on January 5th, 1871. He was born May 14th, 1849, at Brockville, of Scotch descent, and was a Presbyterian in religion.

Mr. Peden Insured.

He was insured for \$3,000. Of this amount \$2,000 was placed with the North American Insurance Co. He had been on the books of this company for twelve years and renewed his insurance but two weeks ago.

He was for fifteen years a member of Ottawa Lodge, No. 224 I.O.O.F., and a Past Grand of the lodge. He carried no insurance with fraternal societies.

Insurance Lapsed.

The Canadian Railway Accident Assurance Company are generally heavy losers in all railway accidents because of the large number of claims they carry and it is very singular that through yesterday's accident they do not lose a cent, although they carry three thousand policies on the C.P.R. line alone. Frank Laurendeau, the dead engineer of the Toronto express, was insured with this company for \$2,000. but his policy lapsed on September 23rd, and he neglected to renew it. He however carried \$10 a week indemnity.

Fireman Lyman Annable was also insured in the company, but escaped unhurt.

Remains Carried Home.

The remains of the late James Hastey the brakeman on the freight were removed from Rogers & Sons' morgue, Nicholas street this morning, and conveyed by the Toronto train to Carleton Place where his relatives reside. A local deputation of the Brotherhood of Railway Trainmen accompanied the remains to the Junction town. The local lodge of the B. of R.T. at Carleton Place sent a beautiful wreath. The C.P.R. Co. furnished a handsome walnut casket in which the remains were laid.

Taken to Cantley

The body of R. Kearney of Cantley, Que., who was stealing a ride on the freight and was killed in the collision was taken to Cantley this morning by relatives and will be interred in Cantley cemetery to-morrow. His relatives state that he left home with the intention of beating his way to

Duluth, Minn. He came to Ottawa and spent a couple of days here before starting, boarding; at the Dominion House. He was 36 years of age and unmarried.

Fruit Scattered.

About two hundred boxes of fruit were in the wreckage of the express car. Most of it was saved with but slight injury, and piled at the side of the track until the track was cleared and the Brockville train came along and removed it to Ottawa. The farmers and others on the scene of the wreck were given the broken baskets and their contents, which were unfit for removal.

Mr. W.A. Clark, the local manager of the Dominion Express Co., was early on the scene to look after the interests of his company.

To show how strange things do sometimes happen in a railway smash up. it is told, by Mr. Clark that among the express parcels was a case of chinaware. The case was broken into pieces, but not one piece of the chinaware was smashed.

<i>15/10/1897</i>	<i>Ottawa Free Press</i>	<i>Carleton Place</i>	<i>Stittsville</i>
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Drawing of the wreck,

<i>15/10/1897</i>	<i>Almonte Gazette</i>	<i>Carleton Place</i>	<i>Stittsville</i>
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A TERRIBLE ACCIDENT

On the CPR at Stittsville Today - Three Men Killed and Many Injured- Cars Destroyed - Fearful Result of an Operator's Carelessness.

The shocking news has been received here today (Thursday) that by a collision of the canon-ball express from Toronto with a freight train at Stittsville this morning about 5:15 o'clock both trains were wrecked, the engines and the passenger coaches being destroyed, three lives were sacrificed, and many of the passengers were injured. Owing to the fact that the telegraph poles and wires were smashed the reports obtainable up to the time of going to press are somewhat meager. From what we can learn it seems that the freight from Ottawa to Carleton Place had orders to take the siding at Stittsville in order to allow the Toronto express the right of way, as usual. However the freight was so heavy that it stuck on the heavy grade beyond Stittsville, intending to come on to that station in two sections. The first section arrived there and left word with the operator (Mr. McNish, who had just been there a day or two) to hold the express at Stittsville until the other section was brought in. It appears that in some way the operator failed to hold the express, and it ran along at full speed, as usual, crashing into the freight. The engines and cars were smashed terribly, and were piled up in a chaotic heap. Mail Clerk Robt. Peyton of Ottawa, (and formerly of Brockville) was killed, as was also engineer Larondeau, of Ottawa. Brakeman Hasty, of Carleton Place, was pinned beneath the tender of the freight engine and was unable to be extricated, though he lived there six hours after the accident. He succumbed about noon today. He was married but had no children. Mr. Hasty was a brother-in-law of Mr. Ed. Moore, section-man here. At the time of writing the road had not been cleared. Operator McNish is under arrest.

SERIOUS C.P.R. COLLISION

TORONTO EXPRESS DASHES INTO A FREIGHT TRAIN.

The Accident Took Place Two Miles this Side of Stittsville-What Walter Kavanagh Heard While in the Station at Stittsville-Evidence Given Before the Coroner's Jury Last Evening.

A "head-on" collision with fatal results occurred early yesterday morning on the C.P.R. about two miles east of Stittsville, and 13 miles from Ottawa. The express train from Toronto, due to arrive here at 5.50 a.m., collided with a freight train going west. Both trains were running at a high rate of speed. There are four deaths as the result of the accident:

Frank Larondeau, Ottawa, engineer of the express, found dead under the debris.

Robert Peden, mail clerk, Ottawa.

James Hastey, Carleton Place, front brakeman on freight train.

H. Kearney, of Cantley, Quebec.

The injured are: Alex. McQuaig, of Carleton Place, engineer of the freight train, leg broken; H. Kavanagh, fireman, also of Carleton Place, scratched and bruised; and P. J. Fleming, of Cantley, Que., who was with Kearney.

HOW IT HAPPENED.

The accident occurred at 5.27, as is indicated by Larondeau's watch having stopped at that time. It was foggy, and Engineer McQuaig, of the freight train, says he could not see a yard ahead. The two trains were running at full speed. The place where the accident happened is about half way between Stittsville station and a curve in the road about three miles east. The freight was a heavy one, and had been divided into two parts at Bell's Corners in order to run up the heavy grade between that place and Stittsville. The first half had been taken as far as Stittsville and orders should have been left there for the express to wait at Stittsville till the freight came up with the second section. It was the duty, it is said, of brakeman Hastey to have stayed by the section of the freight sidetracked at Stittsville, in order to flag any train from the west. Instead, he went back with the freight engine to Bell's Corners. However, Walter Kavanagh testified before the coroner's jury last night that he heard someone, presumably the conductor of the freight train, tell the station agent at Stittsville, Marion [sic] McNish, not to allow the express train to pass until the freight train had been made up.

AN AWFUL CRASH.

The Toronto train was sharp on time, and the two trains met with a crash that was heard a mile away. At the place where the collision occurred the freight had just got over the grade and was running for Stittsville at a good speed.

The two engines met at united speed of about ninety miles an hour. As they struck they reared up on end, the hind drivers meeting. Both locomotives then toppled over on the south side of the track. Four freight cars, three of them empty cattle cars, were driven on past the engines and piled in a heap on the north side of the track. Two of these cars are broken into kindling wood. The other two can be repaired.

On the rear of the passenger train the shock was scarcely felt. The mail car, in which were Peden and F. Birchall, also a mail clerk, was badly broken up.

SAW THE DANGERS, Engineer Alex. McQuaig, of the freight, and his fireman, H. Kavanagh, heard the express coming thundering down upon them just as they rounded the curve. The driver reversed his engine and put on the steam brake. Then both men jumped for their lives. McQuaig came off with his right leg broken near the ankle. Kavanagh was more fortunate, sustaining only a few bruises and a cut over one of his eyes.

ON THE EXPRESS.

The engineer of the express evidently did not see the approaching freight in time to jump. His fireman, Lyman Annable, jumped, and escaped with a few slight cuts and bruises. Annable says he jumped from the engineer's side of the engine cab and the engineer from his side. The place where Larondeau's body was found, among the wreckage on the north side of the tie track verifies this statement. F. Birchall and M. W. Sloan were also in the mail coach with Robert Peden, and had miraculous escapes from death.

When the search for the bodies began Peden was found under the debris of the engine and baggage car. Brakeman Hastey was not dead when found pinned in between a freight car and the wreck of the freight engine. He was unconscious, though, and died about three hours after. It is thought that Kearney had been stealing a ride, and when found was dead. His body was lying among the debris of the freight cars.

The body of Larondeau was not discovered until about half-past four in the afternoon. As Annable said, he must have jumped from the fireman's side of the cab. He probably jumped almost as the engines met, for his body was found among the broken freight on the north side of the track almost opposite the wreck of the locomotives. When found the body was doubled up, with the hands up to the head, and the clothes were partly torn off.

P. J. Fleming was stealing a ride with Kearney on the freight train, but escaped with a few scalp wounds. His injuries are not serious and he will probably soon recover. He is at the Protestant Hospital, where he was conveyed at once.

THE RELIEF TRAIN.

A wrecking train was promptly on the scene of the accident, and the work of rescuing the wounded and cleaning [sic] the tracks begun. Doctors were also sent for, and Dr. Richardson came from Hazeldean, Dr. Shannonhouse and Dr. Darby from Richmond. They gave valuable assistance in taking care of the wounded. The line was cleared sufficiently to allow trains to pass by one o'clock. The telegraph lines of both the G. N. W. and C. P. R. Companies run along this line, and were broken down by the wreck being thrown against the poles. Gangs of men repaired them temporarily. The passengers on the express were transferred to a train for Ottawa, brought into the city and breakfasted by the C. P. R. They sneak in high terms of the way in which the company treated them.

Mr. C. W. Spencer estimates the loss to the C. P. R. at about \$6,000. The two engines were old; one was and was soon to have been sent to the repair shops. Two of the freight cars can be repaired at a small cost, while there is a great deal of both engines and cars that can be saved.

During the day the wreck was visited by large numbers of people from Ottawa and from the country round. Many went by bicycle from the city, and many farmers drove to the scene of the accident and watched the gang of wreckers at work clearing the tracks. Several of the sightseers brought their kodaks, and took snapshots of the wreck.

THE INQUEST.

Evidence of Some of the Passengers - Walter Kavanagh's Story.

Coroner Freeland opened the inquest at Undertaker S. M. Rogers' morgue, at four o'clock, yesterday afternoon. After the remains of James Hastey, brakeman, and Jas. Kearney had been viewed, an adjournment was made until the evening. It is composed as follows: A. C. Larose, foreman; Dr. Parnell, Geo. Low, Frank Kehoe, John Buchanan, Jos. Boyden, S. Mahoney, P. H. Charbot, L. T. Rochbn., W. H. Davis, Frank Montgomery, Ed. Whelan, W. E. Brown, F. Merritt, Wm. Keenahan, W. A. Davis.

When the jury met in the evening County Crown Attorney Ritchie was in attendance and examined the witnesses. Mr. Curl, of Scott and Curl, appeared on behalf of the C. P. R. and Mr. MacCracken for the relatives of Mr. Peden. Mr. C. W. Spencer and Mr. Robillard of the C. P. R. were also present.

It was decided to confine the inquest to the death of James Hastey, the brakeman, who was killed on the front part of the freight train.

MR. WHITE'S TESTIMONY.

Mr. W. J. White, press agent of the department of the Interior was first examined. He was on the train, having boarded it at Toronto. He could not say what time they reached Stittsville, but the accident occurred just a few minutes before half-past five o'clock. He was in his berth at the time. As soon as it happened he arose and went to the rear end of the coach. It was so foggy that it was difficult for him to see any distance. He heard the screaming of those ahead and he put on his clothes and went forward. There was nothing that he noticed then except that there had been a smash up.

To Mr. Ritchie the witness said he saw two men carried into the first class car. These were all he saw, except a portion of a man underneath a

freight car.

Further, he stated that the coal oil lamp in the baggage car was still burning. He asked one of the injured men if he was hurt, but he seemed so badly shook up that he gave but a very incoherent answer.

Mr. C. W. Spencer, by way of explanation, stated that coal oil was not used in the lamps. Mineral sea oil was used as a precaution.

Witness withdrew his statement about the coal oil, stating that he only thought such had been used,

Mr. Joseph P. Rogers was on the train. He testified that as soon as the accident happened he jumped from his berth, went forward, but could only see a cloud of vapor. On going forward further he saw a man injured. He went over the debris and heard a man crying out for help. One of the engines was on the right hand side of the track coming east. Both might have been there ; he didn't take particular notice.

MEDICAL TESTIMONY. Dr. Scott, sworn, said he had examined the body of deceased. Death was due to shock and injuries received. There were several burns on his right leg, which was broken a little above the knee. The left foot was burned, and there was a deep cut over the right temple. He went to the wreck from the city with Mr. Spencer, and when he first saw Hastey he was alive. The tender was turned on its side. He was in it, and part of the boiler was holding him down. Hastey said he was suffering very much. It was very difficult to get at him. One of the train hands had got in where he was and was carrying out directions. Everything was done that could be done to get him out. It took quite a while because they had to go gently about it for fear of some of the wreck falling on him. He was dead when taken out, having died in there about five minutes before being extricated. They placed his body on a train and brought it to Ottawa, arriving here about half-past eleven.

John Mindler, Detroit, Mich, was on the train. He felt a shock and heard a man shout "Great Scott, vot am going to happen ?" He went forward immediately with another man, and heard a man shout for help. He seemed to be in the midst of the gushing steam. Witness started to climb up the side of the wreck to give some assistance, but slipped down twice. When the steam cleared away some he saw the man in the tender by looking through the manhole. He was all covered over with dirt. One of the trainmen managed to get through the manhole to his assistance.

A STITTSTVILLE PASSENGER.

Henry Forbes, of Goulbourn, boarded the express train at Stittsville at about twenty-five minutes past five o'clock. He saw a man in the office, and afterwards walking up and down the platform. The train, he thought, arrived at Stittsville on time. He could not say at what rate of speed it was going when the accident happened. The shock caused him to bump back against his seat. He saw Hastey pinioned in the tender some time after the collision. The man was alive, for he heard him shout " Jim." While he was at Stittsville a train came from Ottawa, and he thought it drew into the siding, and was blowing and shunting. He went away to unharness a horse and returned about ten minutes afterwards. He could not say positively whether this train went on or returned, nor whether it left any cast on the siding.

WHAT W. KAVANAGH HEARD. Walter Kavanagh was at the Stittsville station about twenty-five minutes to five. A train came from Ottawa and went back again. A man got off the train and went into the station. He heard him say, "Let no trains through until I get my train made up." The man seemed to be in a hurry. The operator was in the office. Witness could not say whether the operator made any reply. When the Toronto train arrived he saw the agent walking up and down the station platform. After the collision happened he saw deceased pinioned in the tender. He heard him say, "Send for two engines and draw the cars away". Witness could not say that he would know the man again who spoke to the operator if he saw him again.

After hearing Mr. Kavanagh the jury, by agreement, adjourned until Tuesday evening at the same place.

THE DEAD MEN.

PART TWO

A Previous Wreck.

About 7 years ago a bad wreck occurred on the C.P.R. line about half a mile west of the scene of yesterday's accident. One day in the midwinter of 1890, after a heavy snowstorm a freight train got stuck in a snowbank east of Stittsville. An express train was about due from Ottawa, and a brakeman of the train was sent on to flag the approaching express. He was unable to attract the attention of the engineer, and the express ran on and crashed into the snow-bound freight with the result that both engines were smashed to pieces, also the baggage car of the express and half a dozen freight cars. The engineers and firemen of both trains jumped for their lives and no one was injured.

C P. R.'s LOSS

The Rolling Stock Destroyed When New Was Worth \$30,000.

The loss of the C.P.R. is considerable. Two locomotives, two baggage cars and three freight cars were destroyed. A passenger engine, when taken from the Baldwin locomotive works, where the most of the locomotives in use on Canadian roads are manufactured, would cost \$9,000. which with a 30 per cent. duty added would make the engine worth \$12,000.

A freight engine at the locomotive works is worth about \$8,000, or with duty added about \$10,665.

A baggage car costs in the neighborhood of \$3,000, and freight cars about \$450 each.

The total cost of replacing the destroyed rolling stock might be summed up as follows:

Passenger locomotive ...	\$12,000
Freight locomotive	10,660
Two baggage cars, at \$3,000 each	6,000
Three freight cars, at \$450 each	1,350
	\$30,010.

McNish In Custody.

Operator McNish of Stittsville is being kept in custody at the C.P.R. station. The crown authorities have not yet decided to place him under arrest, but he is being held for the present. He is only nineteen years of age and feels very keenly over the accident. Any expression of opinion that he is responsible for the accident should be withheld until the verdict of the coroner's jury is given.

A Merchant's Kindness.

Mr. S. Mann, merchant of Stittsville, was one of the first on the scene. The message to Ottawa announcing the wreck was telephoned from Mr. Mann's store about six o'clock.

Mr. Mann gathered plenty of cotton, vaseline and liniment expecting that some people might have been burned, and that he would need the liniment and bandages. Fortunately no person was scalded except, those killed.

Thoughtful Ladies.

Among the first on the scene were Mrs. J.C. Bradley and Mrs. W. Burrows, of Hazeldean, and Mrs. W. Hodgins and Mrs. J.J. Hodgins, of Stittsville. These ladies brought cans of tea, and food, along with them, and helped all who cared to eat anything. Their kindness and thoughtfulness were much appreciated and many kind words were said of them. They remained at the wreck until the afternoon, endeavoring to make the train hands more comfortable.

Through the kindness of Mr. C. W. Spencer yesterday the press representatives had lunch in his private car "Rosemere."

The First Train Through.

The first train to get past the scene of the wreck was the Brockville mixed which arrived in Ottawa at three o'clock yesterday afternoon about six hours late. The train was held at Stittsville from about 8.45 a.m. until half past two in the afternoon. The Pembroke local due here shortly before noon was also held there for three hours. The first train to run out of Ottawa going west was the Toronto express which left the Union Depot at 2.30, or four hours behind time.

The trains last evening and to-day have been running on time.

INQUEST OPENED.

Several Witnesses Tell Their Story to Coroner Freeland.

Yesterday afternoon at four o'clock an inquest was opened at Rogers and Son's morgue. They first viewed the remains of the victims of the accident, and then adjourned, until eight o'clock in the evening. The jury is made up of the following gentlemen: A.C. Larose, foreman; Dr. Parnell, Geo. Low, Frank Kehoe, John Buchanan, Jos. Boyden, S. Mahoney,

P.H. Chabot, L.T. Rochon, W. H. Davis, Frank Montgomery, Ed. Whelan, W.E. Brown, F. Merritt, Wm. Keenahan, W.A. Davis.

When the jury filed into their places in the evening it was decided to confine the enquiry to the death of James Hastey, the dead brakeman.

The examination of the witnesses was conducted by County Crown Attorney Ritchie. The C. P. R. was represented by Mr. Curl, of Scott and Curl, Mr. C. W. Spencer and Superintendent Robillard. Mr. J.I. MacCracken was present in the interests of the relatives of: the late Mr. Peden.

What an Ottawa Saw.

The first witness was Mr. W.J. White, press agent of the interior department. He came from Toronto, he said, on the ill-fated express. The accident occurred about half-past five o'clock. At that time he was asleep in his berth. He received a bad shock, and went to the rear end of the sleeper to ascertain what was the matter. So foggy was it he could not see any distance. He heard screaming, and returning to the coach he quickly dressed and then went forward to where the engines were piled upon each other. He noticed what he supposed was the coal oil lamp in the damaged baggage car still burning. He saw two men carried into the first class car, apparently dead. Another man was seen pinned beneath a freight car.

Coal Oil Not Used.

Mr. C. W. Spencer, general superintendent of the eastern division of the C.P.R. said to avert danger in the event of an accident mineral seal oil was used for lighting the cars instead of coal oil.

Another passenger on the car was Mr. Joseph P. Rogers. He said that as soon as he got out of his berth he rushed forward and found a man lying injured among the debris. He heard another crying for help.

Dr. Scott, of Wellington street, gave testimony in regard to an examination of the body of the dead brakeman. He believed death was due to the shock and injuries sustained. His right leg was broken above the knee, and had several lacerations upon it. The left foot was also scalded. Over the right temple was found a deep cut.

Died Before Their Eyes.

Dr. Scott reached the scene in company with Mr. C. W. Spencer. Hastey was alive and lying within the tender of his engine, with part of the boiler pinning him down. He was in great suffering. Everything possible was done to get him out. By degrees the wreckage was carefully removed, but he had died about five minutes before he could be removed.

After getting the body out it was sent on to Ottawa by a special train.

Jno. Mindler, of Detroit, Mich., was another passenger on the express. He discovered Brakeman Hastey lying in the overturned tender after the steam had cleared away from the wreck. A trainman crawled through the manhole to give the unfortunate man assistance, but the debris could not be removed from on top of his body, and he died three hours afterward.

A Goulbourne Passenger.

Henry Forbes, a resident of Goulbourne township, got on the Toronto train at Stittsville About 6.25 yesterday morning. He could not say what rate of speed the train was going at when the accident happened. After the collision he saw Hastey pinned in the tender. He was alive and spoke.

Before leaving Stittsville witness noticed that a train came up from Ottawa. He supposed it went into the siding. He could not say whether this train went on or returned.

Told to Hold Train

About the hour the Toronto train was due, Walter Kavanagh was at the Stittsville station. A train came in from Ottawa and went back again. He noticed a man get off the train and go into the station in a hurry and tell the operator "Let no train, through until I get my train made up. Kavanagh did not remember that the operator replied. On the arrival of the Toronto train the agent was walking up and down the platform at the Stittsville station.

At this stage of the evidence it was decided to adjourn the case until next Tuesday evening.

19/10/1897 Ottawa Journal Carleton Place Stittsville

TO-NIGHT'S INQUEST.

The adjourned inquest into the death of the victims of the railway accident near Stittsville last Thursday will be continued to-night at eight o'clock in Rogers morgue, 36 Rideau street. Sixteen witnesses will be examined by Coroner Freeland. These include the train hands, and several Ottawa passengers on the express train. The witnesses will be W. Booth. A. Hamilton and M. Quinn, trainmen; Alex. Kavanagh, fireman on the freight; A. McQuaig, engineer on the same train; W.H.E. Pearson, conductor on the express; Conductor Hawes, of the freight; P.C. Hewton, express messenger; Marion McNish, operator at Stittsville; J.E.A. Robillard, divisional superintendent. The passengers who will give evidence are Dr. Fletcher, of the Experimental Farm; Mr. J G. Warnock, Mr. J. Smart, deputy minister of Interior; Mr. H.H. Harrington. Mr. J.H. Newcombe and Mr. James Ogilvy..

19/10/1897 Ottawa Free Press Carleton Place Stittsville

Mr. William McAllister, the Carleton Place photographer, was at the scene of the recent C.P.R. wreck and took a number of excellent views of the catastrophe. He has disposed of over fifty to C.P.R. employees.

DID M'NISH HEAR HIM?

BRAKEMAN HASTEY GAVE THE OPERATOR ORDERS

Not to Let the "Cannon Ball" pass Stittsville - Evidence Given at the Adjourned Inquest Into the Death of the Railway Men.

The adjourned inquest into the death of James Haste, one of the victims of the recent railway disaster near Stittsville, was resumed in S. Maynard Rogers' new undertaking establishment, Rideau street, last night, before Coroner Freeland. The building was crowded to the doors. Mr. J. A.

Ritchie was present in the interest of the crown and W. H. Curle represented the C.P.R

The first witness called was Solomon Logan, section foreman in district No. 29. between Stittsville and Ashton. He merely stated that he visited the wreck shortly after the accident.

Thomas Mattingly, section foreman, stated that it was not customary to divide freight trains, but it was done occasionally

NO ORDERS AT STITTSTVILLE.

James T. Warnock, W. H. Harrington, James A. Smart, Deputy Minister of the Interior and Prof. Fletcher, all of whom were on the Toronto express at the time of the accident, swore that they heard no orders given by the operator at Stittsville to the train hands.

J. E. A. Robillard, superintendent of the Montreal and Chalk River division of the C.P.R., was the next witness. He explained the mode of train despatching and clearance on the C. P.R. The clearance order for the express to proceed from Carleton Junction to Ottawa was produced. It authorized the conductor to proceed to his destination at Ottawa. Stittsville is only a flag station. It was a special freight that collided with the Toronto express. The conductor of the freight would receive orders to run from Ottawa to Carleton Junction and keep clear of the regular trains. Such orders would be issued by the train dispatcher at Ottawa. R. W. McComick was the dispatcher on the morning of the accident. Engineers have the right to return for detached portions of trains, but must notify the nearest station agent to hold regular trains. When the accident occurred McNish was the operator at Stittsville. Special freights must take orders at each station.

To a juryman witness stated that specials are made up by the agents and yardmasters.

To Mr. Curle It is not customary to divide freights. There were five men in charge of the special freight that morning.

CONDUCTOR OF THE EXPRESS.

William H. E. Pearson, conductor of the Toronto express, was then called. He said : I was in charge of No. 29 at the time of the accident on the 15th inst. I received my clearance order at Carleton Junction. (Witness here identified the order.) The order authorized me to run to Ottawa clear of all trains unless stopped by special orders. I gave the order to the engineer. After leaving Carleton Junction our first stop was at Stittsville at 5.18 a.m. We were flagged to take on a passenger. I did not leave the coach at Stittsville; saw red signal light on the station platform. If the Nunn signal had been displayed it would have indicated to stop for orders. I had no conversation whatever with the operator at Stittsville or anyone else; I received no instructions or warning at Stittsville. Having no knowledge that the special was coming from Ottawa I gave the engineer the signal to go ahead. I noticed no cars on the siding at Stittsville; was in the smoking apartment of the sleeper when the trains struck. My train was running from 25 to 28 miles an hour. It was dark and foggy. When the collision occurred I left the car and went forward toward the locomotive; saw James Haste by the side of the tender; it was impossible to extricate him. He was conscious at the time but I had no conversation with him just then. When I ordered my brakeman to flag any approaching train Haste said, " For God's sake get me out of here and I will do the flagging". Immediately after I left for Ottawa, Haste being alive at that time.

FIREMAN ANNABLE'S EVIDENCE.

Lyman Annable sworn, said: I was fireman on the Toronto express on the morning of the accident and saw a red light on the platform at Stittsville station. I saw no one waving the light or on the platform when the train approached. I did not notice Engineer Larondeau speaking to any person at Stittsville. I would have noticed if anyone had spoken to the engineer. Larondeau said " All right," and we left for Ottawa. I noticed no cars on the siding. About 2 1-2 miles east of Stittsville, I noticed a headlight about eight car lengths ahead of us. I said: "That's a headlight, Frank !" He made no reply, but applied the air brakes; it stopped the impetus of the train. It was on a straight line that the accident occurred. When I spoke I left my seat and jumped, the engines being about four car lengths apart at that time. I jumped, and, striking the ground, rolled as far as the fence. It was very foggy and dark, I didn't see Haste.

To a juryman "I didn't see McNish that night or before."

WHAT W. KAVAVAGH HEARD.

Walter Kavanagh was next examined by Mr. Curle- He said: "I was in Stittsville station the morning of the accident; train is due there at 5.18; I reached station, at 10 minutes to 5; saw a freight coming in when entering the station; saw a man come in station; I took him to be a train official; he carried a lantern, but wore no uniform. He said to McNish: "Let no trains through until I get mine made up." He seemed: in a hurry; had a dark moustache ; wouldn't know him if I saw him again. I am not positive whether the operative was in the office at that time, and didn't hear him answer the trainman. He was there when I got my ticket. He came out on the arrival of the express. I don't remember having had any conversation with any train hands since the accident."

HASTEY WARNED McNISH.

William H. Kavanagh said he was fireman on the special freight leaving Ottawa that morning. The train consisted of 26 stock cars, and a van. It was heavy. On reaching Bell's Corners they met with difficulty. They went half a mile up grade and stopped. Engineer McCuaig gave orders to cut the train. McCuaig, Haste and himself took the train to Stittsville, arriving there at 4.50. They put twelve cars on the siding. Haste went into the station after they had left the cars on the siding, and on coming out said he had told the operator to hold the "cannon ball," meaning the Toronto express. At the time of the collision McCuaig noticed the express coming first. He said : "Here's the 'cannon ball,' jump!" No flagman was left at Stittsville. Both semaphores were up- when they left. They were not up when they arrived. When they got there the last semaphore was not showing; the " west might have been.

At 11.30 Coroner Freeland adjourned the inquest until to-night at eight o'clock.

SURVIVORS OF THE WRECK

FIREMEN OF THE 2 TRAINS SPEAK

They Were the Only Ones who Saw the Crash

NO ORDERS WERE GIVEN TO HOLD THE EXPRESS

Supt. Robillard Tells How the Trains Should be Run - Walter Kavanagh Repeats His Previous Testimony.

The story of the C.P.R. wreck at Stittsville last Thursday morning was told to the coroner's jury last night by the train hands of the wrecked trains. No verdict was reached. The inquest will be resumed to-night.

Fireman Kavanagh's Story.

William Henry Kavanagh, fireman on the special freight which left Ottawa between 3 and 4 a. m., told an interesting story which gives more light than any evidence so far. He said:

"We left Ottawa with 28 empty stock cars and crossed No. 8, the Sault train, at Britannia.

It is about 9 miles from Britannia to Stittsville, and we had an hour to make that distance without taking any of the time that belonged to No. 28, the express. We got stuck on the grade when about 1-2 mile up it. I think It was about 4.30 a.m.

"Engineer McCuaig ordered the train to be cut. This was done and we took 12 cars to Stittsville. Engineer McCuaig, deceased Brakeman Hastey and myself took the 12 cars in. Hastey went in to tell the operator to hold all east-bound trains until we had our train in. We waited for him. Hastey said when he returned 'I told the operator to hold the Cannon Ball.' The three of us went back on the engine for the rest of our train. A flagman should have stopped at Stittsville, but none did stop. When we entered the yards at Stittsville the eastern semaphore was up. When we backed out it was down. We had coupled to the remainder of our train and started up the grade when 'Here is the Cannon Ball. jump.' I heard Engineer McCuaig shout. I jumped, and further I cannot tell"

On being interrogated, Mr. Kavanagh said that they had instructions to meet a special east-bound freight at Stittsville.

Section Foreman Speaks

Thomas Mattingly, the section foreman of section 28, asked about the location and scene of the accident, said there is a grade coming into Stittsville from Ottawa. Where the accident occurred the ground is low, but there is another grade between the scene of the wreck and Bell's Corners, which place is nearer Ottawa. This grade was pretty steep and was about a half mile long.

Mr. Ritchie, Crown prosecutor "Has it been customary to divide heavy trains on this grade"

Mr. Mattingly "I have seen it done on several occasions. The method generally adopted in the case of a train that is stuck is to come up as far as they can and then brake part of the train there and run to the next station with the balance. This was what was done on the morning of the wreck." Mr. Mattingly saw nothing of the accident.

Breaking Trains Not a Practice.

To W.H. Curie, solicitor for the C.P.R., Mr. Mattingly replied that not more than an average of one train a month was divided on this grade in question.

The Passengers.

James G Warnock, baker, Sussex street; W. H. Harrington, Ottawa; James A. Smart, deputy minister of the interior. and Professor Fletcher were all passengers on the "cannon ball" express from Toronto. They were in the sleeper heard no orders and knew nothing of the accident until it was over. What the C.P.R. Rules Are

Mr. J.E.A. Robillard, divisional superintendent, explained how trains were run on the C.P.R. He stated that trains are all run on the double order system. Regular trains run on the time bill, and special trains run on orders given by the despatcher at the terminal point. Train No. 28 - the cannon-ball express - was a regular train. That train would leave Smith's Falls on a clearance order which gave it the right of way to Ottawa over all other trains. That order would be given, about 4 50 a.m. of Thursday, Oct 14th, and with that order the express had a perfect right to run to Ottawa unless signals were displayed to stop her..

The conductor of the express would have no knowledge of any train coming from Ottawa. The specials leaving Ottawa would have to keep out of the way of this regular train. The clearance order would not be given in duplicate, and in all probability the conductor would give the clearance order to the driver as his authority to proceed

Mr. Ritchie - If it were necessary to stop the express to give orders, how would it be done?

Mr. Robillard The "Munn" signal, which is on the station house, would be displayed, and the conductor would be obliged to stop and get a duplicate clearance order or an order of some kind from the operator at that point.

The Freight Was a Special.

With great care did Mr. Robillard explain the system. He said that the semaphores would stop a train from entering a station yard. No trainman must pass a red light. The train running from Ottawa on the morning of the 14th was a special. It would get an order to run from Ottawa to Carleton Junction, avoiding regulars. The train dispatcher at Ottawa, Mr. R.W. McCorraick, sent out the freight train. If the train could not be pulled up the grade on account of wind, wet weather or any cause whatever, the conductor could do nothing else but break his train, and if he had time, run part of it to the next station. If he found that he would be running upon the time of another approaching train; he would send out flagmen with fog signals, torpedoes, etc., and protect his train at both ends.

A Flagman Must be Left

If he had time to reach the station ahead, he should do so. At the station to which a portion of the train had been taken a flagman must be left to guard that portion of the train and to signal the approaching train to stop. The engineer and fireman; had a perfect right under all circumstances to return at once for the detachment of the train that had been left behind. Mr. Robillard presumed this was what was done at Stittsville on the morning in question. If the operator at Stittsville knew that the train had been divided, he should have set the signals, but that would not excuse the front brakeman from remaining with his part of the train to signal the oncoming train.

On being questioned closely by Mr. Ritchie, Mr. Robillard stated that trains were never divided there more than two or three times a year. The train never left Ottawa with the intention of dividing at that grade.

Conductor Pearson's Story.

William E. H. Pearson, the conductor on the express was an excellent witness. He told a clear story and told it as briefly as possible. He received his clearance order at Carleton Junction and gave it to his engineer. He arrived at Stittsville at 5.18 a.m., exactly on time. He did not leave the train but saw the red light on a small platform between the main line track and the siding which runs between the main line and the station platform. That red light imposed no other duty on him than to stop and take on a passenger. The "Munn signal" was not displayed nor the semaphores down. Conductor Pearson saw operator McNish pick up the red lamp, as the train pulled out and walk towards the station. He did not speak to him and received no instructions, orders or warnings of any kind. Conductor Pearson did not notice any cars on the siding at Stittsville.

The Express' Speed.

When the accident occurred the conductor was in the smoking apartment; of the sleeping car and his train was going about 25 or 28 miles an hour. He felt the application of the brakes and the speed of the train diminish just as the shock came. Conductor Pearson saw the unfortunate man Hastey in the tender of the engine of the freight train about 2 minutes after the accident. Hastey was quite conscious and was being attended to by his mates and by passengers

The conductors voice faltered and his hand trembled as he said: "I gave orders to the men to go out and protect ourselves by flagging any approaching trains. Poor Jim said 'For God's sake get me out of here and I will do the flagging'" This was all the conductor of the express could tell. Saw the Headlight and. Jumped.

Lyman Annable, the fireman on the express had nothing new to tell. He saw the red light as their train stopped at Stittsville. He did not see his engineer, Laurendeau, speak to any one. As Laurendeau pulled the lever and started from Stittsville he remarked "All right" : When the express was about 2 1-2 miles east of Stittsville Mr. Annable states he caught a glimpse of the headlight of the other train and shouted "Isn't that a headlight Frank." Laurendeau never answered, but shut off steam and applied the brakes. Mr. Annable then jumped and does not remember anything that happened after that.

Repeated his Story.

Walter Kavanagh last night at first refused to give evidence unless his expenses were paid, but was finally persuaded to. The C.P.R. will pay his expenses. Mr. Kavanagh repeated the story he told at the former inquest how that he was in the station at Stittsville and saw a trainman come in and say to the operator "Let no trains through until we get our train made up." The operator made no answer. The operator left the office after Kavanagh had bought his ticket and went outside.

It was midnight when the inquest was adjourned until this evening. Operator McNish will be an important witness to-night.

Cause of the collision

Mervin McNish didn't hear Haste's order.

The statements he made before the coroner's jury last night - the conductor of the freight train said Haste disobeyed orders.

The inquest into the death of brakeman Haste in the recent railway accident was continued last night before Coroner Freeland. The attendance was large as usual and the proceedings were watched closely. Of course the important witness examined last night was Mervin McNish, the operator at Stittsville on the night of the disaster. He gave his evidence in an intelligent and straightforward manner, with which the jury was favorably impressed. From this evidence it was elicited - as intimated in yesterday's Citizen - that the accident was caused by an unfortunate misunderstanding and failure to hear brakeman Haste's order to "hold the Cannonball." The inquiry was further adjourned shortly after eleven, until Monday next, when it is expected that the evidence of McCuaig, engineer of the freight who is suffering from a broken leg, will be taken. This will be the last witness and the case will then go to the coroner's jury.

Conductor of the freight.

The first witness last night was Harry Hawes, conductor of the special freight, which left Ottawa on the morning of the accident. He stated that he received orders from the train despatcher at Ottawa to proceed to Carleton Junction, crossing an eastbound freight at Stittsville. He left Ottawa at 3.25 and crossed the "Soo" train at Britannia leaving that place at 4.0 with 26 cars and a van. He got stuck on the upgrade at Bells Corners and cut the train, sending the front brakeman James Haste, to Stittsville with the forward portion of the train, and Hamilton, the rear brakeman, to flag any train approaching from the rear. Witness told Haste to take the forward portion to Stittsville and to stay and flag the Toronto Express, No. 28. Was positive of giving that order. He saw Haste on his return and asked him if he had stopped the express. Haste said, "I told the operator to stop her." He knew that Haste had not complied with his orders, but supposing the operator would hold the express, signaled "go ahead." He first knew of the accident when the application of the air brakes was felt. He was in the van at the time the trains collided. He went out immediately and found McCuaig lying on the grass. McCuaig said his leg was hurt. Head Haste call and went to his assistance. Couldn't extricate him from his position. Witness was the first to reach Haste. He remained at the wreck about 5 minutes and went to Stittsville for assistance. He met McNish when he arrived. McNish did not know of the accident. He tried to get Ottawa by telegraph but failed, and then tried to telephone but could make no connection. He raised the day operator and after difficulty transmitted the message. He saw no signal displayed on reaching Stittsville and asked McNish if he knew what he had done. McNish said "no" and offered no explanation. He told McNish to set the Nunn signal and then returned to the wreck.

John R. Hamilton, rear brake man of the special freight, said at the time of the accident he went to Haste's assistance. Haste said, "My God, Jack, get me out." Witness told him he had to flag. When he returned Haste was dead.

Nunn signal displayed.

Michael Quinn, express brakeman, looked out at Stittsville and saw a red light on the platform. He didn't notice the semaphores and saw someone take the lantern into the station and two passengers get on. He didn't see Haste until he was taken out dead. He went to Stittsville to flag and returned with wrecking crew.

Baggagemaster Booth said that on leaving Stittsville the Nunn the signal was not displayed, authorizing the express to go ahead.

Train dispatcher McCormick, of Ottawa, explained the mode of dispatching trains. He ordered the special to proceed from Ottawa to Carleton on the 14th. On hearing of the accident he ordered to tool cars and medical assistance and notified Mr. Robillard, the superintendent. To Mr. Curle witness said McNish had been employed five or six weeks and performed his work satisfactorily.

McNish examined.

The last witness was Mervin McNish, operator in charge of the station at Stittsville on the morning of the 14th. Mr. Ritchie conducted the direct examination. Witness said: I was 19 years old in November last. I began to study telegraphy for the G. T. R. agent at Iroquois, Ont., in November, 96. I was there six months leaving on June 1, and shortly afterwards came to Bellamy station on the C. P. R. as a student. I was there two weeks and then came to Stittsville. I could not take every message that came over the lines, only those transmitted at a moderate rate. I always took any message sent me and could send any delivered to me. I was not thoroughly acquainted with station work but knew the duties of a night operator. An operator's duty is to arrange signals, set semaphores, look after freight and baggage and sell tickets. I was sent to Stittsville on September 11th, remained there two weeks and was then sent to Calumet. I remained there two nights and shortly afterwards was transferred to Stittsville. I don't remember the date. I visited Grenville and return to Stittsville for the third time. I read the C. P. R. Rules at Bellamy's and refer to them when necessary. On returning for the second portion of the freight a flagman should have been left at Stittsville by C. P. R. rule 116. I went on duty on the evening of the 13th. My first orders were that two freights would cross at Stittsville. This required me to display the Nunn signal. I received the order from Ottawa between midnight and 4 a. m. When I operated the signal I didn't notice if the lights on it moved. It was the day man's duty to light the semaphore lights. I noticed them lit during the night. As the westbound express from Ottawa entered the yard I put up the east semaphore. The "Soo" train passed at 3:57. When she passed

Expected an accident.

I put up the west board and let it down when she reached Ottawa. The next train was the special freight from Ottawa. The Nunn signal was not displayed in order that I might stop No. 28, the Toronto express. When the special freight from Ottawa entered the yard the line was clear. When I saw it come in I went out and put up the west board and could see the lights burning. A man at the switch - I supposed it was Hawes - said, "we had to cut to get in." I then knew that the train had been divided, but I didn't understand that was a portion of his train between Stittsville and Ottawa. I thought he meant the rear end of his train was on the other end of the siding; I supposed he had put that part of the train on the siding, and the remainder was at the switch. I thought the whole train was in Stittsville, and he was putting one half on each sighting. Never before heard the expression, "I had to cut to get in." I heard the instrument calling me and went into the station. Despatcher asked me up for train I wired "in", giving the time. Two passengers were in the waiting room when I went to my instrument. Despatcher then ordered up freight to cross down freight at Ashton and cancelled the first order. It was my duty to give Hawes a duplicate of the order and get him to sign for it. When the order was copied the train had gone, I supposed to some other portion of the yard. I expected to give him the order as soon as he entered; it was his duty to come in and book. It was my duty to pull in the Nunn signal and not stop a train having the right of way. When I received the order I displayed the signal, and when number 8 arrived I took it in. I considered it my duty having no orders for number 8 I didn't display it a second time not wanting to stop the Toronto express. When I got the order no trainman came in. A passenger bought a ticket. From the time of my speaking to the man at the switch and the passenger buying the ticket I spoke to no person; I heard no one say: "don't let any train through until mine is made up." I went outside again before 28 arrived. I supposed the special freight was on the siding waiting for the Toronto express, and expected the man at the switch would come in after it had passed. I flagged No. 28, and thought the road to Ottawa was clear. I spoke to no person on that train. After it had passed I reported to Carleton Junction and put up the west signal. When I reported I went down to get the man to sign the order, and it then dawned upon me what had happened. I expected to hear of an accident, but could do nothing. Saw no one in the station but the passengers previous to the arrival of the express. If anyone told me to hold the train I cannot account for not hearing them. I only know I did not hear any person whatever.

The inquest was then adjourned until Monday evening at 8 o'clock

OPERATOR McNISH BEFORE THE JURY

Tells of the Part he Played in the C.P.R. Wreck

EVIDENCE CALCULATED TO RELIEVE HIM OF THE RESPONSIBILITY

A Clear Statement as to His Duties - What He did the Night of the Wreck - Did not Hear any order to Hold the Toronto Express

Before the jury last night in S.M. Rogers' morgue, 36 Rideau street, Operator McNish told his story of the C.P.R. wreck on Thursday, 14th. The young man made a most interesting statement. So clear and straight forward was it that he was complimented by the jury when he had finished. His story in his own words was : "I am 19 years of age I began to study telegraphy at Iroquois on Nov. 23rd, 1896. The station agent of the G. T. railway there instructed me. I remained there for six months. I left Iroquois about the 1st of June and went home for about three weeks. I then went to Bellamy station on the C.P.R. for two weeks. I left Bellamy station on the 14th of September and came to Stittsville. I could not take every message. It depended upon how fast the message was being sent. I always got every message that was sent me. I could send any message. I was not thoroughly acquainted with station work, but knew the duties of a night operator.

What His Duties Were.

"My duties were to arrange signals, check baggage, sell tickets and at Stittsville I had to help at the unloading of the way freight. My duties at the telegraph instrument were to receive and take messages and to be in the office when the despatcher called. I was next sent to Calumet and had the same duties as I had at Stittsville. I stayed there three nights, then came back to Stittsville. I came back to Stittsville on the 13th of October.

"I saw the C.P.R. book of rules at Bellamy's station and studied it. I was familiar with the rules on the G.T.R. I knew rule 116. I understood that any train brought into the yard should be guarded by the brakeman. I also knew that if the operator was told it would be his duty to assist. If the operator understood the circumstances it would be his duty to assist in protecting all trains.

He Received Orders.

"The first order I received the night of the accident was that two trains would cross at my station, This required that I should display the "Nunn" signal, a red light. I don't know just when I got this order. It was after midnight and I think before 4 a.m. I displayed my signal. That was all it was necessary for me to do. I did not look to see whether the apparatus worked or not. I did not light any lamps that night. It was the duty of the day agent to light the lamps. I put up the semaphore behind the west bound train going to Toronto about midnight. When I got the report of this train as passing Carleton Place I put down the semaphore. I pulled in the "Nnuu [sic]" signal to let No. 8 (the "Soo" express) go through to Ottawa. When the special freight from Ottawa, came in the "Nunn" signal was not displayed because I did not know when No. 28 (the express! from Toronto) would pass. I had no orders to hold her and therefore had no right to have a signal displayed.

Saw the Freight Arrive

"I was in the office and saw the freight come in. I went out and put up the west semaphore. The light was burning. One of the trainmen said to me 'We had to cut to get in' I supposed when he said this he had put part of his train on each siding because it was too large to go on one siding. I understood that he had his whole train at Stittsville. I had never heard, before the expression 'I had to cut to get in.' I never knew of a cut being made to get into a siding before. I went into the station to answer a call of the despatcher on the telegraph instrument. He asked me about the up special and I reported it as being in.

Changed the Order

The despatcher then cancelled the order and gave an order to have the two freights cross at Ashton instead of Stittsville. It was my duty to give Conductor Hawes of the special freight from Ottawa a duplicate copy of this order and get him to sign for it. I supposed Hawes was putting his train in the yard and I expected Hawes to come in to book. When he came in I would give him his new order.

No Orders For 28.

"I understand that I had a right to pull in the "Nunn" signal and not stop a train that had the right of way. I pulled in the signal for No. 8, the "Soo" express, because I had no orders for No. 8. No. 8 passed the freight at Britannia. I did not display it when the freight came in, because I did not want to stop No. 28, the Toronto express, which was reported on time and was nearly due.

Never Heard the Orders.

"Two passengers got on the Toronto express. One of them bought a ticket. I heard no one say: 'Let no trains through until I get my train made up.' I put up the west semaphore, and not the east semaphore, because I knew of no trains coming west. I went out of the station and pulled the west semaphore to let the Toronto express through. I could see cars on the siding and supposed the trainmen were waiting for the express to pass and would then come in and get their orders.

"When the express passed, I reported her to Carleton Junction. I then ran down to get Hawes to sign the order, and there found there was no train. I expected an accident would happen. I saw or heard no one come into the station, but the passengers. I am always on duty from 7 p.m. until 7 a.m."

This finished the most important evidence yet given.

Conductor Hawes Story.

Harry Hawes, the conductor of the special freight, which left Ottawa at 3.25 a. m., said he had orders to cross a special down train at Stittsville. He sent a brakeman ahead to Stittsville with part of the train.

"I told Hasty he had better stay at Stittsville and flag No. 28," said Mr. Hawes.

Mr. Ritchie - Are you sure of that?

Mr. Hawes - Yes, I have no doubt of it

When Brakeman Hasty came back on the engine, Hawes, according to his story, saw him and asked him what he had done to stop No. 28. Hasty replied: "I told the operator to hold her."

After the accident Hawes said he ran to Stittsville to get a wrecking crew. He tried to send a message to Ottawa. The operator was there. He saw him for the first time the night before. The operator did not appear to know of the accident, and was alone in the station. When he, Hawe, told him of the accident he said nothing.

Some more unimportant evidence was given. including the statement of Mr. R. McCormick, the despatcher at Ottawa, and the inquest was then adjourned till next Monday.

Operator McNish of Stittsville, in conversation with The Journal after the inquest last night, said: "I tell you I am glad to have that story of mine told." The young man was quite nervous.

S. Robertson of Brockville is the regular express messenger on the "Cannon Ball" express from Smith's Falls. He changed off with F.C. Hewton, of the Brockville Ottawa train, and thereby escaped being in the terrible wreck of Thursday near Stittsville. While running between Toronto and Winnipeg once Robertson made a change with a man named Brown, who was killed in a collision on that trip.

FOUR MEN KILLED

By the Railway Accident at Stittsville Last Week - Particulars of the Unfortunate Affair - Heart-rending scenes - The Inquest.

In last week's Gazette we were able to give but an outline of the terrible accident that took place on the C.P.R. at Hazeldean, close to the crossing three miles from Stittsville, last Thursday about 5 o'clock a.m. The following particulars will be read with interest: the express from Toronto, known as the "Cannonball," collided with a freight train coming from Ottawa. Both were on a downgrade, both were running at a high rate of speed, and the crash was terrific, though the results as to the number killed and injured is surprisingly small. There are four deaths to record, viz: Frank Larondeau, Ottawa engineer of the express, found dead under the debris.

Robert Peden, mail clerk, Ottawa.

James Hastey, Carleton Place front brakeman on freight train.

R. Kearney, Cantley, Quebec.

The injured are: Alex. McCuaig, of Carleton Place, engineer of the freight train, leg broken; H. Kavanagh, fireman, also of Carleton place, scratched and bruised; and P. J. Fleming, of Cantley, Que., who was with Kearney, badly crushed; mail clerk Birchall, internal injuries.

The accident occurred about 5:25. It was very foggy, and engineer McCuaig, of the freight train, says he could not see a yard ahead. The two trains were running at full speed. The place where the accident happened is just west of the Hazeldean crossing, in a swamp, at a point where both trains would be running downgrade. The freight train was a long one and had been divided into two parts at Bell's Corners in order to run up the heavy grade between that place and Stittsville. The first half had been taken as far as Stittsville, and orders were left there for the express to wait at Stittsville till the freight came up with the second section. It is said that brakeman Hastey put up the signals in order to stop any train from the west. The Toronto train was sharp on time, stopped at Stittsville for a passenger and then went on again to its destruction. The two trains met with a crash that was heard a mile away. The two engines met at the united speed of about ninety miles an hour. As they struck they reared up on end, the hind drivers meeting. Both locomotives then toppled over on the south side of the track and became a tangled mass of iron. Four freight cars, three of them empty cattle cars, were driven on past the engines and piled in a heap on the north side of the track. Two of these cars are broken into kindling wood. The other two can be repaired. Three others were derailed.

On the rear of the passenger train the shock was scarcely felt. The mail car, in which were Peden and Birchall, was badly broken up, as was also the baggage car, but the other cars were scarcely injured and none of them left the track.

Engineer Alex. McCuaig, with the locomotive No. 283, and his fireman, Henry Cavanagh, heard the express coming thundering down upon them just as they rounded the curve. The driver reversed his engine and put on the steam brake. Then both men jumped for their lives. McCuaig came off with his right leg broken near the ankle. Cavanagh was more fortunate, sustaining only a few bruises and a cut over one of his eyes.

The engineer of the express evidently did not see the approaching freight in time to jump clear. His fireman, Lyman Anable, jumped, and escaped with a few slight cuts and bruises. Anable says he jumped from the engineer's side of the cab and the engineer from his side. The place where Larondeau's body was found, among the wreckage on the north side of the track, verifies his statement. F. Birchall was also in the mail coach with Robert Peden, in the express compartment, and had miraculous escapes.

When the search for the bodies began Peden was found under the debris of the engine and the baggage car. brakeman Hastey was not dead when found pinned in the tank of tender 283. He was standing in the water and almost stiff with cold. He suffered for some hours, but was able to talk and told how that he was crossing the tender to the freight to put on the brakes when the crash came and he was caught in the wreck. Great difficulty was found in releasing him, and the poor fellow died just a few minutes before he was got out. He was badly crushed and one leg was broken.

It is thought that Kearney had been stealing a ride, and when found was dead. His body was lying among the debris of the freight cars.

The body of Larondeau was not discovered until late in the afternoon. He probably jumped almost as the engines met, for his body was found among the broken freight cars on the north side of the track, almost opposite the wreck of the locomotives. When found the body was doubled up, with the hands up to the head, and the clothes were partly torn off. P. J. Fleming, who was stealing a ride with Kearney on the freight train, escaped with a few scalp wounds. His injuries are not serious and he will probably soon recover. He is at the Ottawa General hospital, where he was conveyed with McCuaig and the other injured ones as soon as the Ottawa wrecking party reached the scene.

RELIEF SENT

The wrecking crews from Carleton Place and Ottawa were early on the spot, Messrs. C.W. Spencer, General superintendent, and Robillard, District superintendent, being with the latter, and Messrs. J.B. Elliot, master mechanic, and G.T. Fulton with the former, and the work of rescuing the wounded and clearing the tracks began. Doctors were also sent for. Dr. Richardson came from Hazeldean, Dr. Shannonhouse and Dr. Derby, from Richmond, and Dr. Preston, from Carleton place. The Ottawa relief party also brought a couple of surgeons. They gave valuable assistance in taking care of the wounded. The farmers in the neighborhood gave all the assistance they could to the injured.

The telegraph lines of both the G.N.W. and C.P.R. Companies run along this line, and were broken down by the wreck being thrown against the poles.

As a consequence of the accident the Brockville train was held at Carleton Place, and the Pembroke local took on her passengers and mails and passed through to Stittsville. Quite a large party went down by this train to see the wreck, and arrived at Stittsville just after the wrecking engine had brought in the passenger coaches and the wrecked baggage-car. Most of the visitors walked down the ties from Stittsville, about three miles, and on reaching the wreck found a huge mess of broken timber, car-wheels, old iron, baggage, mail bags and express sundries scattered about, whilst the wreckers were at work clearing away the debris in perfect order and with great alertness. Mr. Benoit, photographer had his instrument along, and took three very good views. Mr. Pittaway, of Ottawa, was also on the scene and took some snapshots, whilst a number of amateurs had their Kodaks in their hands.

The freight train was a special in charge of conductor Haws, with Brakesman Jno. Hamilton and James Hastey. It was hauled by engine No. 283, Alexander McCuaig, driver, and Harry Cavanagh, fireman. The passenger train was in charge of conductor Wm. Pearson, Brakeman Quinn, hauled by engine No. 242, driver F. Larondeau, fireman Lyman Anable. Messrs. Robt. Peden and T.S. Birchall were in the mail car, J.C. Hewton in the express and Walter Booth in the baggage. The last three had a miraculous escape.

So great was the force of the collision that the locomotives were completely demolished, the mail car was driven on to the tender of the locomotive and the baggage-car was telescoped by the express. Strange as it may seem the track was but little injured and the trackmen had the rails replaced and the track ready by the time the wreckage was removed, about 1 o'clock.

The telegraph lines were also broken and these were repaired temporarily and dispatches were wired direct from the spot by operators sent out. Some press reports were sent in this way.

The Pembroke local passed the wreck about 1:45 and the Winnipeg express came through about an hour behind time. The noon train for Toronto and Brockville went out from Ottawa by Kemptville to Smith's Falls, and a special was sent out from here to make connections. All the later trains passed through on time.

SOME PARTICULARS.

Mr. J.A. Smart, the deputy minister of the interior, who was in a sleeper, gave the following account.

"The shock woke me up, and I did not know at first what had happened. There was a sort of rumbling noise, as if the Pullman were rolling over the ties. I jumped out of my berth, rushed in my night dress to what I thought was the front of the car, but came out upon the back platform. I could see no cars behind, and therefore concluded that our Pullman had been cut adrift from the other cars. In a moment, however, I realized the truth of the situation - there had been a collision. I then looked about and saw one of the worst wrecks I have ever looked upon. Both engines, piled up on one side of the track, were a shapeless mass. All the freight cars were likewise. Everything mixed up; all confusion.

Fleming, one of those hurt, was pinned under a pile of debris, and was crying out most pitifully. People told me they could hear his yells a mile away. We then found Hastey, the brakeman of the freight train, pinned down under the tender of one of the engines. I approached and asked him if he was badly hurt. He told me "Yes," that he felt very sore. Rondeau, our engineer could not be found he was likely pinned down by his engine. Up to the time I left the scene his body had not been taken from under the wreck. We administered stimulants to those whom we saw injured, and helped to ease their pain as best we could.

Fleming, the tramp, ceased his cries for a time, but shortly afterwards resumed them. He was next pulled out of the wreck, and was all covered with water, dirt and blood."

"What with the crying of the tramp, the groans of the injured, the appearance of the wrecked cars, the inextricable confusion of the whole affair, the site presented was terrible."

Mr. James G. Warnock, of Ottawa, another passenger, speaking of the scene when he left the cars, said:

"Looking upon the wreck before me I could not, for a moment, imagine where I was. I could see nothing of either engine. There was not enough left of them to make a pot. Cars were piled up on all sides and the cries of sufferers could be heard for miles. I never listened to such cries as those made by a poor tramp who was covered up in the wreck. We could hear his shrieks above everything else. Every effort was made to release him. We thought at first that he was one of the train hands. We feared that in a moment fire would break out and that great loss of life would result. I think the water from the tenders and the steam from the boilers, which had exploded, must have stopped any fire that might have started. I never saw a sadder sight in my life than the brakeman on the freight train as he lay under the tender. He was nearly buried in the water and weeds. He was very cold but we could not help him out. He lay there moaning and trying to keep his head above water. "

Mr. J. C. Hewton and Mr. Walter Booth, baggagemen, had wonderful escapes. Mr. Hewton was in the car with Mr. Peden, but in the baggage compartment, where there was a large quantity of fruit. His story is brief and pithy.

There is not much to tell, " he said," it was all over in an instant. I was thrown toward the top of the car, and immediately the top of the car broke open and I climbed through. After waiting about five minutes until I could collect myself, I climbed down. It was pitch dark, and the fog was covering everything. Peden was lying in the ditch beside the broken baggage car. He did not seem to be much injured, but was covered with coal dust all over, and the mud was also spotted over him."

Mr. Booths escape was equally singular. He also was thrown completely through the side of the baggage car. How it happened is beyond him, but it seemed as if something ripped open the car and that he was projected through the rift.

THE INQUEST

Was held at Ottawa the same evening by Coroner Freeland. It was decided to confine the inquiry to the death of James Hastey, who was killed on the front part of the freight train.

Mr. W. J. White, press agent of the Department of the Interior, was first examined. He was on the train having boarded it in Toronto. He was in his berth at the time the accident occurred. As soon as it happened he arose and went to the rear end of the coach. It was so foggy that it was difficult for him to see any distance. He heard the screaming of those ahead and he put on his clothes and went forward. There was nothing that he noticed then except that they had been a smash up.

He saw two men carried into the first class car. These were all he saw, except a portion of a man underneath a freight car. Further he stated that the lamp in the baggage-car was still burning. He asked one of the injured men if he was hurt, but he seemed so badly shook up that he gave a very incoherent answer.

Mr. Joseph P. Rogers was on the train. He testified that as soon as the accident happened he jumped from his berth, went forward, but could only see a cloud of vapor. On going forward further he saw a man injured. He went over the debris and heard a man crying out for help. One of the engines was on the right hand side of the track coming east. Both might have been there; he didn't take particular notice.

Dr. Scott said he had examined the body of deceased. Death was due to shock and injuries received. There were several burns on his right leg, which was broken a little above the knee. The left foot was burned, and there was a deep cut over the right temple. He went to the wreck from the city with Mr. Spencer, and when he first saw Hastey he was alive. The tender was turned on its side. He was in it, and part of the boiler was holding him down. Hastey said he was suffering very much. It was very difficult to get at him. One of the train hands had gotten where he was and was carrying out directions. Everything was done that could be done to get him out. It took quite a while because they had to go gently about it for fear of some of the wreck falling on him. He was dead when taken out, having died in there about five minutes before being extricated. They placed his body on a train and brought it to Ottawa, arriving here about half past eleven.

John Mindler, Detroit, Mich., was on the train. He felt a shock and heard a man shout: "Great Scott, Vot am going to happen?" He went forward immediately with another man, and heard a man shout for help. He seemed to be in the midst of the gushing steam. Witness started to climb up the side of the wreck to give some assistance but slipped down twice. When the steam cleared away some he saw the man in the tender by looking through the manhole he was all covered over with dirt. One of the trainmen managed to get through the manhole to his assistance.

Henry Forbes, of Goulburn, boarded the express train at Stittsville at about twenty-five minutes past five o'clock. He saw a man in the office, and afterwards walking up and down the platform. The train, he thought, arrived at Stittsville on time. He could not say at what rate of speed it was going when the accident happened. The shock caused him to bump back against his seat. He saw Hastey pinioned in the tender sometime after the collision. The man was alive for he heard him shout "Jim." While he was in Stittsville a train came from Ottawa, and he thought it drew into the siding and was blowing and shunting. He went away to unharness a horse and returned about ten minutes afterwards. He could not say positively whether this train went on or returned, nor whether it left any cars on the siding.

Walter Kavanagh was at the Stittsville station about twenty-five minutes to five. A train came from Ottawa and went back again. A man got off the train and went into the station. He heard him say, "Let no trains pass through until I get my train made up." the man seem to be in a hurry. The operator was in the office. Witness could not say whether the operator made any reply. When the Toronto train arrived he saw the agent walking up and down the station platform. After the collision happened he saw deceased pinioned in the tender. He heard him say: "Send for two engines and draw the cars away." Witness could not say that he would know the man again who spoke to the operator if he saw him again.

After hearing Mr. Kavanaugh the jury, by agreement adjourned until Tuesday evening.

The operator at Stittsville, who seems to be in some way responsible, is a young man named Myron McNish, about 19 years of age. He is held in custody pending the result of the inquest and feels his position keenly. The public are asked to withhold censure until the facts are known.

THE DEAD

Engineer Larondeau resided at Ottawa. He was a married man and leaves a widow and three children. He was greatly esteemed by his fellow railway-men and his death is deeply regretted.

James Kearney, a single man, was on his way to Duluth, Minn. He hailed from Cantley, Que., where his parents reside. Until Wednesday night he boarded at the Dominion House, Ottawa, and when he was leaving he informed Mr. Whalen that he intended to go to Duluth. He probably induced P.J. Fleming, who also hails from Cantley, to accompany him. Both had been out of work for some time.

Mail clerk Peden had been a resident of Ottawa for years and was widely known and respected. His shocking death was learned with pain by hundreds. Deceased was 49 years of age and had been a mail clerk since 1871. An enthusiastic sportsman, he gave his support to all athletic games. Fifteen years ago he joined the Triple Link Order, and was a Past Grand of Ottawa Lodge, No. 224. He leaves a widow and two children, a brother, Mr. A.G. Peden of the C.A.R., and a sister, Mrs. W. R. Bain, of Brockville.

James Hastey, the brakeman, belonged to Carleton Place. His remains were embalmed and brought home on Friday, and the funeral took place on Saturday afternoon. It was very largely attended, the sympathy of the whole community going out to the young widow in her sore bereavement. The floral tributes were exceedingly handsome, including a floral pillow and a semi-circle representing a broken brake from the Brotherhood of Railway

Trainmen. The services were conducted by Rev. Mr. Woodside, of St. Andrews. The pallbearers were Messrs. Alex. Smith, Harry Dunham, John Pullen, Thos. Willoughby, Ed. Parks and Harry Haws. The internment took place at Cram's cemetery. He carried an insurance of \$1,200 in the B.R.T.

We doubt if ever an accident on the road caused as much excitement in Carleton Place as did this one.

Mr. Alex. McCuaig was brought home on the Winnipeg express the same afternoon, and is doing as well as can be expected under the circumstances.

26/10/1897 Ottawa Journal Carleton Place Stittsville

THE C.P.R. INQUEST.

An inquest was not held last night on the body of James Hastey, one of the victims of the C.P.R. disaster at Stittsville. The Jury met at S.M. Rogers morgue, 36 Rideau street and were dismissed until Wednesday evening. Engineer McCuaig, of Carleton Place, will be on hand to give evidence on Wednesday of this week.

The witnesses who will be examined then will be Superintendent Robillard, of the C.P.R.; Station Agent Russell, of Stittsville; J. Fleming, one of the sufferers now in the hospital; the chief train despatcher at Ottawa and Engineer McCuaig.

26/10/1897 Ottawa Citizen Carleton Place Stittsville

Inquest adjourned.

The inquest into the death of the late Robert Hastey will probably be finished Wednesday evening. The jury in the case met last night, and adjourned after Coroner Freeland had read a communication from the physician attending McCuaig, the injured engineer, stating that the injured man would be able to come down and give his evidence Wednesday evening. It was also decided to summon the day operator at Stittsville.

27/10/1897 Ottawa Journal Carleton Place Stittsville

THE C.P.R. INQUEST.

The Inquest into the death of the men killed in the C.P.R. collision at Stittsville, set for this evening, will meet to-night and adjourn for ten days. The doctor attending Alex McCuaig who is at his home in Carleton Place, suffering from a broken leg, and is wanted as a witness, has sent word that his patient will not be able to come to Ottawa till the end of next week.

28/10/1897 Ottawa Citizen Carleton Place Stittsville

INQUEST CONTINUED.

John Russell Gives Evidence on the Duties of a Brakeman

The inquest touching the death of the late James Hastey, brakeman in the recent C. P. R. accident, was again resumed at Rogers' morgue, Rideau street last night. To new witnesses were examined, but nothing of importance was elicited from their evidence. Operator McNish was recalled and repeated some of his evidence given at the previous meeting. Owing to the injuries received, by Engineer McCuaig being more serious than was at first anticipated he was unable to be present last night as expected and the inquest was further adjourned until Tuesday evening next, when it is expected the injured man will be present.

John Russell, station agent at Stittsville and day operator, stated that on the night of the 13th McNish relieved him about seven, o'clock. Witness gave him no instructions, as he considered him competent to discharge his duties. Witness was called about six o'clock to send a message from Conductor Hawes to Ottawa. After some difficulty a circuit was established and the message transmitted. It was the brakeman's duty to stay at Stittsville and flag the express.

Frederick M. Spaidal, chief train despatcher at Ottawa, was called and explained the mode of train despatching. He had examined Operator McNish as to his knowledge of telegraphy and the rules of the road and found him competent to perform all the duties of a night operator. Then Mervin McNish was recalled and repeated some of his previous testimony, and the inquest adjourned until Tuesday next at 8 p.m.

28/10/1897 Ottawa Journal Carleton Place Stittsville

THOUGHT McNISH COMPETENT

Station Agent Russell Gives Evidence at the C.P.R. Inquest.

At the resumed inquest into the cause of the death of Brakeman James Hastey in the Stittsville C.P.R. wreck. Station Agent John Russell last night stated that he considered Night Operator M. McNish a competent man.

Mr. Russell further stated that it was the duty of the flagman to remain with the first half of the train when it was taken into Stittsville.

F.M. Spaidal, chief despatcher of the C.P.R., stated that he had examined young McNish and was certain that he was a competent man.

The Inquest will be resumed next Tuesday evening, when Engineer McCuaig, of the freight will be called upon to give evidence.

INDICTED

Engineer McCuaig and Conductor Hawes Indicted

CORONERS JURY CHARGES THEM WITH MANSLAUGHTER

Sensational Close of the C.P.R. Inquest Last Night McCuaig Arrested but Gives Bonds -Talks of His Arrest Not Afraid He Says

Engineer Alex. McCuaig and Conductor Harry Hawes, of the freight train, which collided with the Toronto express on the morning of Thursday Oct. 14th. must stand their trial for manslaughter.

The coroner's jury last night brought in a verdict accusing both men of criminal negligence. Engineer McCuaig was immediately placed under arrest. The arrest of Conductor Hawes was expected to be made to-day.

Engineer McCuaig was able to be brought to the city yesterday, and last night he told his story of the wreck before the jury in S.M. Rogers' morgue, Rideau street. He said:

Engineer McCuaig's Story.

"I left Ottawa to run a special train to Carleton Junction. I crossed the "Soo" special coming east at Britannia. I left Britannia about 4.09 a.m. I intended to cross the Toronto express coming east at Stittsville. Our train stuck at Bell's Corners' grade, and we had to cut our train. James Hasteley went back to uncouple the rear cars, I did not give him orders to do so. I got a signal to go ahead and knew I had time to reach Stittsville before the Toronto express was due. I placed the cars in the switch at Stittsville. Hasteley uncoupled my engine from the cars. I pulled out and backed up a couple of car lengths on the main line.

Says Hasteley Gave Orders.

"Hasteley went into the station. When he came out I asked him if he was going to stop here. He said no, as he had told the operator not to let any trains through till we got back, and that the operator said he would not let any through. I was in my seat in the engine. Hasteley got on the engine. He told me he had put up the semaphores, and that everything was all right. He was on the top of the cars when we came into the yard at Stittsville.

Saw Hasteley In the Station.

"The next time I saw him he was going into the station. I did not see him set the semaphore. When he said everything was all right, I thought it was, and backed down to the other part of our train.

"I have a good idea of the rules. I think I complied with rule 116 when I left a flagman at the station in Stittsville. The operator was the flagman. I did not see the operator myself. I did not send the brakeman to tell him. I relied on what Brakeman Hasteley told me. I do not understand this rule to mean that some one connected with my own train must be left. As long as an employee of the company is left with proper signals the rule is complied with.

Jumped For his Life.

"I knew I could not get back to Stittsville again before the Toronto express was due. I did not see the conductor or rear brakeman before starting back to Stittsville with the rest of my train. I got a signal to go and I started. When I saw the headlight of the Toronto express I said 'Jump.', I put on the brake, reversed my lever and jumped. I got my leg broken in the jump.

"Brakeman Hasteley when he came out of the station told me he had put up both semaphores. I saw the east semaphore up as I backed out. I saw the operator at Stittsville at 12 o'clock that night when I was passing down."

What Was Hasteley's Duty?

To a jurymen - "It was not Hasteley's duty to remain when the operator was left as flagman. The rule does not say brakemen, but flagman. Anybody left to flag a train is a flagman. The eastern semaphore was showing a red light before I left the station. I saw it. I am in charge of the crew to a certain extent. If I had told Hasteley to stay he would have had to stay."

The jury retired and did not arrive at a verdict until 3.30 this morning. Some of the jurymen wanted to include Operator McNish as one of those responsible for the accident

The Verdict

The verdict as brought in by the jury read :

"That on October 14. 1897, a freight train consisting of engine, tender and 26 empty cars, with engineer, fireman and two brakemen in charge of Conductor Harry Hawes, did leave Ottawa for Carleton Junction. They got stuck on a grade known as Bell's Corner's grade and had to cut their train to proceed to Stittsville and having placed front portion of train in the siding at Stittsville, Engineer Alex. McCuaig did not leave or order a flagman to protect himself while returning for the detached portion of the train. On his return to the grade when Conductor Harry Hawes found he had not complied with rule 116 he (Hawes) should have complied with rule 43, as he knew that express was due and had right of way. By these omissions the latter part of special freight, when going, towards Stittsville, collided with Toronto express No. 28. and in which collision the said James Hasteley received wounds from which he then and there died, and we, the jurors, declare that Alex. McCuaig and Harry Hawes by these omissions did feloniously kill and slay the said James Hasteley."

McCuaig Not Surprised.

Engineer McCuaig was interviewed by a Journal reporter after the verdict was announced. He was not surprised he said at the verdict. He believed by the way the jury were questioning him they would bring in a verdict somewhat similar to the one they did render.

Mr. McCuaig was not troubled in the least at the verdict. He said: "I have told my story and it is true. I did not take any other meaning out of rule 116. regarding the leaving of a flagman. I cannot say or do anything more than I have already said and done." Further than this Mr. McCuaig did not care to speak. He is perfectly satisfied to let the law take its course.

Has Served for 14 Years.

Mr. McCuaig is a married man. His wife and one child are living in Carleton Place where they are all highly respected. He is 33 years of age and has been in the service of the C.P.R. for about 14 years. He has been an engineer for about 10 years. During the last seven or eight years he has resided in Carleton Place.

During his service with the C.P.R. his run has been between Ottawa and Chalk River. Mr. McCuaig had never had an accident of any kind and was always considered a careful and competent man. He is a general favorite among his friends and is a fine physical specimen of a man.

Never Had An Accident.

Conductor Harry Hawes the other indicted employee, of the C.P.R. is about the same age as Engineer McCuaig. He has been in the service of the C.P.R. for about 10 years and has never been in an accident previous to the present one. He is a married man and his wife and family live in Carleton Place.

Gave Bonds.

This morning Engineer McCuaig appeared before coroner Freeland and gave bail of \$500 himself. Mr. J.M. Dudley, of Hintonburgh. and A.J. Barr, 161 Cambridge street, brother engineers, also gave bail of \$250 each for Mr. McCuaig's appearance before a magistrate when called.

Constable McLoughlin went to Carleton Place this morning to arrest conductor Hawes and bring him to Ottawa. He will arrive this evening.

Both men will be summoned before county Magistrate Smith as soon as possible, and a few of the most important witnesses will be called to again give evidence.

Two of them indicted.

Manslaughter found in the C. P. R. Inquest.

Conductor Hawse and Engineer McCuaig of the Special Freight found guilty of willful carelessness - jury out several hours.

The adjourned inquest into the C. P. R. Railway disaster, in which James Hastey, Frank Larondeau, James Kennedy and Robert Peden lost their lives, was continued last night, and after hearing the evidence of engineer McCuaig, the case was given to the jury at 9.30.

At 3:30 this morning the jury returned a verdict of manslaughter against conductor Harry Hawes and engineer Alex. McCuaig of the special freight, for not having complied with the rules of the railway as regards the flagging of approaching trains.

The lengthy sitting of the jury was owing to some of the jurymen thinking that operator McNish was equally culpable with conductor Hawes and engineer McCuaig. The jurymen found conductor Hawes blamable for not having sent a flagman ahead when he found the engineer McCuaig had failed to station one at Stittsville, and that engineer McCuaig should have compelled Hastey to remain at Stittsville.

Coroner Freeland issued warrants for the arrest of Hawes and McCuaig at the close of the inquest.

McCuaig's Evidence.

Alexander McCuaig, who was the engineer on the special freight leaving Ottawa on the morning of the accident and which collided with the Toronto Express, was the only witness last night. He stated that he left Ottawa at 3.25 a. m., with orders to proceed to Carleton Junction, crossing a special down freight at Stittsville. The freight crossed the "Soo" train at Britannia, and went on to the Bells Corners grade, where it stuck. It was necessary to cut the train there, and witness took the forward portion to Stittsville. Hastey, the deceased brakeman, went to Stittsville with witness. They backed on a siding, and uncoupled the engine from the cars. Hastey went into the station, and came out and got on the engine. Witness asked him if they were to stop at Stittsville. Hastey said: "No; I have told the operator not to let any train through until we get back." Witness was on his seat in the engine when Hastey told him. Hastey got on the engine, saying he had put up the semaphores, and everything was all right. They then back to down to the other portion of the train.

Witness thought he had complied with rule 16 when he had left a flag man. Operator McNish was the flagman. Witness relied on what the brakeman had told him. He understood that as long as he left an employee of the road to flag he had complied with the regulations.

On reaching the rear section they connected with it, and started toward Stittsville. When witness noticed the headlight of the express they were about eight or ten lengths apart. He applied the brakes, reversed, and jumped. He broke his leg when he struck the ground, and laid there for some time, and then crawled back to the van.

To a juror, witness said that the red light of the east semaphore was showing when he returned from Stittsville to the rear section of his train at Bells Corners.

04/11/1897 *Ottawa Journal**Carleton Place**Stittsville*

H AWES IS ARRESTED

THE CONDUCTOR BROUGHT FROM CARLETON PLACE TO-DAY

Brought Before Coroner Feeland and Given Bail - Will be Before the Magistrate Next Monday

Constable Waller went to Carleton Place yesterday to arrest Harry Hawes, conductor on the freight train in the collision on the C. P. R. at Stittsville last month, on the charge of manslaughter, according to the indictment of the jury in the coroner's inquest. He was brought to the city this morning and arraigned before Coroner Dr. Freeland, who released him on bail. Bail was accepted for himself for \$500: and for \$250 each from Wm. Flegg, 603 MacLaren street, and Albert T. Chapman, 70 Maple street conductors.

Harry Hawes and Engineer Alex. McCuaig, who was indicted with him, will appear on Monday afternoon at two o'clock before Magistrate Smith.

The bail granted by Coroner Freeland will be renewed, and the men remanded until the following Friday, when the trial will be proceeded with.

Conductor Hawes will be represented by G. F. Henderson and Engineer McCuaig by F. R. Latchford.

04/11/1897 *Ottawa Citizen**Carleton Place**Stittsville*

M'CUAIG WAS ARRESTED

BUT CORONER FREELAND ACCEPTED BAIL

The Men Found Guilty of Carelessness to be Arraigned Before County Police Magistrate Smith - Complete Verdict of the Jury.

Alexander McCuaig, who was found guilty of carelessness by the Coroner's Jury in the C.P.R. inquest, was arraigned before Coroner Freeland yesterday morning and admitted to bail in the sum of \$1,000. The accused furnished \$500 himself, and J. Dudley, of Hintonburgh, and A.J. Barr, Cambridge street, \$250 each. Constable McLaughlin left for Carleton Place last evening for conductor Harry Hawes who was also found guilty of carelessness.

It is expected that the preliminary examination before County Police Magistrate Smith will take place in a few days.

The verdict rendered by the coroner's jury in the C.P.R. inquest yesterday morning was as follows:

"We find that on October 14th, 1897, a freight train consisting of an engine, tender and 26 empty stock cars, with engineer, fireman and two brakeman, in charge of conductor Hawes, left Ottawa. They got stuck on a grade known as Bell's Corners grade and had to cut the train to proceed to Stittsville, and having placed the front portion of their train on the siding, engineer McCuaig did not leave proper orders or a flagman to protect himself while returning for the detached portion of the train. On his return to the grade conductor Hawes, when he found that McCuaig had not complied with rule 116 of the C.P.R., should have complied with rule 43, as he knew that the express was due and had the right of way. By these omissions the latter part of the train, when going towards Stittsville, collided with the Toronto express, No. 28, and in the collision the said James Hastey received wounds from which he then and there died.

"And we, the jurors aforesaid, declare that Alexander McCuaig and Harry Hawes, by these omissions, did feloniously kill and slay the said James Hastey.

Signed: C.A. Larose (foreman), W. J. Keenahan, Frank Kehoe, Frank Montgomery, Lewis T. Rochon, Joseph Boyden, W. Brown, S. Mahoney, A. Whelan, Geo. Low, H. Merritt, John H. Parnell, W.A. Davis, J. Buchanan, P.H. Chabot..

05/11/1897 *Almonte Gazette**Carleton Place**Ottawa station*

The C.P.R. will build a station of its own in Ottawa, instead of a union station by the various roads converging to the capital. The C.P.R. Co. also expect to have by next spring much faster trains running into Ottawa than at present. It is said that the company will spend a round million dollars building &c., in Ottawa during the coming years.

05/11/1897 *Ottawa Citizen**Carleton Place**St. Albert*

HAWES ARRESTED.

Harry Hawes, conductor of the special freight train in the C.P.R. collision at Stittsville, was arrested at Carleton Place by Constable Waller and brought to the city yesterday morning. He was arraigned before Coroner Freeland and released on bail, himself at \$500 and \$250 each from William Flegg and Albert G. Chapman, C.P.R. conductors. Hawes and McCuaig will be arraigned before Magistrate Smith on Monday and it is expected an adjournment will be made until Friday, when the case will be proceeded with.

APPEARED AND REMANDED

Conductor Hawes and Engineer McCuaig to be Tried on Friday

Alex. McCuaig and Henry Hawes, of Carleton Place, the engineer and conductor accused of having caused the death of James Haste, at the C.P.R. wreck at Stittsville, on the morning of October 14th, 1897, appeared before County Magistrate Smith, this morning.

The defence were not ready to proceed, and the case was remanded until Friday, at 10 a.m.

Bail was accepted from each of the prisoners in \$1,000 each. Besides this, Mr. A.J. Barr and John M. Dudley, engineers on the C.P.R., went bail for McCuaig to the extent of \$500 each. Wm. Anderson and Wm. Flagg, conductors on the C.P.R., each gave \$500 bail, for the appearance of Conductor Hawes.

09/11/1897 *Ottawa Citizen*

Carleton Place

Stittsville

RAILWAY MEN ARRAIGNED

Before County Court Police Magistrate Smith yesterday Conductor Hawes and Engineer McCuaig were arraigned, charged with manslaughter, in connection with the recent C.P.R. collision near Stittsville. County Crown Attorney Ritchie appeared for the prosecution, Mr. F.R. Latchford for Conductor Hawes, and Mr. H. McGiverin for Engineer McCuaig. On motion of Mr. Ritchie, the case was enlarged until Friday, bail being renewed.

09/11/1897 *Ottawa Journal*

Carleton Place

Ottawa, Broad Street

Broad street will be widened to its full width of 66 feet. The C.P.R. will lease to the city the land that is required for the purpose. More.

12/11/1897 *Ottawa Journal*

Carleton Place

Stittsville

C.P.R. EMPLOYEES ON TRIAL TO-DAY

HAWES AND MCCUAIG BEFORE MAGISTRATE SMITH

Trial Will Likely be Lengthy and Thorough - Others May be Arrested - The Evidence

The trial of Alex. McCuaig and Harry Hawes, charged with being responsible for the death of James Haste at the C.P.R. collision at Stittsville on Oct. 14th, is in progress to-day before County Magistrate Smith.

The trial from all appearances promises to be long and very thorough. The evidence taken this morning was largely the same as that given before the coroner's jury. What new evidence was taken tended to implicate Operator McNish.

The county crown attorney says that during this investigation an honest effort will be made to find out who is responsible and if the evidence shows that some employee of the C.P.R., other than the men accused, are responsible a new charge will be laid and arrests follow.

The Prisoners' Counsel.

Mr. Geo F. Henderson appears for Alex. McCuaig, the engineer of the freight, and F.R. Latchford appears for Conductor Harry Hawes of the freight. County Crown Attorney J. A. Ritchie has the case of the Crown.

A dispute arose at the opening of the trial between the counsel for the defence and for the prosecution. The counsel for the defence argued that all evidence taken before the coroner should be submitted as evidence before the magistrate. This the Crown prosecutor refused to do, stating that he would call only such witnesses as would tend to prove the charge laid by the Crown. The defence will be at liberty to call any witnesses they desire. A discussion also took place as to the jurisdiction of the magistrate in the case.

Magistrate Smith decided that it was within his jurisdiction to dispose of the case as the evidence adduced would dictate.

The Taking of Evidence Begins.

Lyman Annable, the fireman of the Toronto express on the morning of the 14th of October, was the first witness. To Mr. Ritchie he gave the same evidence he gave before the coroner's jury.

Being cross-examined by Mr. Geo. F. Henderson, Mr. Annable said the semaphores were not raised against the express train. It was the duty of the operator to examine all switches in the station yard, 5 minutes before the train was due. If the operator had done that he would have been able to see whether there was any train on the siding or not. In cases of emergency it was the duty of the operator or agent to act as flagman. .

Express Conductor Testifies.

Conductor Wm. Pearson, of the Toronto express, was next called. The major portion of his evidence was not new. He admitted to Mr. Latchford that a rule of the C.P.R. said that "An agent is not to report a train in until the conductor has booked on the train register." If the agent does report a train in without having the conductor register, he is breaking the rules.

To Mr. Henderson Mr. Pearson stated that the moment an operator received an order for two trains to cross at his station, it was his duty to set the Nunn signal and leave it set until the trains had crossed or the order had been cancelled.

It was also necessary for some brakeman to go to the rear of the train when it stuck on the grade. The conductor, according to the rules, must remain in his van, and the 2nd brake man would have to go to Stittsville to assist in putting in the detached portion of the train. It was necessary for some one to couple the cars when the remainder of the freight was to be brought up.

An Important Question.

Mr. Henderson - Now, Mr. Pearson, whose duty was it to couple those cars when Engineer McCuaig went back after the remainder of his train.

Mr. Pearson could not answer, from the fact that Conductor Hawes had to remain in the van of his freight train, and the other brakeman was back flagging any train which might be approaching from the rear. The only way, in the opinion of Mr. Pearson, to get the cars coupled was for Brakeman Haste to come back on the light engine from Stittsville and couple the cars. A flagman, Mr. Pearson stated, had been left at Stittsville in the person of the operator. Any official of the road left in charge would he said, be a flagman.

Dr. J.O. Scott, Ottawa, and Dr. G. C. Richardson, of Hazeldean, were called and confirmed the evidence they gave before the coroner's jury.

At this point an adjournment for dinner was made.

At 3 o'clock the trial was adjourned till to-morrow...

12/11/1897 *Almonte Gazette*

Carleton Place

Stittsville

The C.P.R.Cp. Are making considerable improvements around the Stittsville station.

12/11/1897 *Ottawa Citizen*

Carleton Place

Stittsville

THE C.P.R.FATALITY

The preliminary examination of Engineer McCuaig and Conductor Hawes re the C.P.R. accident, will be commenced before County Court Police magistrate Smith this morning at 10 o'clock. Mr. Ritchie will appear for the prosecution and Messrs Latchford and McGiverin for the defence.

POINTING NOW TO McNISH

IS THE EVIDENCE IN THE STITTSTVILLE WRECK CASE

Today's Testimony Before Magistrate Smith McNish Was Told to Hold "the Cannon Ball" - Kavanagh's Story

The trial of Conductor Harry Hawes and Engineer McCuaig was resumed before County Magistrate Smith this morning. The evidence continues to point to Operator McNish as being in some sense responsible..

Wm. H. Kavanagh, the fireman on the freight train, told the crown prosecutor that he heard Brakeman Jas. Hastey tell Engineer McCuaig that he (Hastey) told the operator at Stittsville to let no trains through until they brought up the remainder of the freight train. The red light was showing in the western semaphore of the Stittsville yard when the engine was uncoupled from the front portion of the freight train. Brakeman Hastey, the witness believed, coupled the engine to the detached portion of the train after they went back for it.

Hastey Went Into the Station.

To Mr. Henderson, in cross-examination, Mr. Kavanagh said he saw Hastey go into the station at Stittsville. He also heard Hastey say to McCuaig "I told the operator to hold the "Cannon Ball." " The semaphore, witness said, was set at "danger" when they started back after the rear portion of their train. Witness knew that they were to pass a train at Stittsville and believed the semaphores were set to hold the trains and the semaphores would remain set. They would not have passed the east semaphore had they not believed it was set for their protection. If the semaphores were changed before the "Cannon Ball" left Stittsville they could not possibly have been changed by either Hawes or McCuaig.

Should Have Held the Trains.

To Mr. Latchford the witness stated that the operator at Stittsville should have held all trains because he knew Hawes' train was on the road and that Conductor Hawes had not registered himself as having arrived at Stittsville.

The deposition of Conductor Hawes at the coroner's inquest was put in as evidence against him. The evidence of engineer McCuaig was also put in against himself.

Frederick M Spidal was next called. He testified to the manner in which orders were sent from the dispatcher's office to the men on the road. His evidence was not new.

The court adjourned at one o'clock for lunch.

LOOKS BAD FOR McNISH

EVIDENCE THAT HE NEGLECTED HIS DUTIES

Fireman Annable Says He Should Have Examined the Switches Before the "Canon Ball" Arrived at Stittsville.

The preliminary examination of Engineer Alexander McCuaig and Conductor Hawes indicted by the coroner's jury as being responsible for the recent railway disaster at Stittsville in which James Hastey and others lost their lives was commenced in County Police Court yesterday morning before Magistrate Smith. Some new evidence was given tending to implicate another employee of the company, and it is not unlikely that a new charge will be laid.

Mr. J.A. Ritchie, County Crown Attorney, assisted by Mr. Owen Ritchie, is conducting the prosecution. Mr. G.F. Henderson is representing Alex. McCuaig and Mr. T.R. Latchford appears for Conductor Hawes.

COUNSEL DISAGREE

At the commencement of the trial yesterday there was a dispute between counsel as to the amount of evidence to be adduced. The defence wanted all the evidence given before the coroners' jury, while Mr. Ritchie proposed to call only such witnesses as would be necessary to substantiate the Crown's case. It was finally decided that the defence could call any witnesses it considered necessary.

OPERATOR NEGLECTED WORK

Lyman Annable, fireman on the Toronto express, on being called by the prosecution repeated his evidence before the coroner's jury. On cross examination, the witness said that the semaphores were not raised against the express. It was the duty of the operator to examine all switches in the yards five minutes before the train was due, and had he done that he could have seen whether a train was on the siding or not.

In his direct examination Conductor Pearson gave the same evidence as before the jury. Cross-examined by Mr. Henderson, Mr. Pearson stated that when an operator received an order for the crossing of trains at his station, it was his duty to set the Nunn signal and leave it set until the trains had crossed or the order had been cancelled. On returning for the remainder of the train the only way to get the cars coupled was to bring Hastey back from Stittsville, as the conductor had to remain in the van and the other brakeman was back flagging any train approaching from the rear. He considered that a flagman had been left at Stittsville in the person of Operator McNish, and any employee of the road could act as such.

At 3 o'clock the case was adjourned until this morning at 11, when the hearing will be resumed. The accused were again released on bail, McCuaig's bondsmen being Messrs. J.W. McRae and H.K. Egan, while William Anderson gave bonds for Harry Hawes.

RAILWAY MEN'S TRIAL

IT WAS CONCLUDED LATE ON SATURDAY NIGHT.

Operator McNish Examined at Length Legal Counsel for the Defendants Claim He was Solely to Blame for the Accident.

The trial of Conductor Hawes and Engineer McCuaig was continued on Saturday Before County Magistrate Smith, and was finished at 9.30 Saturday evening. From the evidence adduced very little was elicited other than that given at the inquest. The line of action pursued by the defence has consisted of an effort to clear the accused by attaching the blame on station Agent McNish, but a searching cross-examination of that witness failed to break down his testimony. The court sat in continuous session from 2 to 9.30 on Saturday, it being the wish of counsel on both sides to finish the case. Judgment in the case will be given on Thursday morning, and it is the general impression that both of the accused will be dismissed.

FIREMAN KAVANAGH'S STORY.

The first witness on Saturday was Walter Kavanagh, fireman on the special freight. He stated that he heard Hasteley say to McCuaig, "I have told the operator to hold the express until we get made up." The red light in the western semaphore was showing when the engine was uncoupled from the forward portion of the train.

Cross-examined by Mr. Henderson, the witness said he knew they were to pass a train at Stittsville, and believed the semaphores were set to hold the train and would remain set. If the semaphores were set before the "cannon ball" left Stittsville some person other than Hawes or McCuaig did it. To Mr. Latchford the witness said that McNish should have held all trains, knowing that Hawes' train was on the road and that Hawes had not registered on arriving at Stittsville.

The depositions of Hawes and McCuaig, as given before the coroner's jury, were submitted as evidence against the accused.

MR. SAIDAL'S EVIDENCE.

F. M. Spaldal, chief train despatcher, was called, and testified to the manner in which orders were sent from the despatcher's office to employees of the road. The court at one o'clock took recess.

On resuming after lunch, there was a dispute between counsel as to whether Engineer McCuaig should have taken Hasteley back with him on the engine to the remaining portion of the train.

Mr. Spidal was finally recalled, and again interpreted the rules. The witness was sharply cross-examined by counsel for the defence.

Mr. Henderson - Knowing that a freight train was divided and that the conductor hadn't reported but had gone back for the remaining portion of his train, is there a rule of the company permitting the agent to let a train pass the station?

Witness - Yes; an agent might properly let a train through, if he had no instructions to hold it, as express trains have the right of way.

Mr. Ritchie - If a freight train is cut on a grade and the engineer, accompanied by a fireman and brakeman should proceed to the next station, intending to return for the detached portion, what precaution should he take to protect his train?

Witness - I never took part in the management of a train in such a case except as an operator.

The magistrate overruled the question.

McNISH EXAMINED

The next witness was Mervin McNish. His direct examination occupied only a short time, and was the same as given at the inquest. On cross-examination, which lasted over an hour, the witness stated that he heard no one say "let no trains through until mine is made up." Five minutes before the express was due he went out to lower the semaphore to let the train through.

Mr. Henderson - Do you know that five minutes before the train is due, the agent should examine the switch and see that it is set right and locked?

Answer - I didn't examine the switch but the position of the lights showed that it was set right.

The witness said he made no investigation to see if the freight was in the yard, until the express had passed. He supposed the freight was on the siding.

Mr. Henderson - If you had gone into the yard and found only a portion of Hawes' train there would you have let the express pass?

Witness - Probably I would as I had no orders to hold it.

Superintendent Robillard was called and explained some of the regulations of the road

ADDRESS OF COUNSEL

Mr. Henderson, for the defence, then addressed the court at considerable length, asking for the dismissal of the prisoners, on the ground that no evidence had been adduced showing that they were to blame for the accident. He contended that it was due to the negligence of McNish who had failed to carry out the instructions of brakeman Hasteley.

Mr. Ritchie stated that any negligence on the part of McNish would not exonerate the accused, and, after reviewing the evidence, he asked for the commitment of the accused for trial at the Assizes.

Mr. Latchford followed in a brief vehement address, asking for the dismissal of his client in the absence of any evidence of culpable negligence. He questioned the veracity of McNish and repeatedly stated that the witness had been guilty of deliberate falsehood.

Magistrate Smith said he would carefully consider the case and give judgment on Thursday morning. The accused were again released on bail

ONE HELD

Decision in C.P.R. Wreck Case

Engineer McCuaig Sent for Trial

Conductor Hawes Dismissed - What the Magistrate Said re the Cases

Engineer Alex. McCuaig must answer before a jury to the charge of being responsible for the death of Brakeman James Hasteley in the recent C.P.R. wreck at Stittsville. Conductor Harry Hawes is dismissed.

County Magistrate Smith gave his decision this morning as stated above.

It was somewhat of a surprise to many who believed that both men would be discharged. The magistrate held that there was no evidence to show that Conductor Hawes had in any way neglected his duty. The fact that Conductor Hawes enquired of Hasteley what person had been left at Stittsville to flag the express went, to show that the conductor was doing his duty.

McCuaig's Case Not the Same.

In the case of Engineer McCuaig it was different. In order to comply strictly with the rules the magistrate thought McCuaig should himself have gone to report to the operator at Stittsville. The magistrate, however, admitted that McCuaig had not neglected his duty in so far as he had asked Hasteley if he had notified the operator. The answer of Hasteley that he had notified the operator, the magistrate thought, was some excuse for McCuaig's neglect to do so. But as McCuaig had not complied strictly with the rules, the magistrate felt bound to send him up for trial.

The case will be called before C. J. Robertson on Nov. 29th. In the meantime McCuaig is out on bail.

In the County Police Court this morning, Magistrate Smith will give his decision in the case against Engineer McCuaig and Conductor Hawes arising out of the Stittsville railway accident.

McCUAIG COMMITTED.

County Police Magistrate Smith gave judgment yesterday morning in the case arising out of the Stittsville railway disaster, he dismissed the charge against Harry Hawes, conductor of the special freight which was in the collision, and committed Engineer McCuaig for trial at the assizes commencing on the 29th inst. In delivering judgment the magistrate said that he had carefully considered all the facts of the case as embodied in the evidence adduced. In reference to Conductor Hawes, he was of the opinion that he had done what any reasonable man would have done under the circumstances. Hawes was not able to know what took place at Stittsville, but when the engine returned for the detached portion of the freight he had taken the precaution to enquire as to what arrangements had been made for protecting the train. When Hastey told him that a flagman had been left he had a right to assume that it was so, and was justified in proceeding to Stittsville with his train. He therefore dismissed the case against the accused. In the case of McCuaig, the magistrate regretted that he could not take a similar view. The position of engineer was one of importance. He had charge of the portion of the train at Stittsville. It was his duty to see personally that a flagman was left with proper instructions. However, the engineer had believed Hastey when he said he had told the operator to hold the express, and the position of the west semaphore when the train backed out justified him in doing so. Mr. Smith said it was a matter for a jury to decide as to whether these were sufficient reasons under the circumstances and committed the accused for trial. Mr. McCuaig was subsequently arraigned before Judge Ross and elected to be tried with a jury. He was again admitted to bail, with Messrs. J. W. McRae and H. K. Egan as bondsmen.

25/11/1897 *Ottawa Citizen**Carleton Place**Stittsville*

THE ASSIZES NEXT WEEK

LIST OF CIVIL CASES ENTERED FOR TRIAL

The Queen v McCuaig charged with manslaughter as a result of the recent accident on the C.P.R. at Stittsville is also in the criminal docket.

01/12/1897 *Ottawa Journal**Carleton Place**Stittsville*

Alexander McCuaig, the engineer of the freight train which collided with the Toronto express at Stittsville on Oct. 14th, is now a free man. At 4 o'clock yesterday afternoon the grand jury returned "no bill" against McCuaig. The jury could not find that Mr. McCuaig was in any way to blame for the unfortunate accident. The decision of the grand jury was not unexpected by the majority of the people. Mr. McCuaig had many friends in the court room, who warmly congratulated him upon the happy termination, for him, of a most unpleasant situation. Mr. McCuaig will at once return to his home in Carleton Place. No Arrests to be Made.

It was believed by many persons that in the event of no bill being returned against Engineer McCuaig that operator McNish would at once be charged with the crime and placed under arrest.

A Journal reporter hunted up County Crown Attorney Ritchie this morning, and asked him whether any further action would be taken against any one. He replied that he did not think so, as the matter had now been sifted and as carefully gone into as it could possibly be.

03/12/1897 *Almonte Gazette**Carleton Place**Ottawa*

Joseph Birch, 28, married, of Ottawa, a C.P.R. yardman was killed last Saturday by being crushed between two cars he was coupling.

03/12/1897 *Eastern Ontario Review**Carleton Place**Stittsville*

Alex McQuaig, the engineer charged with manslaughter as a result of the accident at Stittsville, has been committed for trial.

10/12/1897 *Almonte Gazette**Carleton Place**Stittsville*

Mrs. Peden has entered suit against the C.P.R. Co. for damages for the loss of her husband, Robert Peden, mail clerk, who was one of the victims of the Stittsville collision in October last. It is said she has refused the company's offer of settlement.

23/12/1897 *Ottawa Journal**Carleton Place**Britannia*

Judge Mosgrove informed a representative of the Journal to-day that on his arrival at the railway station at Britannia this morning, he and a number of other passengers were compelled to wait outside for the arrival of the train, for the station had been occupied during the night by a cow. The useful and generally inoffensive animal had not strayed in here of her own accord, but coming down as freight last night, it was alleged, been placed there by the officials of the railway.

His Honor says the station at Britannia is not a particularly commodious one, but its accommodations are manifold. It answers the purpose of a waiting room for passengers, a freight shed and a cattle yard.

The peculiar odor of the place after a bovine has occupied it during the night makes it particularly pleasant as a waiting room.

24/12/1897 *Almonte Gazette**Carleton Place**Stittsville*

The C.P.R. Co. has settled with Mrs. Larondeau, widow of Engineer Larondeau, who was killed in the Stittsville railway accident. They have given her \$3,600 in cash and free transportation for a year between Ottawa and Montreal.

07/02/1898 *Ottawa Citizen**Carleton Place**Carleton Place*

Carleton Place. A gang of men are engaged in putting in a siding on the north side of the C.P.R. station, for the accommodation of trains going in opposite directions to cross.

14/05/1898 *Ottawa Journal**Carleton Place**Ottawa, Broad Street*

Commencing Monday 16th trains between Ottawa and Prescott will resume arriving and departing from the Union Depot.

29/06/1898 *Ottawa Journal**Carleton Place*

CPR running excursions to Britannia for Dominion Day.

25/07/1898 *Ottawa Journal**Carleton Place**Stittsville*

HELD UP THE OPERATOR

DARING ATTEMPT AT ROBBERY AT STITTSVILLE STATION

(Special to The Journal.)

Stittsville, July 25. On Saturday night about 11.30. while the night operator. O'Brien, was attending to his duties, two masked men walked into the office and ordered him to "throw up his hands." He immediately did so when they asked him to hand over the money, but as he declared he had not the key of the till and did not know the combination of the safe, they searched him and succeeded in getting "one cent" and a jack-knife.

Mr. O'Brien immediately telegraphed to Ottawa, and two C. P.R. constables were sent up on an engine, and they, with a party of villagers, made a search, but were unsuccessful in finding the would-be robbers. The constable, spent yesterday in the vicinity, but no clue has yet been found..

Also reported in the Ottawa Free Press, same date.

26/07/1898 *Ottawa Citizen**Carleton Place**Stittsville*

C.P.R. constables Cowan and Davidson have returned from Stittsville where they were investigating the recent hold up at that station. They were unable to make any valuable discoveries.

A DASTARDLY ACT.

Attempt Mad. to Wreck the Toromto Express at Stittsville.

Stittsville, Ont, Aug. 6. A dastardly attempt was made yeaterday to wreck the Toronto train due here at 11 p.m. about two miles east of here. Near the town line crossing, where the train goes at a terrific, rate of speed, the engineer noticed a large rock on the rail, but was unable to stop and struck the rock, injuring his engine slightly and shaking the passengers up a little..

12/08/1898 *Almonte Gazette**Carleton Place**Stittsville*

Ottawa papers report a dastardly attempt to wreck an express train on the C.P.R. near Stittsville on Friday night last. A large rock had been placed on the track at a point where the trains usually run at a high rate of speed. The engineer noticed it but was unable to stop the train, and the engine struck the obstruction with considerable force, injuring the engine slightly and giving the passengers quite a shaking up.

13/01/1899 *Almonte Gazette**Carleton Place**Stittsville*

At the Ottawa assizes on Tuesday, in the case of Mrs. Hasteley of Carleton Place against the C.P.R. Co. for damages for the death of her husband, Brakeman Hasteley, in the accident at Stittsville on October 14th, 1897 at the close of the plaintiff's case Justice Armor dismissed the action, with costs, holding that the deceased disobeyed an order given him by the conductor, and but for that disobedience the accident would not have happened.

02/06/1899 *Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

The garden plot at the C.P.R. station has been made to look very attractive, the flower beds having recently been planted with a beautiful collection of flowers from Mr. C. Scrim's greenhouses.

19/06/1899 *Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

The C.P.R. new flyer, the Imperial, made her first trip into Ottawa yesterday. The train arrived on time and kept to the timetable throughout this division. The Imperial carried a large number of passengers.

20/07/1899 *Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

The sign board at the C.P.R. station which has been somewhat behind the times has been made into a thoroughly up to date affair. Two small iron poles have been erected from which will hang on large tin signs the destination for each train.

29/07/1899 *Ottawa Citizen**Carleton Place**Chaudiere*

The compressed air apparatus at the C.P.R. is about completed and will be moved to the station next week.

The C.P.R. company is erecting a large sand house near the round house. It will have a capacity of ten car loads. Sand will be dried by steam and raised up to the top by air. Large chutes will convey the sand to the engine box. This is a great improvement upon the former way which necessitated the carrying of sand in pails to the engine. The house will be ready in about three weeks.

28/08/1899 *Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

When the Toronto train was being backed into the Union depot Sunday morning at 6.20 it was shunted too far and ran the rear sleeper up on the guard at the end of the rails, breaking part of the guard and the rear steps. The people who were in the sleeper were considerably scared for a while as they thought there had been a collision.

04/09/1899 *Ottawa Citizen**Carleton Place*

A FATALITY

Mrs. Gosselin, of Hintonburg, Killed by a Train,

HURLED INTO A DITCH

Pembroke Local Struck Her on the Mechanicsville Crossing.

Mrs. Annie Gosselin, of Center street, Hintonburg, was struck and instantly killed by the C.P.R. local train from Pembroke, due in the city at 11 o'clock, Saturday morning. The accident happened at the crossing put over Center street by the railway company last fall.

The victim was the wife of Jacob Gosselin, laborer, and she was about 35 years of age. She leaves no family. In Hintonburg, Bell's Corners, Merivale and neighboring villages deceased was well known, as she had lived about the locality for the past twelve years.

A Shocking Sight.

The body of the unfortunate woman was found lying forty-five feet from the center of the railway crossing at Center street, and presented a most shocking appearance. It was evident that the train had been running at a high rate of speed when the woman was struck, otherwise she could not have been hurled such a distance. Both arms and one leg were broken, while the head, which had first come in contact with the solid rock at the side of the track was shattered like an egg shell, while blood, brains and hair were on the rocks for a space of nearly ten square feet. The left side of the forehead was completely smashed, the eye being destroyed, while the jaws were almost torn from their sockets. The body lay on the right side, between two large points of rock, with the right arm under the head. It was identified by Mrs. Jane Shorey, who knew the deceased well.

The Cause of the Accident.

It is stated on reliable authority that there can be no blame attached to the engineer of the train for the accident. The deceased was seen by several people in the village a few hours previous to her death, it is alleged, in a state of intoxication. She had started to go from Hintonburg to Mechanicsville, and when crossing the track, although the whistle was blown and the bell rung, she paid no attention, but deliberately walked in front of the oncoming train to her death. There is a steep down-grade at the point where the accident occurred, and the railway runs through a rock cut about sixteen feet deep. The crossing is also cut through a ledge of rock about twelve feet high, and it would be almost impossible to see a train coming from the west until within a few feet of the track. The noise, however, would be sufficient warning for a person in normal condition to look out for danger, and there is ample space to stand at the side of the track and allow a train to pass. It is stated by people residing in the vicinity that the trains pass this point at a rate of from thirty to forty miles per hour and do not perceptibly slacken speed until at Mason's crossing, which is the next one below the one where the accident occurred.

Inquest Opened.

A coroner's inquest was opened Saturday afternoon at two o'clock on the spot where the deceased came to her death. Coroner Freeland presided, and Constable John Thomson swore in a jury composed of the following: Robert Morgan (foreman), Arthur Sills, James Byers, Alex. Dynes, William Paul, Joseph Pelkey, Eugene Provincelle, Regis Potters, Archibald McPhee, James Daley, Geo. McGregor and Peter Chause.

The jury viewed the remains and adjourned until three o'clock this afternoon, when it will meet again at Byers' hotel in Hintonburg. The body was taken to S.M. Rogers' morgue on Rideau street, to be prepared for burial.

JURY SAYS

Gates Are Needed at Mechanicsville Crossing

THE GOSSELIN FATALITY

Evidence that the Woman Was Not Sober When Accident Occurred.

The adjourned inquest touching the death of Mrs. Annie Gosselin, who was killed at the C. P. R. crossing in Mechanicsville on Saturday last, was resumed yesterday afternoon at Byer's hotel, in Hintonburg.

Engineer John Dudley, who was driving the engine which struck the deceased, testified that as the train was coming into Ottawa about eleven o'clock on Saturday and when within about 150 feet of the crossing he saw the deceased start to cross the tracks. The train was running at its usual rate of speed when passing this point which was from twenty to twenty-five miles an hour. The steam was shut off at the time and there was considerable pressure from the air brake. Seeing that the woman would almost inevitably be struck he at once applied the brakes with their full power, or what is known as the emergency brake. The train was brought to a standstill before Mason's crossing was reached or in other words, within a few hundred yards of where the accident had occurred. He did not see the woman struck since the engine hid the point of contact from him, it being on the opposite side. He further stated that the whistle had been blown before coming to this crossing and that the bell was ringing at the time the accident occurred. This latter statement was amply substantiated by other witnesses.

The doings of the unfortunate woman during the morning were related by other witnesses.

About seven o'clock on the morning of her death she went to Mrs. Jane Shoren's house and talked strangely. She had a mark over her right eye and another on her right cheek, which she said had been received in a fall. She was later seen by Hintonburg residents coming from Mechanicsville with a pall of beer and acting as though intoxicated. Shortly before eleven o'clock she was again seen coming from the direction with another pall of beer, and apparently much more intoxicated than before. Just before she came to the track she seemed to be uncertain as to which way to go and upon being asked where she was going replied, "I am going to hell." She then continued her way towards Hintonburg via Second street. She had gone a short distance across the track when she turned and retraced her steps. At this time the train was rushing down the track, but she paid no heed to it. When a little way past the center of the track she stooped over as though looking for something and was in this position when the engine struck her, hurling her head foremost upon the rocks and shattering her skull like an egg shell.

After hearing the evidence the jury upon brief consideration returned the following verdict:-

"We find that Annie Gosselin came to her death by reason of injuries resulting from being struck by train No. 12 on the C P.R. at Second street crossing, Merhanicsville, on September 2nd. at about the hour of eleven o'clock in the morning.

"For the protection of life and property, and owing to the dangerous nature of this crossing, we recommend that gates be placed there and maintained by the railway company.

15/09/1899 *Almonte Gazette**Carleton Place**Britannia*

Two cows were killed on the first crossing west of Britannia Monday morning by the Pembroke local

18/09/1899 *Ottawa Journal**Carleton Place*

1,300 from Arnprior came to Ottawa on Saturday to visit the Central Canada Fair. Two trains to the CPR station then streetcar. Paid for by McLachlin - things had been going well at the mill recently.

26/09/1899 *Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

Some fine new stands for numbering the tracks at the Union depot have been put up by the C.P.R. These consist of two upright iron bars connected with a cross piece to which the number painted on a piece of sheet iron is attached. The ends of the uprights are finished in brass and the stands form quite an artistic design.

14/01/1900 *Ottawa Journal**Carleton Place*

COMING TO THE COUNCIL

CANADIAN PACIFIC AFTER CONCESSIONS.

Mr. C. W. Spencer Says Ottawa Should Help the Company to get to the Central station From the West,

The Canadian Pacific Railway wants the city to assist it in getting its western line to the Central Depot by a direct route. Mr. C. W. Spencer, general superintendent of the Canadian Pacific, was in the city yesterday, and speaking to the Journal, said that the company would have some proposals to make to the council, this week, regarding the right to cross certain streets from the west end of the city to the Central Depot.

Mr. Spencer says it has cost the company about \$200,00 to rebuild the old Union Depot. He would not go into a detailed statement of what the company wants the city to do or as to the route of the line to join the western and eastern tracks.

27/04/1900 *Almonte Gazette**Carleton Place**Ottawa Broad Street*

Just before going to press the GAZETTE learns by telegram that a fire broke out in Hull this (Thursday) morning, and spread so rapidly owing to the very high wind that the greater part of the city has been destroyed, the appliances for fighting the flames being practically useless. The fire spread across the river to the Chaudiere lumber piles, which with the sawmills are burned; and at latest reports the flames had reached the C.P.R. station in Ottawa, which is likely to be destroyed, with other buildings in that neighborhood. Ottawa has applied to Montreal for assistance. The greatest excitement prevails- a veritable panic.

Three o'clock p.m.- the C.P.R. station is destroyed, and the fire is making a clean sweep of that whole section of Ottawa. The waterworks building is threatened. The train from Montreal for Winnipeg cannot get past Hull, and the Winnipeg train for Montreal is held at Britannia.

The dense smoke from the fire is plainly seen from the Almonte station.

27/04/1900 *Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

A Citizen reporter came close to being scorched when giving his office details of the fire from the C.P.R. station. When he left the building it was enveloped in flames, while on nearly every side fire was raging and an escape was effected just in time.

The C.P.R. train service was uninterrupted today. A small office in connection with the roundhouse on the Richmond road was improvised as a station. The trains both going from and coming into the city were crowded. The roundhouse was not injured as was at first reported.

Mr. F. Lapointe, landing waiter at the C.P.R. freight sheds, had a narrow escape from meeting death in the flames. Business men were busy removing merchandise in bond and the officer was delayed in the building, he being the last to leave. His hair and face were severely burned in making the exit. The goods lost in the fire, which were in bond, were valued at \$100,000.

Sergt. Robillard, of the police force, discovered a dead man just outside of the C.P.R. freight sheds. The corpse showed more evidence of the man having been suffocated rather than having been burned to death. He took charge of the articles found on the body, but there was nothing that would give any clue to his identity. The sergeant gave orders that the coroner should be notified and also telephoned Harris and Brady. Up to a late hour last night, however, the corpse lay there, stark and stiff.

It seemed apparent that the deceased had been in the freight sheds when they caught fire, and had been overcome just as he reached the door.

27/04/1900 Ottawa Journal

Carleton Place

No sooner had the lumber piles taken at the Chaudiere bridge on the Ottawa side than the piles west of the C.P.R. union station caught from flying cinders.

A great many C.P.R. cars, together with the station, freight sheds, roundhouse and other structures were burned.

28/04/1900 Ottawa Free Press

Carleton Place

Ottawa Broad Street fire

C.P.R. estimate of losses due to fire is \$300,000. This includes station, structures, track, freight sheds and freight for which it is responsible.

28/04/1900 Ottawa Citizen

Carleton Place

Ottawa Broad Street fire

No direct reference to railways

Page 5 column 3 REAL DANGER

Senator Thinks It Is In The Lumber Piles

CLEMOW ON THE FIRE

He Points Out That Such a Disaster Was Feared Years Ago

Page 4 column 3

The Situation Estimates of Damage etc

28/04/1900 Ottawa Journal

Carleton Place

Ottawa Broad Street fire

No direct reference to railway

Page 4 column 4 LUMBER PILES A MENACE

SENATORS THINK THEY SHOULD BE REMOVED

The Danger of Having Them Piled in the City Limits Pointed Out by the Senate

30/04/1900 Ottawa Citizen

Carleton Place

Ottawa Broad Street fire

SUNDAY ON STREETS

Some Idea of the Scenes Witnessed by Thousands of People.

The scene on the streets yesterday was like that during one of the busiest periods of fair week. Hundreds of excursionists from all over the country thronged to Ottawa to look over the ruin wrought by Thursday's disastrous conflagration. The uptown hotels were crowded, and an unsophisticated observer might imagine the city must be the scene of some fete of unusual note. The cars on the lines leading to the burnt district were crowded far beyond their ordinary capacity, and the company did a rushing business. The liveries and hackmen were also on the hustle, and fully 40,000 people must have visited the destroyed area during the day. The quarter which probably attracted the most attention was that at the Chaudiere bridges, where the great destruction to industrial concerns was most apparent. The bridges themselves, twisted and warped out of all resemblance of the condition in which they were supposed to do duty, formed an awe-inspiring spectacle, and were the object of much camera attention. Another spot much patronized was the site of the C.P.R. station and freight sheds, where workman were busy all day clearing away debris and putting down a new platform. Mr. Burgess, the railway restaurant man, has a tent erected on the site of the burnt depot, and a regular business is going on. The C.P.R. has a passenger coach fitted up as a temporary office for the train despatchers.

The police were preventing people from crossing the Chaudiere bridges yesterday, as it was feared some accident might occur, passage having to be made on nothing more substantial in some places than a street car rail.

The C.P.R. has several big derricks at work lifting up the debris from the yard and placing it on flat cars, so that the ruins around there will all soon be cleared up.

MANY EXCURSIONISTS

Visited City Yesterday on C.A.R. and C.P.R. to Take in the Fire Scenes.

Ottawa was the Mecca to which thousands of people came yesterday to view the awful area over which the devastating element swept on Thursday, taking in its path such destruction and causing such misery. Special trains on the Canada Atlantic system brought 1,000 people from Valleyfield, 300 from Hawkesbury, 500 from Rockland. and nearly 1,200 from Pembroke and intermediate stations.

The C.P.R. landed about 600 people in the city yesterday from outside places at the site of the burned station. They came in on the regular trains about 9.30 a.m., and were from Pembroke, Smith's Falls, Perth and Brockville. The scene at the old C.P.R. site was quite lively all day long.

01/05/1900 Ottawa Citizen

Carleton Place

The Canadian Pacific railway, out of respect to feelings of fire sufferers, came to the conclusion it would not be advisable to run excursions of sightseers to the Capital, and this explains the reason no excursions came in over their line Sunday.

C. P. R. IMPROVEMENTS

Mr. Tait Outlines What the Company Proposes Doing at the Chaudiere.

Mr. Thomas Tait, general manager of the Canadian Pacific railway system east of Fort William, and Mr. C. W. Spencer, superintendent of the Eastern division, were in the city yesterday looking after the company's interests in connection with the replacing of the Union depot and freight sheds.

Speaking to a representative of the Citizen, Mr. Tait said the company has under consideration the erection of a new station, and big freight sheds, commensurate with the growing importance of Ottawa as a commercial center.

"You may state as an official announcement from the company," said Mr. Tait, "that the location, facilities, and size of the proposed buildings will depend altogether on the assurance given the company by the city that it will be reasonably protected from fires. The company does not propose erecting costly buildings if they are to be surrounded by lumber piles and wooden shanties. If reasonable protection is guaranteed, the company is prepared to go ahead immediately with the erection of a station which will be a credit to the city and quite in keeping with the policy of the C.P.R. in building magnificent stations at all important centers. Arrangements have been made so that the station can be located quite convenient to the heart of the city. The freight sheds will be three or four times the size of those destroyed and will be constructed with a view to the ornate in architectural design."

Mr. Tait said that prompt action would be required, as the company could not long continue unloading passengers with a tent as station accommodation, and if the city meets the company's views on the question of fire protection, a large number of men will be put to work immediately thus helping on the work of relief to the sufferers.

AN EXPERT OPINION

Apropos of Mr. Tait's request for protection from fire feeders in the shape of lumber piles and wooden houses, the Citizen reporter interviewed one of the best authorities in the city on shipping, and especially in connection with the lumber business. The gentleman, who is largely interested in the industrial development of the city, said that now is the time to take action to have the piling grounds removed outside the limits. Ottawa is growing, he said, and needs the valuable land now used for piling grounds for building lots. It should be surveyed into lots, streets opened up, and it will not long be vacant. The city is bound to grow, and it is now a question whether the municipality wants these lands to be occupied by people or to continue the piling grounds, and allow the city to grow out beyond them, and thus keep piles of lumber in the heart of the city, dividing one section from the other. As to the inconvenience to shipping, said the gentleman, there is very little in the objection made in that respect. Nearly ninety per cent. of the lumber is now taken to the piling grounds by horse or tram, so that the matter of a mile or two further haulage would not hamper the trade in the slightest degree.

No one would object to a limited amount being piled near the mills, but the millions of feet which had encircled the city in the past were a standing menace to the safety of the whole city, and one of the biggest drawbacks to the establishment of manufacturing industries. Capitalists are not going to build, and live in constant dread of being wiped out, when they can go elsewhere and be given reasonable protection. The gentleman, who does not wish to have his name published, said that in his experience as a shipper, covering many years, he never found the railways backward in helping trade and felt sure that spur lines would be built to piling grounds located a mile or so outside the city. That the bulk of the lumber is moved by train is easily proven by a trip to the piling grounds now in use, and to lengthen the run would do the lumber trade no harm, and would greatly benefit the city.

The wiping out of so large a section of the city should cause a unanimous demand from the people that the council take immediate action in the matter, and this should be backed up by drastic measures on the part of the Dominion government, which is in duty bound to the country at large to protect the Dominion property.

Page 7 excerpts.

Montreal, Peterborough and Brockville were appealed to for help to fight the fire, and each sent a steamer and some men by special train. About 1.30 p.m. the fire destroyed the bridge between Hull and Ottawa, and swept over into the Chaudiere district. Fortunately the wind about this time shifted from west to east, else a large part if not the whole of upper town would have been swept out of existence. All the Chaudiere district, including the sawmills, flour mills, electric railway and other powerhouses, the C.P.R. station and freight sheds, were destroyed, with about 200 freight cars, many of them filled with goods.

Mr. C. W. Spencer, general manager of C.P.R. lines east of Fort William estimates the damages to the company's property on a conservative estimate at \$250,000, covered by insurance. The losses in the C.P.R. yards include a car of machinery from the Massey-Harris company, 24 cars of merchandise, two cars of telegraph poles for the O.E. Railway, one car of machinery for George Mason, lumberman; one of switches for the O.E. Railway, 60 barrels of oil belonging to the C.P.R. The books from the freight sheds were saved, but with a few exceptions. Nearly all the merchandise in the freight sheds was destroyed.

Page 8 excerpts

Dr. Steele and Mr. A.C. Wylie, of this town, who went to Ottawa Thursday evening, found the charred body of a man in the C.P.R. yard.

Almonte was greatly excited over the fire last Thursday evening, when the reflections from the flames could be seen distinctly, and there was no means of getting news, the telephoning and telegraphing systems being knocked out for a time at Ottawa.

FIRE AREAS

Prove a Hard Subject for Civic Committee

NO DECISION COME TO

The Matter Will be Further Dealt With in Council on Monday

Readjusting fire areas and adopting regulations, the stringency of which may restrict or drive out altogether Ottawa's immense lumber industry, is too delicate a matter for the fire and light committee to deal with precipitantly; so that body, after considerable discussion last night, decided to defer any action in the matter until a later date. Some of the aldermen favored sending the report of the sub-committee to council on Monday night, while others were anxious to secure the opinion of the board of trade. In consequence the whole question, after a week's consideration stands as it was, and leaves the civic savants to deal with it as they see fit.

At the meeting last night Chairman White presented the report of the subcommittee, recommending.

"That the extension of the area B be bounded on the north by the Ottawa river, westerly from Kent street to C.P. railway bridge over the Ottawa river, thence southerly along the Canadian Pacific railway tracks to a point 100 feet south of Somerset street, thence southerly to Concession street, thence southerly to a point 100 feet south of Ann street, thence easterly to Bank street."

The sub-committee also recommended that not more than half a million feet of lumber should be allowed in any one yard.

Ald. Morris contended that the report was irregular. It appeared, he said, that the course suggested was a somewhat zigzag one, and calculated to benefit certain properties. The area should be struck on straight lines.

Building Inspector Pratt said the whole area proposed was at right angles. The boundaries under the clause referred to were much more regular than in the present area. He produced the plan of the city, in which the proposed extension was shown, as calculated to be square in form.

More general remarks followed page 5 column 3

05/05/1900 *Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

(C.P.R.) .. The trains are now running to the old site of the depot as usual.

08/05/1900 *Ottawa Journal**Carleton Place*

Ald. White Fathers a Stringent By-law

WOULD BANISH LUMBER PILES FROM THE CITY

And Require Fire Proof Roofs Within Areas A and B: Board of Trade will be Given a Chance to Discuss

Contrary to expectations the city council did not spend very much time last night discussing the fire area and lumber piling question.

The subject was not in shape which permits of discussion.

Ald. White introduced a by-law dealing with the question, but he was content to let it stand with a first reading. Printed copies will be sent to the Board of Trade to-night, and the by-law will probably form the basis of discussion there.

The by-law is a most stringent one - much more stringent than the one proposed by the sub-committee of the fire and light committee. After the apparent desire on the part of some of the aldermen at the fire and light committee meeting to shirk any responsibility on the matter, Ald. White concluded that a stringent by-law would be the proper means of dealing with the matter. Those who have objections will have to take the responsibility of attaching their names to amendments making it less stringent.

The by-law was just given first reading. The council may be guided somewhat by the action of the Board of Trade, and a special meeting of the council will be called to discuss the question on the second reading of the by-law.

Its Provisions.

The by-law proposes to put the Chaudiere district as far west as the Canadian Pacific Railway bridge over the Ottawa in area B. The line will be followed south to a point 100 feet south of Somerset, east to Concession, south to Ann and east to Bank. This will make a very large addition to area B. The by-law also proposes to prevent the construction of wooden roofs in areas A and B in future. Roofs must be of tin, iron, copper, zinc, gravel, or some incombustible material. No iron-clad building will be allowed in area B within sixty feet of the street line. At present they are allowed right up to the street.

The proposed restriction in regard to piling lumber is that not more than 500,000 feet be allowed in any one yard or to be piled by any one firm within the city limits. This would practically kill the piling by lumber firms and would simply be enough to allow factories to operate. The by-law would also prohibit the piling of more than fifty cords of wood in any wood-yard in the city.

09/05/1900 *Ottawa Citizen**Carleton Place***THE BOARD OF TRADE AND LUMBER PILING**

Mr.J.R. Booth Makes Out a Strong Case From His Standpoint on the Question at issue and Has Many to Support Him

Decision That Caution is Necessary and a Strong Committee Appointed to Report Back to the Board.

The far-reaching influence of the great conflagration of April 26th, the magnitude of the interests involved and the momentous issues arising therefrom were fully exploited at a meeting of the board of trade held last night. It was the largest meeting of the board held for years. The room was packed, the seating capacity being inadequate, many having to stand for hours. The lumber princes were out in force and put forth strong arguments in reply to the attacks on the lumber piles. Mr. John R. Booth spoke for about three-quarters of an hour, and made out a strong case for the lumbermen. The meeting reached no definite conclusion as to the merits of any of the questions raised, deciding that calm, dispassionate investigation should be made into all the interests affected. A strong committee composed of representative citizens was appointed to investigate and report back at the earliest possible moment.

Page 3 columns 3 and 4

09/05/1900 *Ottawa Journal**Carleton Place***WAITING FOR THE CITY**

C.P.R. Will Have Their Plans for new Depot Ready in a Few Days

Mr. C.W. Spencer, general superintendent of the Canadian Pacific Railway, was in the city yesterday in connection with the acquisition of some property by the company near its property on Broad street. Mr. Spencer says that the C.P.R. has purchased the Rochester property lying between the depot site and the Canada Atlantic track, and now own the entire block bounded by the Canada Atlantic track, Broad Street, Oregon street and the Ottawa river.

Mr. Spencer says that the C.P.R. is only awaiting the action of the council in regard to the piling of lumber in the Chaudiere district before going ahead with the new buildings. If the city is prepared to make the proper regulations, and he believes that the piling of lumber is a menace, Ottawa will be given an exceptionally fine depot. Mr. Spencer says that their architect is at present working on the plans and they will be ready in a few days.

LUMBER PILES - SHINGLED ROOFS

The Dangerous Features of Both

Board of Trade Discusses the Matter and Appoints a Committee to Investigate and Report as Early as Possible

Page 2 columns 3 and 4

Exerpt:

Needed Broad-Minded Treatment.

The settlement of the question, Mr. McRae said, would involve inconvenience for some of the committee, but the business was important to the interests and credit of the city, and the board. He had been accused of acting for interested parties in the matter but speaking as one who had lost heavily in the fire, he felt he had a right to be heard.

The board would have to deal with the question in a broad-minded manner. It was not sectional in its importance. A by-law prohibiting lumber piling in the city would affect not only the Chaudiere mills, but would apply also to Messrs. Thackray and Davidson, the W. C. Edwards Co., J. A. Desrivieres, and other establishments, such as Harris and Campbell's factory. The committee would deal with the question broadly, pointing out the place, where the city was menaced, and with the combined intelligence of the members of the committee, he felt sure their report would be satisfactory to the citizens and also to the interests involved.

10/05/1900 *Ottawa Journal**Carleton Place*

Lumber Piling on a Large Scale

A Yellow City of Lumber Being Reared Over the Piling District of the Burned Area. Booth's Mill is Running Full Blast.

While the city council and the Board of Trade is actively engaged in settling the lumber piling question, the lumber interest is working out a solution for itself.

A great yellow city of lumber piles is rearing itself with marvellous rapidity over large sections of the burned area of the city, both in the Chaudiere and the section lying along the Prescott line of the Canadian Pacific railway between the Richmond road, Somerset street and the southwestern limits of the city. There are a hundred big piles of new lumber spread over the burned area, and the number is being doubled as rapidly as a long procession of lumber rigs between Booth's mills and the piling grounds can operate.

Booth's big mill was started operating on Monday, and last night a night gang was put on Mr. Booth has to have some place to pile the sawn timber, and is using his old piling ground, while the fears of the fire and light committee that lumber would be back in its old place before the question could be settled seem to becoming an actual fact. Lumber is being piled along the river front between Booth's mill and the Canadian Pacific railway track, a small quantity is being piled between Bridge and Sherwood streets, more is being piled on the old piling grounds along Richmond road, in a short space of time the lumber piling district will present its old time appearance.

11/05/1900 *Almonte Gazette**Carleton Place**Ottawa Broad Street fire*

It is said that the C.P.R. want the lumber piles removed from the neighborhood of their old station at Ottawa as a condition of their rebuilding there.

12/05/1900 *Ottawa Citizen**Carleton Place*

It is understood that the class of buildings which the C.P.R. will erect on its property on the flats largely depends upon the fire limits which the city council defines and the decision which is reaches [sic] relative to the piling of lumber within the corporation limits. A stone station as well as freight sheds may be put up during the year, but before making any move in the matter the road. like all other interests, awaits a final decision by the city council and the adoption of regulations clearly defining fire areas and other questions which are incidentally involved.

14/05/1900 *Ottawa Citizen**Carleton Place**Chaudiere***NEW C.P.R. STATION**

It Will be a Solid Stone Building - Trans-City Line Not Given Up.

Excavation work was commenced this morning for the erection of the new freight sheds in the Canadian Pacific [sic]s yards. These sheds will be built on stone foundations, and made as fireproof as possible. They will be fitted with modern appliances for the speedy storage and discharge of freight. The largest building will be 300 feet long and 40 feet wide and the second one 250 feet long and 50 feet wide. Both buildings will be finished with flat gravel roofs. In arrangement and equipment the sheds are to surpass any heretofore built by the company in the large cities. Work on both buildings will be pushed with the greatest possible despatch. The contract for the masonry has been let to Mr. Thomas Tompkins, of Brockville, and the framework will be performed by the railway company. An outlay of \$25,000 will be made on the sheds.

Mr. C. W. Spencer, general superintendent of the Eastern Division of the CPR, accompanied by Mr D. MacPherson, divisional engineer, arrived in Ottawa this morning on business connected with the erection of the new station, enlargement of the yards, etc.

The plans for the station have not yet been completed but it will be built after the style of the Place Viger station in Montreal. The new Ottawa station is to be a handsome structure, situated immediately south of the old one, and flanked with extensive train sheds. It will be 289 ft in length and stone is to be used entirely in the construction.

On the second floor the divisional offices will be situated. The cost is estimated at \$35,000. The train sheds are to be between 645 and 800 feet in length. Ten tracks will run into them giving ample accommodation for the passenger traffic.

MR. SPENCER'S STATEMENT

Mr. Spencer stated the building of the new station would in no way interfere with the C.P.R.'s. plans regarding the proposed Central depot. His company has still in view the project of securing right of way through the city to the proposed station. He was of the opinion the time had arrived when the corporation should make a demand for the early erection of the downtown depot.

Plans have also been drawn up for the enlargement and re-arrangement of the Canadian Pacific yards. The new land recently acquired consists of about ten acres between the aqueduct and Richmond road and the river front. On it 20 new tracks will be laid, giving greater facility for the marshalling and storage of trains. On the completion of this work the passenger and freight yards will be entirely separate. The passenger yard is to be fitted with ten more tracks giving provision for the making up and dispatching of trains with a marked saving of time. There will also be ample accommodation for the storage of passenger cars.

A new line will be built from a point on the main line near the Mechanicsville crossing, connecting with the Prescott line. This will form a Y and greatly facilitate the handling of trains entering and leaving the new station.

Over 500 men will be given employment on the improvement and extension work of the Canadian Pacific Railway company's premises.

14/05/1900 *Ottawa Journal**Carleton Place***BOARD OF TRADE CALLED**

TO TAKE UP THE NEW FIRE AREA BY=LAW

The Special Committee Agrees About the Restrictions to be Placed Upon the Piling of Lumber

Page 8 column 4

14/05/1900 Ottawa Citizen Carleton Place

EXTEND FIRE AREA B

Recommendations of Sub-committee on the Piling in Lumber Yards.

Page 4 column 5

15/05/1900 Ottawa Journal Carleton Place

CLAMORING FOR PROTECTION

CHAUDIERE INTERESTS RE-LUMBER PILING

Page 7 column 3

15/05/1900 Ottawa Journal Carleton Place

Board of Trade and City Council Discuss Fire Area Restrictions

Page 3 columns 3 and 4

15/05/1900 Ottawa Citizen Carleton Place

MR. SPENCER AND MR. BOOTH

Both Heard by the Aldermen on the Lumber Piling Question

Page 1 column 7

15/05/1900 Ottawa Citizen Carleton Place

IS AMENDED

Board of Trade in Fire Area Bylaw

SLIGHT CHANGES MADE

Page 6 column 5

16/05/1900 Ottawa Citizen Carleton Place

NO DECISION YET ON PILING QUESTION

City Council Discusses the Matter and Passes Some of the Clauses of the New Fire Area Bylaw Last Night.

Mrs. Booth Addresses the Council - Fire Area B to be Extended - Aldermen Express Their Views.

Page 5 columns 3 and 4

16/05/1900 Ottawa Citizen Carleton Place

CITY COUNCIL TONIGHT

The Lumber Piling Question Will Likely be Disposed of.

Another special meeting of the city council has been called for tonight to further consider the fire area by-law. The only clause of importance that remains to be dealt with is that relating to the piling of lumber and after the very thorough discussion of last night it would appear that the aldermen should be in a position to take some definite action.

16/05/1900 Ottawa Journal Carleton Place

Fire Area Extended; Lumber Question Unsettled

ALDERMEN TALKED THREE AND A HALF HOURS ON ISSUE

And Failed to Reach any Conclusion as to Lumber Piling.

Extension of Area and Riif Requirements Pass with Good Majority

Page 3 columns 3, 4 and 5. then page 5 column 4

17/05/1900 Ottawa Citizen Carleton Place

FIRE BY-LAW

City Council Gives it Second Reading

IMPORTANT AMENDMENT

Which Affects the Distance Between Houses and Lumber Piles

Page 6 columns 5 and 6.

17/05/1900 Ottawa Journal Carleton Place

CONCLUSION ON LUMBER PILING

Council will Restrict it within Sixty Feet of Any Building, One Piling Yard Excepted Where Mr. Booth and C.P.R. Have an Agreement.

Page 3 columns 3 and 4.

18/05/1900 Ottawa Journal Carleton Place Ottawa, Broad Street

MORE AMENDMENTS.

Lumber Piling By-Law not yet Satisfactory to all.

When the proposed fire by-law comes up for its third reading, an amendment will be moved to make the restriction that lumber shall not be piled within sixty feet of any building, applicable to the whole city, excepting, of course, the half million feet allowed for manufacturing purposes. The exception, where 30 feet was to be the regulation in Rochesterville yards, was allowed to pass the second reading Wednesday night by some of the aldermen who oppose anything less than sixty feet in any of the piling grounds but who will fight the question on the third reading. As the by-law has now to get only one reading it has been decided not to hold a special meeting of council, to-night, but to let it come up at the regular meeting, on Monday night.

It was reported in the city today that the contract for the erection of the new Canadian Pacific Railway depot has been awarded to Mr. Thos. Thomkins of Brockville and that no time will be lost in starting to work. Mr. Thomkins constructed most of the CPR depots in the north west and BC as well as the hotel at Vancouver belonging to the same company. He was in the city a few days ago.

It is claimed the city council will have to practically settle tonight the question whether or not Ottawa is to have a handsome new Canadian Pacific Railway depot on Broad Street or a much more modest structure than the company has at present in contemplation.

The situation is said to be practically this: The CPR will not make any great expenditure in connection with a depot building if it is to be menaced by the piling of lumber. The company feel that while not discussing the piling of lumber generally, that where extensive improvements which will be of great benefit to Ottawa are contemplated, that it is fairly entitled to the necessary protection.

At the last meeting of the city council which considered the lumber question, the impression was given that Mr. C. W. Spencer of the C.P.R. and Mr. J. R. Booth had come to an arrangement whereby Mr. J. R. Booth was to cease the piling of lumber on a strip of ground on the north side of the Richmond Road and west of Broad street, in return for an equal amount of piling ground to be given by the C.P.R. This is not the case.

Referring to the matter to-day, Mr. C. W. Spencer said that no final arrangement had been made with Mr. Booth. Mr. Booth had seen him and the matter was discussed and taken under consideration, but in looking over the company's property, it was found that not only is there the required ground to be spared Mr. Booth, but that more property is required by the C.P.R., and will have to be purchased. The C.P.R. does not want to be antagonistic to Mr. Booth, and it is not with this end in view that objection is taken to the piling of lumber at the point in question. It is simply that such a fine building as they propose to erect, and the great amount of passenger rolling stock that will be adjacent must not be menaced.

"If the city council decides to-night to permit Mr. Booth to pile lumber west of Broad street on the north side of Richmond road, what effect will it have on your proposed improvements?" was asked Mr. Spencer.

"It will simply mean this," he replied: "I fear a much inferior building to that proposed will be erected. Whatever we do in the western part of the city, will have no effect on our policy in regard to the proposed Central depot at Sapper's Bridge. We are, as heretofore stated, anxious to join in the construction and operation of a Central depot, which would be a credit to the city of Ottawa."

The New Depot.

The plans for the new station, proposed by the Canadian Pacific Railway, replacing the one recently destroyed by fire, were on exhibition today, at Union depot grounds. As already described in The Journal they show a very handsome structure along the lines of the Place Viger depot in Montreal. The depot proposed is of stone foundation, white Scotch pressed brick, with slate roof. The main building, three stories [sic] high, will be surmounted with a tower, in which a large clock will be placed.

The ground floor of this building provides first-class waiting room, ladies' waiting room, second-class waiting room, gentlemen's smoking room, dining room, restaurant, baggage room, and express room.

The estimated cost of the station premises proper, independent of the tracks, will be about \$50,000. The further improvements contemplated on the part of the C.P.R. on the station and freight yard premises will involve a further expenditure of from \$100,000 to \$125,000 at least.

TO-NIGHT'S COUNCIL MEETING.

The city council will meet again tonight, when the by-law in regard to the fire area and lumber piling will come up for a third reading. It is likely to cause more discussion in view of the further protest from the Canadian Pacific Railway against lumber piling on the north side of the Richmond road.

TOWER AND CLOCK

The New C.P.R., Station will be an Ornament to the West End.

The plans for the new C.P.R. station on Broad Street were brought to the city today by Mr. C. W. Spencer, general superintendent of the Eastern Division of the C.P.R. The new building will be of white pressed brick with stone foundation and is designed after the Place Viger station in Montreal. In the center will be an elevated tower and clock. On the ground floor there will be a waiting room, a lady's waiting room, a second-class waiting room, a smoking room, restaurant, dining rooms, baggage and express room. On the second floor there will be a suite of 12 offices with a number of others on the third story.

It is proposed to lay ten tracks up to the station for passenger traffic and a number of additional tracks for the accommodation of rolling stock. The estimated cost of the station is \$50,000 and further improvements contemplated will bring the amount up to \$100,000.

Mr. C. W. Spencer spoke this morning of the conditions on which the improvements would be made. He stated that the only question which the C.P.R. had undertaken was the protection of the extensive structures which it proposes to put up. The company, he said, contended that in view of the situation of the passenger premises no lumber should be piled west of Broad Street or north of the Richmond road. The C.P.R. would leave it with the city council to decide and on its decision would depend whether the present extensive plans could be carried out or much inferior buildings and arrangements substituted therefore. "Our desire," Mr. Spencer said, "is to construct such buildings as will be a credit and an encouragement for the rebuilding of the west part of Ottawa. It will not in any way affect our part of building and operating the Central depot which should be built without further delay and be a monument to the city."

In reference to an inquiry as to whether the Sussex Street depot was to be closed Mr. Spencer stated that the C.P.R. had no such intention. It had already taken a step in the direction of permanency by building steel bridges over the Rideau river. The company had great faith in Ottawa.

NEW FIRE BYLAW KILLED LAST NIGHT

Old Regulations, Permitting Piling of Lumber promiscuously and Erection of Wooden Houses, Remain in Force.

Page 3 columns 3 and 4.

WHY THEY VOTED AGAINST BYLAW

Some of the Aldermen Say it Went Too Far and Others Say it Was Not Stringent Enough as Regards Lumber Piling.

Mr. J.R. Booth Will Comply with the Terms of the Rejected Bylaw - C.P.R. Won't Start Work on Big Station Just Now.

Page 1 columns 1 and 2

Excerpt

Mr. BOOTH'S STATEMENT

Mr. J. R. Booth whose interests are more largely involved than those of any other in the question, told a Citizen reporter this morning that he would conform to the by-law just the same as if it had been passed. "I will not pile my lumber," he said "within 60 feet of buildings where there are streets; where there are no streets I will provide a space of thirty feet. I expected that the by-law would be put through last night but its defeat will not permit me from carrying out its provisions. I am prepared to do what is fair. There were objectional features in the by-law; it would involve a great hardship on poor people who have lost all they had to compel them to put up expensive fireproof buildings. I want to see the burnt district built up and the restrictions should not be too stringent. I believe, however, that people will put up substantial buildings for their own protection."

Mr SPENCER'S STATEMENT

Mr. C. W. Spencer, superintendent of the Eastern division of the C.P.R., returned to Montreal this morning. "I was greatly disappointed," he said, "at the action of the council last night. The plans for our Union depot will be deferred for the present. We will go ahead, however, with our freight sheds and other improvements."

CITY IS BACK TO OLD ORDER OF THINGS

Proposed By-law was Defeated

Aldermen Could not Agree on Lumber Piling and Fire Area Issues. Lumber may now be Piled Without Restriction

Page 3 columns 3, 4 and 5

01/06/1900

*Canada Lumberman**Carleton Place**Chaudiere*

Article - aftermath of the fire

05/06/1900

*Ottawa Citizen**Carleton Place**Britannia*

The C.P.R. has again opened up its gravel pit near Britannia and a large force of men is employed in excavating it and loading it on the cars. Workmen on the C.P.R. are putting in new ties and a new crossing just opposite Britannia post office.

11/06/1900

*Ottawa Citizen**Carleton Place**Richmond Road*

The crossing of the Richmond road by the C.P.R. is assuming a more critical state. The city engineer this morning barricaded the tracks so as to prevent any trains being run over them until such time as agreement is arrived at between the company and the city and is ratified by the council.

19/06/1900

*Ottawa Citizen**Carleton Place**Britannia*

The C.P.R. (Britannia) station has been overhauled and refitted and is now a very handsome little structure.

22/06/1900

*Ottawa Journal**Carleton Place**Ottawa, Broad Street*

It is reported today that the contract for the new CPR station on Broad Street has been awarded to Contractor Piggott of Hamilton. The station will be of white brick with stone trimmings as already described in the Journal and the building alone will cost about \$40,000.

23/06/1900

*Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

THE NEW C.P.R. STATION

Said That Contract for its Construction is Awarded to Lyons and White

According to a prominent businessman in the city, it was rumored in Montreal that the contract for the new C.P.R. station has been awarded to Lyons & White of Ottawa. It was stated that the difference between the figures of this firm and those of contractor Piggott, of Hamilton, was only \$10. The new structure was estimated to cost about \$40,000.

The new depot will be about two stories and a half high and built of stone. Should it be the fact that Messrs. Lyons and White have secured the contract, it will be so much better for the city as being a local firm, they will be led by local sympathies, and local labor will get first call from an alderman who has been elected several times to the city council by a working man's vote.

It is the intention of the C.P.R. to erect a station that will be a credit to the city and one that will at least have a fair chance of withstanding a holocaust of flame such as may probably never reach the city of Ottawa again.

23/06/1900

*Ottawa Citizen**Carleton Place*

HAVE THE CONTRACT

Messrs. Lyons and White Will Build the C.P.R. Station.

Ald. James White was asked by a representative of the Citizen last night if there was any truth in the rumor that he was the successful tenderer for the new C.P.R. station. Mr. White replied that he could not say but would likely know by noon today. Mr. White could not be seen today but it was learned from other tenderers that there was no doubt but the firm of Lyon and White would build the station.

25/06/1900

*Ottawa Citizen**Carleton Place**Chaudiere*

The C.P.R. is after increased yard facilities in connection with the new Union station which it will build this summer. The company has made application to the city for privilege of putting down additional tracks over the aqueduct. There are already two tracks at that point. The C.P.R. claims that under an agreement with the Canada Central railway, the original owners of the property, the corporation was given right of way for the aqueduct on the understanding that if more tracks across it were necessary they could be obtained. The city engineer will look up the agreement.

25/06/1900

*Ottawa Free Press**Carleton Place**Chaudiere*

The new freight sheds of the C.P.R. are ready to be occupied.

29/06/1900

*Ottawa Journal**Carleton Place**Ottawa Broad Street*

Permit Taken Out For Construction of New C. P. R. Depot.

A permit was taken out for the new C.P. R. station this morning. Messrs. Lyon and White will commence work on their contract on Tuesday next, and the station must be completed by December.

29/06/1900

*Almonte Gazette**Carleton Place**Ottawa Broad Street fire*

Messrs. Lyons and White have been awarded the contract to build the new C.P.R. station at Ottawa. The contract price is about \$35,000.

30/06/1900

*Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

The excavation work has been started for the new Union station and work on the foundation will commence shortly. --

04/07/1900

*Ottawa Citizen**Carleton Place*

FIRE AREA BY-LAW THROUGH COUNCIL

Certain Fire Protection Must Now be Provided Within Fire Limits A and B and the Piling of Lumber is Limited

The city council last night polished on the slate in a business-like manner a lot of important business previous to entering upon a vacation period of two months. The most important measure dealt with finally was the fire area by-law, which was put through its final stage and goes into effect immediately, the council thus reversing the apathetic stand which it took on the issue a few weeks ago, when the by-law was unceremoniously thrown out. It was re-introduced, however, by Ald. Hopewell, and although several amendments have been suggested they were defeated and the by-law goes on the book with the same provisions and regulations as it originally contained when submitted a few days after the fire. Although there has been a great flow of eloquence and an abnormal indulgence in loquacity with many arguments for and against the measure, the decision has at last become general that the limitations originally suggested by Building Inspector Pratt were about as adequate to meet the requirements of the situation as any that have since been promulgated. So the bylaw was given its third reading last night without a great deal of discussion and only with a slight opposition.

New Fire Regulations are Now Law

Got Third Reading Last Evening

Quantity of Lumber to be Piled in Area A to be Limited to 500,000 Feet

The new fire by-law is now in effect as a result of the council's action last night, and one of the main provisions is that the piling of lumber in larger quantities than 500,000 feet is restricted to a certain area to be separated by a clear space of from 30 to 60 feet from other property. The fire limits are extended.

05/07/1900 *Ottawa Citizen**Carleton Place**Chaudiere*

AQUEDUCT BRIDGE

City Engineer Stopped the Work Until Permission was Obtained

Some time ago the C. P. R. wrote and notified the city that the corporation would be expected to pay the cost of additional bridging over the waterworks aqueduct necessary to run additional tracks across, under the agreement by which the city got the right of way for the aqueduct across the railway property. Upon looking up the agreement the waterworks committee sent a reply through the solicitor that the city is not only not responsible for the cost, but would consider that the C.P.R. would be trespassing if additional bridging were placed over the aqueduct without permission. The C.P.R., however, it is stated, made preparations for putting a bridge across, but City Engineer Gait stopped the work. The railway authorities have consulted with Aids. Masson and Roger of the waterworks committee who see no reason why the C P R. should not go ahead with their bridge which they are now doing..

09/07/1900 *Ottawa Journal**Carleton Place**Ottawa Broad Street*

TO WIDEN STREET

C.P.R. Will Leave Land to Double Width of Broad St.

Contractors Lyon and White have had the site for the C.P.R. depot staked out between the waterworks aqueduct and the present C.A.R. track, and active operations on the work of the depot will be commenced this week. The building is being located so that the city can avail itself of the offer of the C.P.R. to widen Broad street to the full 66 foot with which will make a fine street [sic] of it. This will call for an extension of the stone arch bridge on Broad street over the waterworks aqueduct. The contract for the station is to be completed by December.

09/07/1900 *Ottawa Free Press**Carleton Place**Ottawa, Broad Street*

Work on the new station will be commenced this week by the contractors, Messrs. White and Lyons. Local labor will be exclusively employed and the excavation pushed as rapidly as possible.

24/07/1900 *Ottawa Citizen**Carleton Place**Chaudiere*

The C.P.R. freight staff is still working in the passenger cars which were converted into temporary offices after the fire. It is expected that the new brick offices will be ready for occupancy in a few days.

26/07/1900 *Ottawa Free Press**Carleton Place**Ottawa, Broad Street*

Description of new Union station.

30/07/1900 *Ottawa Citizen**Carleton Place**Britannia*

A STONE ON THE TRACK

IT DAMAGED A C.P.R. ENGINE

Apparently it was put There to Wreck the Soo Train.

A stone weighing between 300 and 400 pounds was placed on the Canadian Pacific Railway track near Britannia sometime Saturday night, and it is alleged that the object was to wreck the "Soo" train from the west, which reaches Ottawa about 4 a.m. The stone was, however, struck by a slow-going freight train and although the engine was damaged it kept the rails and no person was hurt. The affair is being investigated. The "Soo" train does not stop at Britannia and makes fast time. Had the stone been in the way of the "Soo" train it is said that a wreck would in all probability have occurred..

30/07/1900 *Ottawa Journal**Carleton Place**Britannia*

A stone weighing between three and four hundred pounds was placed on the Canadian Pacific track near Britannia some time on Saturday night and it is alleged that the object was to wreck the Soo Express which reaches Ottawa about 4 a.m. The stone was, however, struck by a slow going freight train and although the engine was damaged it kept the rails and no one was hurt.

02/08/1900 *The Record, Chesterville**Carleton Place**Britannia*

Ottawa July 30. A stone weighing between 300 and 400 pounds was placed on the Canadian Pacific Railway track near Britannia some time Saturday night, and it is alleged that the object was to wreck the "Soo" train from the west which reaches Ottawa about 4 a.m. The stone, however, was struck by a slow going freight train and although the engine was damaged it kept the rails and no person was hurt. The affair is being investigated. The "Soo" train does not stop at Britannia and makes fast time. Had the stone been in the way of the "Soo" train it is said that a wreck would in all probability have occurred.

03/08/1900 *Almonte Gazette**Carleton Place**Britannia*

A stone weighing between 300 and 400 pounds was placed on the Canadian Pacific Railway track near Britannia some time Saturday night, and it is alleged that the object was to wreck the "Soo" train from the west, which reaches Ottawa about 4 a.m. The stone was, however, struck by a slow-going freight train and although the engine was damaged it kept the rails and no person was hurt. The affair is being investigated. The "Soo" does not stop at Britannia, and makes fast time. Had the stone been in the way of the "Soo" train it is said that a wreck would in all probability have occurred.

The C.P.R. is gradually recovering from the effects of the fire which practically swept all their standing property out of existence. Over 100 men and several trains of flat cars carrying sand from Britannia are now employed in making new tracks and switches and generally increasing the yard room. The work of widening the bridge over the waterworks aqueduct, by some 60 feet, so as to afford accommodation for as many more tracks is going ahead rapidly. Mr. J.W. Moore of Pembroke is the contractor.

In the freight yard and freight department everything is nearly completed. The clerks moved into their handsome new brick offices today. The office is 50x10, two storeys high, well heated and ventilated and provided with all modern improvements. A splendid view of the Ottawa river and surrounding scenery can be obtained. Mr. E. O'Neil, the veteran freight agent is proud of his new quarters. Downstairs there are the private offices for Mr. O'Neil, Mr. H. Templeton, cashier and for the Dominion Transport Company. Mr. Fred Lapointe, landing waiter, also has an office on this floor. Upstairs, the remainder of the clerks, of which there are fourteen in all, will be placed. Communicating with the receiving freight shed are quarters for the teamsters where they receive their bills instead of coming into the office. At the end of the receiving shed, which is 250 x 50 feet, is the heated room for perishable goods and the foreman's office. A Guernsey scale of 6,000 pounds capacity is being placed in position. At the end of this shed, which, with rows of lifting doors and direct communication freight is all handled with as little loss of time and labor as possible, a large platform, 100 feet long, for the landing and unloading of oil will be built. This will keep the flooring in the freight sheds clean. Midway between the receiving and forwarding freight sheds is the covered transshipping platform, where all goods requiring transshipment are placed. The outgoing or forwarding shed is 300 x 40. There are three separate tracks leading to the receiving and two to the outgoing freight shed. The sheds are lighted by electricity and near the docks the incandescent lamps are enclosed in a wire globe, and provided with a long string so that, during the winter, they can be taken right into the cars.

In the outgoing freight shed are three pairs of scales whereas there was only one in the old shed. Freight has to be carried but a very short distance to get weighed. The shed is divided into sections and the names of the stations in that section are bulletined while the sections are all numbered. The cars opposite each door way are also numbered so that in the loading of freight there is no liability to error as the system in vogue is as nearly perfect and complete as it is possible to have it. The checkers and porters have everything to guide them.

The passenger part.

The pressed brick work in the new station will be commenced this week by Contractors Lyons & White.

The stone foundations and foundation walls are completed. The new station has to be ready for occupancy by Christmas.

The platform umbrellas or "covered ways" as the public call them are now under way. They are being erected by the C.P.R. company itself. One of the umbrellas, 740 feet long and the other 645, each being 16 feet wide. There will be four tracks for the direct incoming and outgoing of passenger trains. Two will be between the covered ways and one on either side. These tracks are now being laid and ballasted. There will be thirteen other tracks for the storing of reserve cars.

A nine inch pile tile drain is being put down to connect the new station with the main drain. All the work of track laying, covered ways, switches, etc., is being carried out under the direction of Mr. A.F. MacCallum, C.E., of Toronto, who has a long experience of construction and terminal work.

To the west of the freight sheds will be coal chutes. The trestle work is complete and the chutes will soon be in position. Where the present temporary station and other building are will be placed a number of short platforms and tracks for the loading of freight.

The extra facilities, yard room and freight accommodation of the C.P.R. will enable the company to do a much larger business than heretofore and ample room for the growing demands of the Capital for years to come.

23/08/1900 *Ottawa Citizen**Carleton Place**Ottawa Broad Street*

BY FIRST OF DECEMBER

New C.P.R. Station Will be Ready - New Freight Sheds Occupied

The ruins of the C. P. R. buildings in the great fire had hardly ceased to smoulder, when the company, one of the heaviest losers, commenced its plans for the reconstruction of the buildings on a grander scale than before and of a size more commensurate with the ever increasing requirements of this up-to-date corporation.

Yesterday, the first of these building, the new freight offices, were completed and occupied. In order that the freight and passenger departments may be kept separate, the new freight offices are located well up on Broad street, a considerable distance from where the passenger depot is being erected. The building has been constructed of brick, and is two stories in height. The rooms are large and airy and well arranged. On the first floor is the offices of Mr. O'Neill, the freight agent, the cashier, F. Lapointe, landing waiter, the Dominion Transport company and a long room for the clerical staff. The upstairs room for the present will be used by the clerical staff. In the rear part of the freight building is the bonded warehouse and extending back, a distance of 260 feet are the storage sheds, covered with galvanised iron and thus rendered practically fire proof. Every arrangement has been made to facilitate the handling and quick despatch of freight.

Over at the Union station site, Messrs. Lyons and White, the contractors, are making good progress on the new depot. It is expected that it will be finished by the first of December. The new depot will be 156 feet long, 36 feet deep and will consist of three stories and a handsome tower. Scotch fire brick will be used in the building.

The first floor will contain the main waiting room, ladies waiting room, smoking room, dining room, and second-class waiting room. In the south end, the baggage room and quarters of the Dominion Express will be located. The second floor will contain quarters for the superintendent, train despatchers, trainmaster and clerical staff. When finished, the depot will be another worthy addition to the handsome structures owned by the company all over Canada and will be a credit to the city. Great changes will also be made in the yard which will contain much more track accommodation than, heretofore.

01/09/1900 *Ottawa Free Press**Carleton Place**Chaudiere*

The C.P.R. are reconstructing their coal chutes. The new structures will be near the river at the end of Oregon street.

11/09/1900 *Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

Work on the new C.P.R. station at the Chaudiere is progressing rapidly. The brick walls are up to a height of about 15 feet and the covered platform is almost completed, the roof having been finished yesterday.

20/09/1900 *Ottawa Citizen**Carleton Place**Ottawa Broad Street*

Work on the new Union station is progressing favorably and the handsome brick work is well advanced.

27/09/1900 *Ottawa Free Press**Carleton Place**Westboro*

The Canadian Pacific railway is preparing, it is stated, to erect extensive workshops on their property at Westboro. They have had plans prepared for a building which will employ 1,500 men, and consequently a considerable amount of the work which is at present done at Carleton Place will be performed here.

The principle object of making this construction at Westboro, where they have 50 acres of land, is for the purpose of utilizing the electrical power of the Metropolitan company, who have their power house conveniently situated at Britannia.

02/10/1900 *Ottawa Citizen**Carleton Place**Chaudiere*

The C.P.R. company has commenced an extension to the new freight shed at the Union depot, necessitated by increase of business. The new addition will be about 50 feet long --

05/10/1900 Renfrew Mercury Carleton Place Westboro

The Canadian Pacific Railway is preparing to erect extensive workshops on their property at Westboro', to employ 1,500 men, so that a considerable amount of the work which is at present done at Carleton place will be performed at Westboro'.

05/10/1900 Almonte Gazette Carleton Place

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11/10/1900 Ottawa Free Press Carleton Place Westboro

Mr. C.W. Spencer, superintendent of the C.P.R., who was in the city yesterday, states that there is no foundation for the report that the C.P.R. intends removing its workshops from Carleton Place to the land which the company owns at Westboro. Mr. Spencer says that the courtesies and privileges extended to the company by Carleton Place has resulted in their shops being gradually extended and the largest number of men ever employed were now at work. The company had no intention of disturbing existing conditions.

19/10/1900 Almonte Gazette Carleton Place Westboro

The Ottawa Free Press of Oct. 13th says: " Mr. C. W. Spencer, general superintendent of the C.P.R., who was in the city yesterday, states theret is no foundation for the report that the C.P.R. intends removing its workshops from Carleton Place to the land which the company owns at Westboro. Mr Spencer says the courtesys and privileges extended to the company by Carleton Place has resulted in the shops there being gradually extended and the largest number of men ever employed were now at work. The company has no present intention of disturbing existing conditions."

14/11/1900 Ottawa Citizen Carleton Place Ottawa, Broad Street

Ald. White, who is one of the contractors for the C.P.R. station, says the new building will be ready for occupancy about the middle of December. The heating apparatus is shortly to be installed.

17/11/1900 Ottawa Journal Carleton Place Ottawa, Broad Street

Drawing of new depot.

With the completion of the new Canadian Pacific depot the Capital will one of the completest stations in the country. The structure is not lacking in size, either, having a frontage of 156 feet with a depth of 40 feet. On either side of the main building is a wing with a frontage on 35 feet and a depth of 80 feet. The present structure will be fully double the size of the old one which had a 50 foot frontage.

The new building is of the modern type, yet possesses that symmetry and balance of architecture which originated among the ancient Greeks. The central pavilion stands four storeys high with a half tower. The whole building will have a high pitched roof of Rockland slate, while its foundations are laid on the solid rock 12 feet below the surface. Above the foundation for three and a half feet the walls are of solid Scottish granite, and above this white fire brick imported from Scotland for the purpose completes the walls.

The central building will contain the general waiting room, a ticket and a telegraph office. In this portion of the building to the right of the general waiting room will be placed the gentleman's first class waiting and smoking room and the first class waiting room for ladies. In the northern wing will be the restaurant and pantry. A corridor will be constructed between the two first class waiting rooms to the restaurant. Immediately to the left of the general waiting room will be the second class waiting room while at the extreme south of the building the 80 foot wing will be utilized as a general baggage room and the office and store room of the Dominion Express Company.

The upstairs portion will be utilized as offices of the superintendent of the road, staff, trainmaster, roadmaster, train despatcher, building and bridge master, and three spare offices,

The present station is situated about fifty feet back from the street between Richmond Road and the aqueduct. Thus cabs and other vehicles will find ample space in front of the depot.

Two platforms, 700 feet in length, with umbrella roofs have been constructed, between which six new tracks for passenger trains have been laid.

An umbrella roof also covers the platform in the rear of the station.

The company has filled in the differences in level between the old site and the new caused by the new being five feet higher than the former. The old site and tracks will be converted into an extensive freight yard.

The company is sparing no pains to make the new station as perfect as possible and from present appearances there can be small doubt of their success. The estimated cost of building was at first \$30,000 but it is now considered that \$35,000 will be required to complete the work.

The above cut shows the new station completed.

03/12/1900 Ottawa Citizen Carleton Place Ottawa, Broad Street

A large gang of men is still at work extending the C.P.R. yard at the Union depot. The work, it is expected, will be completed in about two months.

13/12/1900 Ottawa Citizen Carleton Place Ottawa Broad Street

FOOT CRUSHED

Mr. Nicholas Olmstead, C.P.R. brakeman, had his right foot crushed at the Union station last evening. He was helping in the yards and had his foot caught in a frog. He could not release it before an approaching car passed over the heel. The ambulance was summoned and Mr. Olmstead was taken to his home in Hintonburg

24/12/1900 Ottawa Free Press Carleton Place Ottawa, Broad Street

Ald. White informed the Free Press yesterday that the new C.P.R. station would be in readiness for occupation about the 15th of January. It would have been completed by now had there not been a scarcity of plumbers. There were so few unoccupied in the city that some had to be obtained from Montreal.

05/02/1901 Ottawa Citizen Carleton Place Ottawa, Broad Street

The official staff of the C.P.R. moved yesterday from the temporary quarters in the Trust building to the new Union station, on Broad street, which has just been completed.

The new depot is a handsome structure in pressed brick and contains an adequate accommodation for the incoming traffic of the road. The first floor contains waiting rooms, ticket offices, baggage rooms and restaurants while upstairs the general offices of the company will be located. The yard accommodation has also been considerably increased so as to ?? A larger number of trains to run into the new depot. The building is heated by steam and lighted by electricity and was built by Messrs. Lyons & White.

11/03/1901 Ottawa Citizen Carleton Place Ottawa Broad Street

Hundreds of those who were on hand to welcome the Strathconas yesterday had their first opportunity of inspecting the new Union station and surroundings. The station was opened early in the afternoon and many very favorable comments were passed by the hundreds that viewed its interior and exterior furnishings and fixings. Station Constables Sullivan and Kelly were both on duty and they worked good naturedly replying to the volley of questions aimed at them.

13/03/1901 Ottawa Journal Carleton Place Ottawa Broad Street

Report Wanted

On motion of Ald. R.J. Davidson and Hopewell, a request was sent to Mr. Pratt asking him to report whether the Canadian Pacific Railway coal chutes at the Union depot had been built in accordance with the fire by-law, and if not why not.

THE ROOF IS ALL RIGHT.

Builder Inspector Pratt has inspected the roof of the coal shute owned by the Canadian Pacific Railway at the Union Depot and says that this roof has been built to comply with the fire by-law.

The company has covered the shingled roof with a non-combustible material which Mr. Pratt says is very satisfactory..

04/04/1901 *Ottawa Journal*

Carleton Place

Ottawa, Broad Street

A steam boiler has been installed into the basement of the new Canadian Pacific Railway station on Broad Street for the purpose of heating the cars. The heating has hitherto been done by a discarded locomotive.

27/04/1901 *Ottawa Citizen*

Carleton Place

Ottawa, Broad Street

First anniversary of the great conflagration. Outlines improvements to C.P.R. and includes a line drawing of the new station.

Perhaps there is no section of the "flats" that shows more marked improvement than that occupied by the C.P.R. station and yards. The old wooden station has been replaced by an structure that is a credit to the city, and the yards and the freight sheds are incomparably ahead of those which existed before the fire. It was shortly after two o'clock in the afternoon that the C.P.R. depot caught fire. Flying embers from the McKay mill were hurled by the wind scattering the blaze in every direction and the wooden station was not long in burning to the ground. The C.P.R. lost no time in replacing that which was destroyed and today the new station is a source of pride ?? First building to be erected was the freight sheds. More conveniently located, more modern in size and equipment the company is now in much better position to handle its constantly growing business. In connection with the sheds a neat office building was erected. The station, built on a site nearer Albert street is a handsome building and fitted up to meet the requirements of the western part of the city for many years. The yard room as a result of changing the sites of the sheds and station has been largely increased, and everything presents a tidy, complete and business like aspect. What ever the loss may have been to the C.P.R. by the fire it was a gain to the city.

14/09/1901 *Ottawa Citizen*

Carleton Place

The C.P.R. company has selected the driver who will be in charge of the locomotive drawing the royal train from Ottawa to Chalk River, on the Winnipeg trip. Mr. Harry Glendenning, 443 Queen street, one of the most efficient and popular engineers running out of Ottawa will be at the post of honey. Mr. Glendenning is now running on the Imperial Limited. His fireman will be George Moles, Hintonburg, his trusty employe. Mr. Glendenning will have charge of his own engine. It is now being overhauled and repainted preparatory to making the Royal run from Ottawa to Chalk River, the next divisional point.

Every precaution will be taken on the C.P.Ry as on English roads to prevent accident or delay to the Duke's magnificently fitted train, which will run in two sections. Special orders will be issued to regulate all traffic and the Royal train will be given the right of way. The Duke and Duchess and suite travel by the second section.

11/11/1901 *Ottawa Journal*

Carleton Place

Ottawa, Broad Street

Would you like to see the interior of the cars the Duke and Duchess of York rode in through Canada, inspect the rich decorations specially designed and made for the eyes of the Royal party? Well on Thursday 21st and Friday 22nd of this month the cars will be in Ottawa and they will be "at your service" so to speak.

The Canadian Pacific Railway, builders and owners of the cars have arranged to give the people of Ottawa the chance to see them.

The cars will be on exhibition at the Union Depot for the greater part of two days.

The cars will arrive at 2 o'clock Thursday November 21st and will be open to the public until 9.30 that evening and again the following day from 9 to 9.30 pm.

A charge of 25 cents will be made for the "inspection". The money received from visitors will be sent by the CPR for the charities of Ottawa, likely the two orphans' homes.

It is likely a nice sum will be derived for a good object by the CPR's act.

22/11/1901 *Ottawa Journal*

Carleton Place

Ottawa, Broad Street

Beauties of Royal train. Full description.

14/05/1903 *The Record, Chesterville*

Carleton Place

Chaudiere

Fire in Rochesterville - great detail.

Between the CAR and the CPR.

There was great excitement at the CPR and, anticipating that the depot would go, Superintendent Spencer and his staff commenced as early as 4 o'clock to get out. Everything moveable, even to the telegraph instruments, was taken out and loaded on to a special freight train, ready to steam out at a moment's notice. All the engines were taken from their stalls at the roundhouse, and a lot of rolling stock were moved to the Hull side.

There was a great quantity of freight at the sheds and a part of this was hurriedly delivered. The flames, however, did not get across Broad Street and the whole of the CP property was saved with but trifling damage.

18/07/1903 *Ottawa Journal*

Carleton Place

Chaudiere

Circus Train Crew in Melee at Union Station

Colored tent man found dead on top of elephant car. Train crew maltreated by circus gang.

Full details - may have struck a bridge, elephant car higher than other cars.

25/09/1903 *Eastern Ontario Review*

Carleton Place

Stittsville

A deliberate attempt was made to wreck a C.P.R. train near Stittsville on Tuesday. A tie had been placed in one of the cuklverts. A tramp has been arrested on suspicion.

Prescott Train in Collision

Fireman Ellis but no Passenger Hurt

Incoming train runs into coal engine near roundhouse

The Prescott train this morning when running into Ottawa had a narrow escape from becoming a total wreck. The train was a heavy mixed one and was about twenty minutes late when it was up to the Y between the coal chute and the roundhouse on the Richmond Road. At this time the train was only going from 10 to 12 miles hour and was about crossing the line from the coal chute to the roundhouse when Eng. Geo. Hawley driving engine 271 on the Prescott train, saw an engine ahead of him. He shut off steam and jumped at once, also calling to his fireman, William Ellis of Prescott.

Before the collision took place, the engine, no. 434, in charge of Engineer Geo. Low, had crossed the track but the Prescott engine ran into the tender and carried it twenty yards before throwing it off the track. The engine proper was clear and was not even derailed. Just when the Prescott engine got the coal tender off the track it left on the reverse side completely leaving the track and plowing into a snow bank.

Engineer Low of the coal train did not leave his engine and was not hurt. Not one of the passengers of the Prescott train even got a shock, as they were in the rear end of the train and only a baggage car in front left the rails.

Engine No. 271 was made almost a total wreck, and Fireman William Ellis had a very lucky escape, being thrown from his cab. He fortunately escaped with a very severe shaking up.

The engineer of the road engine is said to have been to blame for the accident, but owing to the intense cold the engine threw so much steam little could be seen on the track.

19/02/1904 *Eastern Ontario Review*

Carleton Place

Britannia

A peculiar accident to a C.P.R. freight occurred about 10 o'clock Saturday night about three-quarters of a mile west of Britannia, when four cars of a train in charge of Conductor Willoughby, of Carleton Place, for some unaccountable reason left the rails. One car plunged down the embankment to the river, while three went off on the south side of the track, being completely overturned. The cars were loaded with soft coal and the track was blocked for some hours. The special train from Brockville, bearing the employees of the road who had been attending the funeral of the late fireman Price, who was killed in the Sand Point wreck, was stalled, but the passengers were eventually sent to Britannia in a freight van where an electric car was waiting to convey them to the city.

01/03/1905 *Ottawa Journal*

Carleton Place

Britannia

Engine looked like a porcupine.

The Winnipeg train going east ran into a sleigh loaded with cordwood at Britannia yesterday afternoon. The team was across the track but the sleigh stuck on the rails.

The wood was scattered all over and was lodged in every part of the engine. It was impossible to get many of the sticks free and the engine looked like a porcupine as it pulled into Union Depot.

The wood was owned by Barret Bros. Neither the horses nor the driver were injured.

23/04/1907 *Ottawa Journal*

Carleton Place

Bells Corners

Explosion of engine.

The whole side of the engine on the Toronto train was blown out in an explosion yesterday evening resulting in the stopping of the train. .. no injuries. The accident occurred at Bells Corners. One of the axle rods broke and commenced to revolve round at a terrific rate of speed, tearing up the ties as the train passed along. Before the engine could be stopped the ties had been torn up for a long distance. To make matters worse an explosion finished the engine for keeps stopping the train up at Bells Corners. More.

02/09/1909 *Ottawa Journal*

Carleton Place

Ottawa, Broad Street

Sir Thomas Shaughnessy had an unusual experience early this morning while asleep in his private car, "The Killarney", at the Union station a shunting engine collided with the coach. "The Killarney" was standing on a siding at the Union depot yards about four o'clock this morning when smashed into by a C.P.R. shunting engine.

Sir Thomas was asleep in the car at the time. The rear end of "The Killarney" was badly smashed and the engine was somewhat damaged. Though the occupants of the car received a shaking up, no one was injured. The accident will be investigated.

Sir Thomas arrived in the city at seven o'clock yesterday, and after having transacted his business, returned to his car which had been in the meantime shunted into a siding, and retired.

"The Killarney" was turned around on the turntable in the yards. As the couplings on one end of the car were still good, it was put on No. 8 train for Montreal and the car reached its destination without further incident.

28/07/1910 *Chesterville Record*

Carleton Place

Carleton Place

Was locked in a car.

Ovid Joinette of Ottawa has issued a writ of damages against the CPR and Stephen J. McGonigle, a conductor on the road, for damages through the loss of plaintiff's foot under peculiar circumstances. Last 24th of May Joinette claims while on his way from Ottawa to Carleton Place he was assaulted by the conductor and locked in a car. When he neared Carleton Place he was so afraid that he was to be assaulted again that he jumped off the train and had his foot so injured that it had to be amputated. The conductor claims that the plaintiff refused to pay his fare and was therefore placed in custody.

14/10/1910 *Eastern Ontario Review*

Carleton Place

Stittsville

Pendleton Boy Injured

Leonard Priestley, a young man residing in Pendleton, Ont., was taken to Ottawa Monday and brought to St. Luke's hospital suffering from injuries received in an accident at Stittsville. He was working on the Brockville branch of the railway from Carleton Place. The crew slept and boarded in box cars on the siding at Stittsville and about 6.30 when the men were preparing for supper, Priestley stepped down from one of the cars to go to another one ahead. As he stepped down the engine of the 7.15 express flew past. Leonard became confused and in his excitement attempted to cross in front of the engine. He was struck by the train and thrown 30 feet landing under one of the boarding cars. He was taken to St. Luke's hospital in a badly bruised condition and it is feared that his skull has been fractured. Leonard is 22 years of age.

What might easily have been a serious accident occurred at six o'clock last night at the Union depot, when engine 1259 backed down from the coal chutes and crashed into the Gatineau train. Strangely enough no one was near the engine at the time, when it began to back on its own accord. Engineers think the throttle must have been defective, allowing steam to enter the cylinders. The runaway engine gained great headway and by the time it reached the depot on track 3 it had got considerable speed.

The Gatineau train was badly shaken up, its cowcatcher being smashed. Fortunately none of the passengers received any injuries, except one woman who was thrown back on a seat sustaining a wrenched back.

The most sensational part of the incident was Engineer John Raymond's thrilling attempt to stop the runaway engine. He saw the engine, 1259, start on its wild career, and knowing that the crew had left it for the day, preparatory to its being run into the roundhouse. Raymond pluckily climbed on to the cowcatcher and tried to get into the cab to shut off the steam. The window was tightly shut however, and so Raymond saw the only thing to do was to jump off again before the crash came. He shouted to Engineer John Holyoake of the Gatineau train, but he was busy watching the signals from Conductor J.A. Irvine at the rear and did not hear the warning. The Gatineau crew luckily escaped anything more than a shock.

The passengers scrambled out after the crash, wondering what had happened. The C.P.R. officials will investigate the occurrence to see if anyone was to blame.

06/04/1911 *Kemptville Weekly Advance* Carleton Place

Ottawa, Broad Street

A most peculiar accident occurred at the Union Depot, Ottawa, last Friday evening, when engine 1259, which was standing at the local shutes out in the yards, suddenly started to back up at great speed and before anyone could reach it to shut off steam, it dashed into the front of the engine on the Gatineau train which was slowly backing into the station. A remarkable part of the whole accident is that no one was near 1259 at the coal shutes, and no one was hurt.

14/10/1911 *Ottawa Journal*

Carleton Place

Ottawa, Broad Street

Earl Grey arrives at C.P.R. Union station from Quebec.

18/10/1911 *Ottawa Journal*

Carleton Place

Ottawa, Broad Street

A feature which seems to have been overlooked in the reception on Saturday to the Duke and Duchess was the magnificent decorations at the Canadian Pacific Railway Station, Union Depot. It seems to have been obscured owing to the fact that while the decorations were being developed the public were excluded reception room specially built of canvas, speak in terms of praise of good taste and magnificence of the decorations.

The entrance to the station through the waiting room was created into a large corridor, the ticket office, waiting room and all other side rooms had been entirely closed to the public.

The large marquee of heavy canvas was built over the whole of the platform outside, walled in over the train into which the car entered admitting the Royal couple down the steps on to the carpeted platform. The roof of the large enclosure was beautifully draped with red, white and blue bunting, large Union Jacks and clusters of flags on shields down to the wall of the marquee. The walls were wainscoted up to meet this draping with evergreens very thickly latticed. The whole enclosure was covered with thick crimson carpet, around the sides of which stood large palms and other potted flowers. This scheme of decoration was continued from the door of the car through to the street where carriages awaited the Royal party.

The Canadian Pacific Railway Company gave all the work in charge of the C. Ross Company, and those who had the privilege of entering the enclosure speak of it as one of the finest features of the reception. This same firm completed the decorations on Broad Street from the station up to Wellington street, which was in decided contrast to the city decorations over the rest of the route. This was also done under instructions of the C.P.R. at their own expense.

The cars specially built for the Royal train, which are most sumptuously equipped that have ever been used in Canada before, were entirely furnished by the C. Ross Company of this city. The firm's employees were obliged to do the work in the Canadian Pacific Railway Car Sheds at Montreal, owing to the fact that other parts of the train were not complete, and in order to execute the work and furnish it in time, the C. Ross Company had to send its own staff and all materials direct to the train, and execute the work there.

18/01/1912 *Ottawa Journal*

Carleton Place

Westboro

Racing for two miles and one half in front of a C.P.R. express train, a valuable team of horses belonging to Mr. A. Whitehorse of Westboro, narrowly escaped being killed.

On reaching the railroad crossing at Main street, Westboro, the steeds turned and ran west along the railway. An express train, also going west, came along a short time afterward. This served to further frighten the animals who put forth the effort of their lives to escape being run down by the locomotive.

Fortunately the engineer of the express noticed the horses on the track and slackened the speed of his train.

On reaching McGee's farm near Britannia, one of the horses ran into a gateway, and the other continued to Britannia crossing, where it left the track and ran into a stable.

13/05/1912 *Ottawa Journal*

Carleton Place

Ottawa, Broad Street

Prime minister will visit Made in Canada Special which will be at Broad Street until nine o'clock that night for inspection by the public.

The train of twelve cars, containing an attractive exhibit of Canadian factory products --

Full account on 17 May.

26/07/1912 *Ottawa Journal*

Carleton Place

Chaudiere

Plans for a C.P.R. bridge over the old aqueduct were submitted to the Board of Control yesterday afternoon with a recommendation from the engineer of the city that the privilege of building the bridge be granted. The railway company wants the bridge in order to increase their yard facilities --

25/06/1913 *Ottawa Journal*

Carleton Place

Full account of wreck near Britannia, 11 dead, 40 injured. Pictures in edition of 26th.

CONDUCTOR CAMERON'S SHOULDER DISLOCATED

Ottawa Man Was in Charge of Wrecked Train. Not Seriously Injured.

Daniel Cameron the conductor on the train was among the fortunate ones to escape without fatal injuries. He escaped with a dislocated shoulder and an experience to be remembered. Dr. J. F. Kidd attended him at his home. When a Citizen reporter called there shortly after the accident had taken place he was in bed. He had been taken home in an automobile by a friend, and after coming through such a nerve racking experience said he was not feeling too badly."

Mr. Cameron could not remember very much about the affair. He was checking the passengers in the car, the third from the baggage coach. He had punched a few tickets and was just in the act of punching the ticket of a Miss L. Dunbar, when suddenly. With a terrific crash the car crashed to one side and turned over twice and was hurled into the river. He did not remember anything after the train struck the ground the first time until he found himself struggling in the river. The screams were terrifying, he said, and as the train crashed to the ground each time it was with a terrible thud. He did not know just what way he got out of the wreck but it was probably out of the west door, he thought

TRAIN SENT OUT VIA KEMPTVILLE

A special train was made up at Ottawa and sent around by Kemptville to convey those who were able to continue on their journey. The engineer on this special train is H. C. Chapman, of 193 James street, who was the engineer on the wrecked train. The only member of the train crew injured in the wreck was Conductor Dan. Cameron who had his shoulder dislocated. The Toronto train last night was also sent around by way of Kemptville.

26/06/1913 *Ottawa Journal**Carleton Place**McKellar*

Saw Train Wrecked; Tells Thrilling Story of the Scenes After the Crash

Westboro Resident was Watching Express from Electric Car

Four Coaches Suddenly Jumped Outwards Into the River - Terrible Scenes Immediately Followed.

Mr. H. Hill, of Westboro, witnessed the wreck. Mr. Hill and his wife had taken a car ride to Britannia. He says: "Returning, when near McKellar Townsite, between McKellar homestead and Mason's mill. I noticed the train coming. Two track-layers had just stood aside to allow the train to pass when suddenly four coaches upset. Two fell inwards and two outwards into the Ottawa River. The two which upset towards the shore side of the tracks fell on the two track men. They must have been killed.

"The engine and first three coaches and the last two did not leave the rails. The engine and first three coaches broke away from the wreck and went forward. Then the last coach of the three broke loose again from the engine and front two cars. The last two coaches stood on the track. They did not telescope. Two of the cars, the ones which fell inwards, buckled and fell nearly lengthwise. We got one man out from right underneath one of these cars. His chest was badly mangled and he died immediately afterward without gaining consciousness.

Cars in Water

"The cars in the river were only half submerged and when the rescue party arrived we broke in the windows and commenced to pull out the people in these cars"

"Some of the dead came from these cars. Whether they were pinned down and drowned in that way, I do not know. They may have been stunned and drowned in this manner.

The first people we took out of the cars on the bank were a man and a boy with their hands badly injured. They were placed in the ambulance and hurried to the hospital. The first doctors to arrive on the scene were Dr. I.G. Smith and Dr. Kidd.

We took a Salvation Army girl out of the first coach to go into the water. She was uninjured and was taken to the Salvation Army headquarters in the city. Another old gentleman, his wife and five children were in the last coach to overturn. The old gentleman broke a window and climbed out. They were all uninjured. A girl of about seven years of age and her brother of fifteen years were on their way to Edmonton, to meet their father. They were with their mother and she is as yet unaccounted for. They were taken from a coach which overturned into the water, and the supposition is that their mother was drowned.

"There were quite a number of foreigners, Russians, Scandinavians, and others in the colonist car which overturned into the water.

From what I could see they will be unable to find just how many are in the cars which went into the water until the wrecking crew lift the cars. One of the cars broke off its trucks and fell in the stream nearly turning upside down. It finally lay on its [sic] side.

Old Man's Story

"The old gentleman with the five children told me his experience of this wreck. 'I was standing up', he said, 'when I felt the car going over. After the first shock I braced myself and fell into the corner without any injury. I was merely shaken up. Although it happened in a second it felt as if it took the car half a minute to fall on its side. The Salvation Army girl was thrown violently from one side of the car to the other side of the car but was uninjured.

"The first men on the scene were the section men," continued Mr. Hill "I and some other people in the car ran across the fields to the train, but the section men commenced the work of rescue immediately.

"Two girls who live close to the wreck, the two Misses Barrie, did heroic work in attending to the injured. They carried pails of water and stimulants around to the injured, helped dress wounds and assisted the surgeons.

"Mr. Dunning, who lives close to the scene of the wreck, telephoned to the Chief of Police, also for ambulances and doctors, and it was due to him that ambulances and autos to care for the injured reached the scene of the wreck so quickly. He also provided linen to dress the wounds received by the injured. The first ambulance arrived about 15 or 20 minutes after the wreck had taken place.

"There was a lady and her daughter taken from the first car to turn into the water. The lady's head was badly crushed. Her daughter was uninjured but hysterical.

"The most pathetic incident was that of the two children bound for Edmonton. They searched the faces of each injured person taken from the wreck, looking for their mother.

Rail Torn Up

"Whether the accident was caused by a spreading rail or not I do not know. When I got there one of the rails was turned clear of the ties altogether. I do not know what the section men were doing at that spot but I imagine that they were engaged in laying new ties.

There is no curve at that spot, so I imagine that the track was weakened in some way and that the weight of the engine spread the rail and the swing of the back coaches would strain the weakened track and bulge it to one side. I didn't hear any of the officials discussing the cause of the wreck.

The insides of the cars were very badly wrecked, although the cars themselves were not telescoped. The seats were ripped every way, all torn from the floor. The floors were not turned up, but the sides on which the cars fell were caved in and smashed to splinters. I think that the majority of the people hurt were on the side which fell and that the fall of the heavy seats, torn from their fastenings, caused quite a number of fatalities."

Over 5,000 visited scene of wreck. Inquiry is ordered.

Enquiry into the cause of fatal wreck ordered injured recovering

Death list now totals 8, and injured sixty-five

CPR will open inquiry tomorrow - woman believe dead is found alive - woman passenger disappears.

The inquest in connection with the tragic wreck of the Imperial Limited at McKellar Township yesterday afternoon was opened by Coroner Dr.

Craig at noon today. The jury met at Rogers and Burney's undertaking parlors, Laurier Avenue, and adjournment was made till tomorrow night in the courthouse, Nicholas Street. H.R. Meredith is foreman of the jury.

All that took place today was the formal identification of the body of John Peace, Glasgow, Scotland by his chum, a man named Cutt of the same place. The inquest will be nominally into the death of Peace, but will really concern itself with the whole tragedy and its cause.

Messrs George Hodge, general superintendent, and C Murphy, general superintendent of traffic for the CPR arrived in the city this morning, and the company's inquiry into the circumstances will begin tomorrow at the Broad Street Station. Superintendent Gilliland of the Ottawa - Chalk River division of the CPR on which the accident occurred is here from Smith Falls.

Monetary loss.

Seen by a Journal reporter, Mr. Gilliland denied the report that any section men have been killed, but admitted that section men had been working on the right-of-way in the vicinity of the wreck.

"I don't know how the report that section men had been crushed to death had his origins," he said.

The Montreal - Ottawa division of the CPR over which superintendent Spencer has jurisdiction and responsibility, has its western limit at the end of the Broad Street terminal yards, or about 2 miles east of the place where the derailment happened.

The monetary loss to the company will not be great, according to opinions expressed this morning. While the two cars that went down the embankment into the river are now of practically no value the other two that were twisted into the opposite direction can, according to Mr. Gilliland, be still repaired and used.

Track cleared,

The track was cleared by 6:30 this morning and a great part of the morning was spent in raising the four cars. This will take some time.

There are several changes in the list of fatalities. Mrs. Bunting, of Winnipeg, and her little child were reported this morning to have been among the killed. As a matter of fact they are stopping at the home of Mr. E. Hurry, of Woodroffe. Mrs. Bunting and her four children came through the accident with no very great injury, although the mother has slight injuries about the back.

The body supposed to have been that of Mrs. Bunting proved to be that of Mrs. McClure and Edmonton woman, of about 52 years of age. She was on her way out to Edmonton after a visit. The child found and said at first to be the daughter of Mrs. Bunting is the granddaughter of Mr.

McClure. Its mother who escaped from the wreck with only slight injuries is at 131 Lawn Avenue, the home of Mr. John Sarsfield.

Woman disappears.

Strange things can happen at times of great excitement, such as that which prevailed after yesterday's accident, and strange things did. One of the most remarkable was the sprinting away of a woman who had come through the wreck physically unscathed but with her nervous system badly shaken. She was standing beside the cars sobbing her sorrow for the less fortunate friends, when a helpful woman took her, and led her away.

Those taking the names of survivors failed to get a record of this woman's identity, and since the accident she has not been heard from.

Superintendent Spencer of the CPR is anxious to get in touch with her.

John Donnelly of Glen Island, has left St. Luke's Hospital fully recovered. He was pinned under a seat and nearly drowned.

5,000 carried by O E. R to the wreck scene.

During the afternoon and evening the Ottawa Electric Railway carried about 5,000 passengers out to the wreck. Cars from every service in the city were rushed on to the Britannia line to accommodate the overflow.

New Ties Were Being Set In Track At The Scene Of C.P.R.Wreck.

Scetcion Foreman declares However That This Had Nothing to do with Accident

Interesting Evidence at Inquest Into Death of John Peace, a Passenger - No Broken Wheels Found in Wreckage.

Edward Lyons, foreman of the section gang which was repairing the railroad track at McKellar Townsite, where Wednesday's wreck took place, told the coroner's jury last night that the section gang had just put in a tie to which the rails were not yet spiked, a rail length east of where the cars left the track.

This tie remained in its place after the wreck, however, and in his opinion had nothing to do with the cause of it. This testimony had considerable bearing on the investigation, as it had been rumored that all the rails were not splked. .

He thought a piece of iron might have dropped from a car on to the rails.

No Broken Wheels.

The jury wee enquiring Into the death of John Peace, one of the victims, and the inquest will be resumed next Wednesday.

Medical evidence and that of several eye-witnesses was taken. Witnesses testified that no broken car wheels were found, although a fractured brakearm was discovered, while most of them could not explain the occurrence.

Two passengers who were in the colonist car which went into the river told graphic stories of their experiences.

A brakeman stated that when the train left Ottawa some passengers in a colonist car were on the platform in spite of his warnings.

Dr. J. P. Kidd said Peace sustained an extensive fracture of the skull, a deep wound in the forehead and other injuries which would cause instant death,

In Water up to His Arms.

Thomas Hogg of Ballvmena, Ireland, a passenger on the way to Calgary said he was thrown into the water up to his shoulders and had to climb through a window to get out. He was badly hurt about the chest but his cousin who was in the car in front was killed.

Pat Devine of County Galway, Ireland, said the first thing he noticed was the car shaking on the sleepers and after running a short distance toppled over into the water.

Mr. A. S. Shields, bagagemsn on the wrecked train, said he had been in two wrecks and had never seen cars in the middle of a train drop out leaving the others in a line on a straight track.

Saw Section Men Working.

Mr. Jerry Gorman, proprietor of the Minto Hotel, who saw the accident happen, said there were seven or eight section men working near the spot a few minutes before tha accident.

Thomas Smith, foreman of a gang about three miles west of where accident occurred could not account for the accident and found no evidence of poor spiking.

GARDENER CLAIMS SECTIONMEN HAD NOT COMPLETED LAYING NEW RAIL WHEN TRAIN WAS WRECKED NEAR McKELLAR TOWNSITE

Interesting Evidence Given at Resumed Inquest Into Railway Disaster of June 25. C. P. R. Officials Contradict Evidence of Joseph Wheeler Regarding Rail Not Being Completely Spiked.

"I saw the section men who were working on the track where the accident afterwards occurred take up a rail and put it down again not five minutes before the train came past. They were spiking it when the train whistled at Westboro and I don't think they had finished."

The above somewhat sensational evidence was last night given in the C.P.R. wreck inquiry before Coroner Craig by Mr. Joseph Wheeler, a gardener at McKellar Townsite who witnessed the wrecking of the Imperial Limited two weeks ago. Mr. Wheeler, who said he was working about 20 yards from the track, stated he had seen the train just before the accident and that there appeared to be something dragging underneath it, which was raising a great cloud of dust. With further regard to the rail which he had seen the section men spiking, he stated this was one of the rails which was afterwards torn up.

His evidence was somewhat contradicted by the opinions given by a number of C.P.R. officials that the derailment was caused by the "sun-kink," evidence of which they stated they found on examination of the rails afterwards, and could scarcely have been caused by anything else. They would not admit that the development of a sun-kink indicated negligence, stating it might appear on a perfect track.

As regards the accident, which, a passenger testified had occurred to the train between Montreal and Ottawa, it was given in evidence that the tail piece of one car had broken and the car had been dropped off en route for repair.

The inquest will resume next Wednesday night.

ENGINEER'S EVIDENCE

Albert Chapman, engineer of the wrecked train, was the first witness. He had been an engineer for 23 years. He told of the wreck and of putting on the brakes as soon as he felt that something was wrong.

He did not know who had been in charge of the train between Montreal and Ottawa, Nothing wrong had been reported to him as having occurred between the two points. He had no opinion as to the cause of the accident.

CARS ALL INSPECTED

He also testified that the cars which had composed the train had all been inspected before it started and reported all right to him. He had experienced trouble previously from "sun-kinks" in the rails on one occasion five years ago, having seen one on the track at Snedden's when his engine was still half a mile from it. He could have stopped his engine if he had seen a "sun-kink" on the rails at McKellar Townsite. He had never seen an accident such as this when the cars in the middle of the train dropped out and he knew of nothing which could fall from a car and derail the train. If a brakebeam had dropped, it would drag for miles.

EYEWITNESS OF WRECK.

Jean Baptiste Charron, a gardener for Mr. John McKellar, testified he had been working in the latter's gardens near where the accident occurred and had seen it. He could, however, throw no new light on the occurrence but as he was very deaf it was sometime before he could make this evident. James Brown, 323 Gloucester street, was in like case as were David Watts, of 358 Nepean street, and Alex Turpin of Westboro, all employees of McKellar's.

C.P.R. OFFICIALS

Alex. Denean, yard foreman at the Broad Street station, testified he had been in charge of the wrecking train. He had observed nothing to throw any light on the accident. F W. Cooper of Montreal, divisional engineer for the C.P.R., said he had examined the scene of the accident the day after it occurred.

"What did you observe and what inferences did you draw?"

"From the appearance of the track and the temperature I think it was caused by sun-kink due to straining the rails following expansion. The day following the accident the temperature was 88 degrees. The day rails were laid the temperature would be about freezing. These rails are supposed to be laid with an eye to temperature."

EXPANSION ALLOWANCE.

"If the proper allowance for expansion had been made at the time the rails were laid this sun-kink would not have occurred?" asked Crown Attorney Ritchie.

"That doesn't follow. There are contributory conditions such as possible creeping of the track."

There was an inflection in the rails which in the absence of other evidence had led him to the view there had been sun-kink, said the witness. Asked how he reconciled this with the statement of the engineer that he had seen no such condition he said it might have developed after the engine had passed over that bit of track.

"Is there any other cause but sun-kink which might have brought about the accident, judging from your observations?"

"I did not find any other cause sufficiently marked."

"I saw in the newspapers the other day that some lady on the train said an accident had happened between Montreal and Ottawa?"

"I know nothing of it."

GARDENER'S TESTIMONY.

Joseph Wheeler, McKellar Townsite had seen the accident. Section men had been working on the track, and five minutes before the Winnipeg train came through put a rail down, and were spiking it as the train whistled at Westboro

"There was something dragging underneath the train." said Mr. Wheeler/ "The train no sooner got past me than up it went."

"Where was this rail they were putting in?"

"Just where the first car left the track."

"How about this something dragging?"

"It was kicking up a big dust underneath the car."

"How near was the train before the sectionmen finished spiking the rail?"

"I don't think they had finished. They stood by the side and let her go past"

RAIL TORN BY WRECK.

The rail which had been removed and afterwards spiked down, said the witness. Was one of those torn up in the wreck.

"The section men told us they were ?ting ties, not touching the rails?" asked Mr. Ritchie.

The witness laughed. "They were ?ting the rail and putting the ties under it," he said. "They had it up ? Five minutes before the train passed."

EXAMINED THE LINE.

Mr. Cooper was then recalled.

"Did you come up here to investigate this accident?" asked Crown Attorney Ritchie.

"I came up to assist the general superintendent. I examined the line three-quarters of a mile on either side of the accident."

He had seen nothing to indicate that any part of the undergear of the car had come loose. The section men working at the scene of the accident had not told him anything of taking out a rail, and this was the first he had heard of it. It sounded incredible to him that it would have been done without flag protection to an approaching train.

Eber Donaldson, Woodroffe, testified that he had seen the accident, but he could tell nothing new about it.

"Have you anything more to say?"

"People across the track in Springfield said they had seen ties that morning without any spikes in," said the witness, but could give no names.

DIVISIONAL FOREMAN

George Edward Smart, Westmount, said he was divisional car foreman for the C.P.R. and had supervised the putting back on the rails of six of the wrecked cars. Nothing was missing on any car except what was found along the track, and there was no sign on the roadbed of anything having dragged.

He had found a mark on the tire of one wheel on the first derailed car which showed it had dropped on the inside of the north rail and had rubbed against it for some distance. This indicated the north rail must have dropped out.

WITNESS ASSERTIVE.

At the conclusion of Mr. Smart's evidence some disturbance was caused by the action of Mr. Wheeler, the witness who gave the sensational evidence as to spiking rails, in pointing his finger at the countenance of a C. P.R., witness and stating he himself "was not a C.P.R. man."

SURE IT WAS SUN-KINK.

Mr. Allan C. MacKenzie, Montreal maintenance of way engineer for C. P. R. eastern lines, thought the accident had been caused by sun-kink. The first rail disturbed had moved north 6 inches, carrying the ties. The outside rail must have turned over. The sun-kink must have taken effect during the passage of the train or otherwise the engine would have been derailed. If the south rail, as testified by Wheeler, a former witness, had been responsible for the accident the train would have derailed to the south side. Inquiries would be made to see whether Wheeler's testimony was true. Questioned by Mr. W. L. Scott, for the C.P.R., the witness said a sun-kink did not indicate negligence and could occur on a perfect track.

AIR-BRAKE INSPECTOR.

Walter G. Stenason, Montreal, assistant air-brake inspector for the C. P.R., testified he had been a passenger in one of the wrecked cars and had been slightly injured. He had made an investigation of the cars after the accident and found nothing wrong.

In reply to Mr. Scott, he gave evidence that two bodies had been found alongside the track. Underneath the first class car he had found another.

In regard to the incident which occurred between Montreal and Ottawa the witness testified the conductor had dropped a car at Hudson the tail pin of which was broken.

FURTHER EVIDENCE IN WRECK INQUEST

Sectionmen and Others Testify as to Condition of Track Near McKellar.

The statement by a witness that Edward Lyon, foreman of the C.P.R. section gang, which was putting in ties at the scene of the accident, had told him in conversation that every second tie was out and in the heat the roadbed was liable to be dangerous for trains at any time, and flat contradiction by Lyon that had never seen Jeffreys, the witness in question, or told him anything the kind, was the feature of last night's session of the inquiry into the C.P.R. wreck at McKellar's townsite.

This was not the only direct contradiction, however, the same Mr. Lyon also denying denying the statement already made by a witness named Wheeler, that a rail had been lifted shortly before the train came along. This provoked a disturbance on the part of Wheeler who has been very much in evidence at every sitting, as a result of which he was threatened with commitment for contempt and removed from the courtroom.

Mr. Lyon's own opinion of the cause of the wreck was that something had dropped from the train on to the track and he told of having been assured by the foreman of another section gang that marks had afterwards been found on the ties bearing out this supposition. Two members of Lyon's section gang were called and confirmed his evidence, one of them, however, stating that the train when it approached had rocked and swayed so much and had been going at such a "God forbid rate of speed." that he had thought something was going to happen. The Inquest was finally adjourned till next Tuesday.

Mr. Greene, of 135 Nicholas street. testified he had seen the scene of the wreck that night at 8.30, but could give no evidence of value as to it. NO RAILS RAISED.

Mr. Edward Lyon, foreman of the section gang which had been repairing the track at the point of the wreck, was then recalled. He testified that between two and three ties to one rail had been put in. Only one tie would be out at a time, however, and the rails had never been lifted, You heard the evidence of Mr. Wheeler at the last sitting?"

"Yes."

"But you didn't raise any rails?"

"No."

"Let me ask him a question, said Mr. Wheeler, rising from a seat in the courtroom, but he was quelled by a roar of "Order!" from "Major Hollinsworth.

In reply to a question from a juror, Mr. Lyon started he had noticed there were no spaces between the ends of the rails, which were touching. Usually there would be a space, and the fact that there was none he attributed to the extreme heat of the day. If the rails had been too tight a piece could have been cut out of them.

"Then the evidence of Mr. Wheeler in regard to lifting rails was untrue?" asked Juror Berry later.

EVIDENCE UNTRUE.

"Yes," said the witness. "I swear positively no rail was ever lifted, and I was always there with my men.

"How many men were there actually at work in your gang?"

"Ten."

"That meant four ties might be out at a time?"

"Yes."

"What time -was that train due at the point you were working?"

"At 1.45."

"The time of the train had been changed same time before. Did you know and make allowance for that?"

"Yes."

BEFORE TRAIN TIMES.

The witness further testified that it was customary to stop working five or ten minutes before a train passed.

"Yet you formerly testified that one tie wasn't spiked when the train passed?"

"Yes. That was the only one."

"How about Mr. Wheeler's statement?"

"He must have made a mistake."

"I was right there and saw it." protested the witness in question from his seat in the courtroom.

"It was two hours before any train previous to the wrecked one had passed over the track," further testified the witness.

"When the train whistled at Westboro what were your men doing?"

"Levelling off the surface.."

"Why weren't they spiking that loose tie?"

"They just had time to get it in before the train passed."

SAW THE "SUN-KINK."

The witness testified he had seen a "sun-kink" a Deux Rivières. It had developed when his men were lifting the rail.

"But you never saw a sun-kink in a rail that had not been interfered with?"

"No."

The witness testified that none of the section gang had been injured in the wreck, or had even had narrow escapes.

The only view the witness had as to the cause of the accident was that something might have dropped on the rail. The foreman of a gang working to the east of the accident, John Raymond, had told him there were marks along the ties afterwards for about fifteen or eighteen feet east of where the train had left the rails.

"Did you see a man named Jeffreys the morning after the wreck?"

"Yes."

"Did you tell him every second tie at the point of the accident was out?"

"No."

WALTER JEFFREYS.

"Walter Jeffreys" was then called and a young man took the witness stand.

"Is that the Mr. Jeffreys you were speaking to?" asked Crown Attorney Ritchie.

"No, it was Roadmaster Jeffreys I was talking to. I never saw this young man before," said Mr. Lyons.

"Didn't you talk to him on an electric car?"

"No, I didn't go into the city the night of the wreck."

HAD MET FOREMAN.

Mr. Jeffreys, however, was positive he had met Mr. Lyons who had told him, on an electric car on route to Britannia, that "every second tie was out and in the hot summer the rails were liable to expand and be dangerous for trains at any time. He told me he was foreman of the extra gang." The witness said he was an electrician and lived at McKellar.

Recalled, Mr. Lyon said he had not come into the city before Friday morning. He had returned on a Britannia car but could not remember talking to anyone about the wreck.

"I couldn't have said every second tie was out because we don't do that." said the witness. "I remember someone asking me about whether any sectionmen were killed and I told him there were none. No conversation took place and I am certain I didn't say those words about the ties."

The witness here refreshed his memory by calling a friend who stated he thought Lyon had gone into the city Friday morning but might possibly have also gone in the morning after the wreck.

"That doesn't satisfy me," said Mr. Wheeler. "No sir, it doesn't"

This broke the back of the coroner's patience and, summoning Wheeler to the front he told him in stern tones he would send him to the cells for the night for contempt unless he behaved himself like a gentleman. Wheeler was finally removed to a room adjoining the courtroom.

SECTIONMAN SWORN

Adam Beuzek, one of the members of the section gang, was sworn according to the fashion of his own country, which consists of affirming by the "Father, Son and Holy Ghost." He had been working on a tie near the accident with a boy. This tie, he said, through an interpreter, had not been spiked before the train arrived, but was in its place and tamped ready for spiking. This was the only one not spiked. The men knew the train was due. No rails had been lifted that day.

STRAIGHTENING TIES

Jan Gladysz, another section man testified that besides taking out old ties the men had been "straightening," them, that is restoring their ends to a straight line by removing the ballast. To do this it was necessary to unspike them. He said the train had been approaching at a "God forbid" rate of speed and swaying very much from side to side.

"We watched the train come down the hill and we could see the roadbed was very bad," said the witness further. From four to six trains had passed this point that day but he had noticed this train because he expected to see some immigrants of his own race on it. '

He had almost expected from the way the train was swaying that something would happen, There had been an unusual quantity of dust.

The inquest then adjourned until Tuesday night.

16/07/1913

Ottawa Citizen

Carleton Place

McKellar

UNABLE TO DETERMINE CAUSE OF ACCIDENT

Jury Concluded Inquiry Into Recent Railway Wreck Near McKellar

"The cause of the said wreck being unknown to this jury," was the concluding clause in the verdict last night brought in by the jury which has been during the past two weeks inquiring into the death of John Peace, one of the victims of the wreck of the C.P.R.'s Imperial Limited near McKellar Townsite on June 25.

No startling evidence was given last night, the most important testimony being vouchsafed by John Raymond as to the ties east of the scene of the accident being so marked as to indicate that a brakebeam had dropped from the train on to the roadbed. The evidence of a number of members of the section gang which was working near the scene of the accident replacing ties was taken but they threw little new light on the occurrence. Crown Attorney Ritchie in charging the jury pointed out that the wreck might have been due to three causes, a defect in the train, in the roadbed or a "sunkink."

John Raymond of 43 Pinhey street, assistant section foreman of the C.P.R. was the first witness to give evidence.

He had arrived at the scene of the wreck fifteen minutes after its occurrence.

"I saw the ties were torn up east of the point where the first car left the rails. It was about six feet from where the first wheel dropped and cut the ties. It might have been caused by something dragging before the train went off or the sudden jar stopping the cars and breaking a brake-beam," said Raymond.

"Of which car was the brakebeam broken?" asked Mr. Ritchie.

"It was difficult to ascertain. Four cars were overturned and the brake-beams of all were broken."

"Were they new brakes or old?"

"They were all fresh ones."

CAR WHEELS UNBROKEN.

There were no broken car wheels, said the witness but the bolt holding the tire to one wheel of the first car which went off was broken. It was on the front truck of the north side. The tire was still on the wheel, however.

Describing the appearance of the ties, which were marked east of where the accident occurred, the witness said they had the appearance of having been grooved by something which dropped from the train while it was in motion. These torn up ties had been right under the center of the sleeper of the wrecked train.

"Did you see the handcar the section men were using near the wreck?"

"No," Said the witness but he testified to having seen a badly bent gauge near where the wreck occurred. He had reported this.

"I have been a section man since I was thirteen," said the witness.

He had examined the rails to see if they were in gauge and found them in perfect alignment both east and west of the accident.

OPINION ON CASE.

"The only opinion I have of the cause of the accident is that it was something dropping, probably a brake-beam, which struck the ties," said Mr. Raymond. "This might have happened after the train was stopped however."

K. Smiegelski, a member of the section gang which was working on the track at the scene of the accident, was next summoned. He testified he had been "trimming" ties. Asked if he had noticed whether the train had approached the scene of the accident at high speed he said it had been traveling fairly fast and swaying.

The handcar the section men were using had not been injured in the wreck but a pick was broken, said the witness in reply to a query from Crown Attorney Ritchie. The cars of the train, he considered could not be very good to judge from the manner in which the train was swaying.

STRAIGHTENING TIES.

J. Skrober, another section man, had been helping to straighten ties near where the wreck occurred. He had noticed the cars of the train swaying just before they reached the point where they went off. Other section-men who were examined corroborated this evidence.

CHARGE TO JURY.

Crown Attorney Ritchie, in summing up, pointed out from the evidence heard it might be possible to form some conclusion, and there were several which the jury might be justified in coming to, he considered. C.P.R. experts had stated the accident was due to a sunkink. The engineer had testified there was no sunkink in the track as he approached it. This was explained by the railway experts by the theory that the sunkink had been set up after the engine had passed over it, but there had been no evidence to show that sunkinks ever occurred in this manner.

It had been shown that the roadbed must have been disturbed at the point of the accident from the removal and replacement of the ties. One theory, therefore, might be that the train had descended the grade to the scene of the accident swaying from side to side, and that on striking the loose roadbed had gone off the track. Still further evidence had been to the effect that something had dropped from the train on to the track, and it might be held that this had caused the wreck.

THE VERDICT.

The jury then retired, and in about half-an-hour brought in the following verdict: "That John Peace came to his death on June 25, 1913, near McKellar townsite, township of Nepean, while a passenger on a C.P.R. train which was wrecked at that place; cause of the said wreck being unknown to this jury."

About \$15,000 worth of lumber was burned last night at the Mason Street yards of the Shepard and Morse Lumber Company and provided one of the most spectacular fires that has occurred in Ottawa since the big fire in 1901. The loss is fully covered by insurance.

That the hundreds of piles of pine, valued at thousands of dollars, and probably a big section of the Mechanicsville district were not burned was due to the splendid work of Chief Graham and his men; also to the fact that there was hardly a breath of wind blowing. Only 20 piles, however, were licked up by the flames.

Cause not known

What caused the fire is not yet known, but it started in a pile of pine in the southwest corner of the yards about 11 o'clock, and a few minutes later the lurid glow along the skyline in the Mechanicsville district told the fact that the flames had quickly spread to several nearby piles, which were as dry as a tinder box.

Hundreds of people hurried to the scene on the street cars, in motor cars, cabs and on foot, until the street and yards were packed with crowds.

Gangs of young men climbed to the top of the piles of lumber in the yard beneath the danger zone to watch the blaze and the firemen fighting it.

Overall Alarm from Box 61

Even before the blaze could be seen in the sky the tolling of No. 61 by the fire bell nine district times told those who were not in bed that either in the yards of Shepard and Morse or in that district a big fire had broken out.

By half past eleven huge tongues of flame were shooting up fully fifty feet high and eating their way through one pile after the other with incredible rapidity. Chief Graham turned out every bit of available apparatus possible and a few minutes after the alarm was rung in he had lines of hose from every conceivable hydrant in the district sending eleven big streams of water into the burning piles and onto those not reached by the flames. The water pressure was fairly good.

Under control in an hour.

By 12 o'clock he saw that the method of fighting the fire he had outlined had proven successful. At one time there were few persons in the crowd who would have given very much for the thousands of dollars worth of lumber in the yards so hopeless was the outlook.

In spite of intense heat the firemen got dangerously close to the flames. How some of them escaped being either burned or badly scorched is remarkable. They had many willing helpers from among the crowds of young men around.

Hurried from their beds

People living in the houses on streets near the yards hustled their goods some distance away fearing that the flames would spread beyond the lumber in the yards. The first lurid glare caused by the tongues of flame and the crackling of the burning lumber awakened many people who were sleeping in houses nearby and sent them hurrying to the street in more or less scant attire.

Other yards threatened

Directly opposite where the fire was, that is, on the east side of Bayview Road, Shepard and Morse have several hundred more piles of pine. This was threatened several times when big burning embers flew across the road and dropped on the other side of the fence enclosing the yard.

Employees of the CPR in the roundhouse close by stood ready to run the valuable locomotives out should the fire spread to there.

Some of the CPR trains were delayed by the fire, as it was necessary to run lines of hose across the tracks. The Toronto train, however, got through just before the fire started.

Contractors loss \$3,000

Mr. Tom McLaughlin, the contractor for the west end drains, had some of his temporary buildings and materials burned, as they were near where the blaze started. His loss will be \$3,000.

23/09/1913 *Ottawa Journal**Carleton Place**Stittsville*

Car Derailed

The derailment of a car on a train at Stittsville delayed the Toronto train for an hour last night.

26/09/1913 *Morrisburg Leader**Carleton Place**McKellar*

Many lives are lost in a wreck

Immigrant train wrecked near Ottawa - heavy loss of life.

Ottawa, June 25, The C. P. R. Western Express train from Montreal to Winnipeg leaving here shortly before two o'clock heavily laden with immigrants, was derailed three miles west of Ottawa, with heavy loss of life. Up to 2 30 o'clock it is reported eight bodies have been taken from the wreckage.

Four cars shot down an embankment into the Ottawa River, and two coaches were wrecked on the track. The accident was caused by a spread rail. The dead were all found in two colonists cars, which were thrown into the river. So far as is known up to 2. 45, the dead number 8 and the injured 50. They were mostly Scottish immigrants on the way to the Canadian Northwest.

The arrival of the train with the doctors and nurses transformed every available spot into an impromptu hospital for the treatment of the injured. It was impossible to tell how many had been hurt in the wreck. Six coaches which suffered in the smash-up, and one report place the list of injured at fifty.

The work of getting the injured out of the two coaches wrecked on the track was a comparatively easy matter to the searching of the wreckage of the four cars which had plunged down the embankment, and which were almost completely submerged, twisted, broken masses of wood and steel. The wrecking crew which had been sent out to the scene worked manfully and the railway officials did everything in their power to make certain that any persons who remained alive in the wrecked coaches were rescued.

15/10/1913 *Ottawa Journal**Carleton Place**Britannia*

KILLED BY TRAIN AT BRITANNIA

Foreigner Run Down by Winnipeg Express.

Identified by Means of Card in Pocket.

Engineer of Train. ItH Appears, Did not Notice Man Walking on Tracks in Early Morning Hours - Inquest so be held.

Struck by the Winnipeg Express at the Britannia, crossing early this morning, B. Kowalthuk, a foreigner was instantly killed

The only mean of identification was a piece of paper found in the man's pocket with "B. Kowalthuk" written on it. The body was badly mangled, Did not see him.

Dawn was just breaking when the accident happened and it is likely that the engineer did not see the man, who evidently did not hear the approach of the train. He was about thirty-five years of age.

Inquest opened

Mackenzie's ambulance was on the scene at 7.30 and conveyed the remains to the morgue where a preliminary enquiry was opened at noon by Coroner Craig.

03/01/1920 *Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

Closing Broad St. Station. An important change is being made by Canadian Pacific Railway effective 12.01 a.m. Sunday. January 4th next, when Broad Street Station. which has been used for years, will be closed. From January 4th, all Canadian Pacific trains will arrive and depart from Central Station.

BROAD STATION

Passenger Service Stopped by Canadian Pacific Railway Last Night.

At one minute to midnight last night all passenger trains stopped running into the Broad street depot of the Canadian Pacific Railway, and were switched to the Central depot. This means that twelve trains that formerly entered and left the Broad street depot will in future leave and enter the Central depot. Moreover, the train despatching staff that for years has had its offices at the Broad street depot, will move to the Central Grand Trunk depot. Mr. H. B. Spencer, superintendent, and his assistant, Mr. Hughes, worked to a late hour last night in their offices at Broad street arranging the changes.

The move was dictated, as Mr. J. A. McGill, city passenger agent for the Canadian Pacific Railway stated, solely with an idea of obliging and benefitting the public.

05/01/1920 *Ottawa Journal**Carleton Place**Ottawa, Broad Street*

Broad Street Station, an eye-sore to citizens and travellers arriving in the city by CPR, was officially closed to all passenger trains at 1201 o'clock Sunday morning.

CPR trains, both incoming and outgoing, used the Central Station on Sunday. The change is greatly welcomed by the public. Among the principal trains affected are the Brockville and Pembroke locals, the Imperial Limited and the "SOO" trains.

12/01/1920 *Ottawa Journal**Carleton Place**Beach Foundry*

The application of B. C. Beach to close part of Hinton Avenue was heard by judge Gunn this morning, and adjourned to January 20. Mr. J. P. Elihes, acting for Mr. Beach, said that the property of Mr. Beach, owned on Hinton Avenue, was not registered in his name, but was held under an agreement of sale with the Ottawa Land Association.

Mr. Beach admitted that he wanted to build a railway siding into his own property where he intended to build a foundry.

21/01/1920 *Ottawa Journal**Carleton Place**Westboro (Parkdale)*

Alderman Forward has filed a motion for the City Council which, if passed, will authorize negotiations with the C.P.R. for a branch passenger station at the Parkdale Avenue crossing in the western part of the city. At present, residents of Hintonburg and vicinity have to travel at least 3 miles to the Central Depot if they wish to catch a train, or to meet their friends.

Mr. H. E. Spencer, C.P.R. Superintendent, is not in Ottawa today, but will probably state the company's position on his return.

22/01/1920 *Ottawa Journal**Carleton Place**Ottawa, Broad Street*

The Armour Packing Company of Chicago are engaged with the C.P.R. in negotiations to lease the block of buildings fronting the railway tracks at the Broad Street station. This particular part of the station was formerly used by the railway as baggage and parcel rooms, and is not really part of the station proper.

The Harris Abbatoir Company has found it necessary to extend their present property to cope with ever-increasing volume of their business, and they, too, have approached the C.P.R. with a view of securing the Broad Street station as new quarters.

01/03/1920 *Ottawa Citizen**Carleton Place**Westboro***KILLED III TRYING STOP HIS HORSE**

Samuel Ages Meets Death at Westboro Crossing Had Climbed on Back of the Vehicle.

Samuel Ages, a director of the Dominion Ice Co., well known in Ottawa, was instantly killed on Saturday when he was struck by a C.P.R. train at Westboro. The accident occurred shortly before noon. An inquest was opened at once by Coroner Dr. Craig, but the members of the jury viewed the remains and adjourned until Monday, March 8.

It appears that the unfortunate man had been driving a rig and that he had drawn up his horse while he went into the office of the Cummings Coal Co. on business. He came out to find his horse running away. Going after it he succeeded in letting onto the rear of the vehicle in an endeavor to climb to the front. While thus attempting to stop the horse it tore across the railway tracks just as an incoming C.P.R. train was approaching. The train caught the rear of the carriage smashing it to bits, and pitching Ages several feet away. When picked up he was found to have suffered fractures of the right leg, of the left arm and several ribs were broken. To these injuries and the shock of the accident his immediate death was attributed by physicians who were summoned by the C.P.R.

20/04/1920 *Ottawa Journal**Carleton Place**Independent Coal and Lumb*

Independent Coal Company has bought land at a cost of \$40,000 for a planing mill and coal chute between the CPR line and the Ottawa River in Ottawa West from Mr. F. A. Heney. CPR will construct a siding for the new outfit. Up to 150,000 tons of coal will be handled.

21/04/1920 *Ottawa Journal**Carleton Place**Westboro*

New C.P.R. Station at Parkdale Avenue

Site Approved by Representatives of City Council

The proposed new C.P.R. station in the west end of the city will likely be located on Parkdale avenue, as a result of a meeting between engineers of the railway headed by Mr. Alfred Price, general manager of C.P.R. eastern lines, and deputations from the City Council and Nepean township residents at City Hall yesterday afternoon. The Ottawa delegation, which was headed by Controller Joseph Kent, presented a resolution of the rate-payers of Ottawa West, in which they declared that they would be satisfied if the station was located anywhere between Bayview road and Parkdale avenue. The delegation from the township, headed by Reeve William Joynt, asked to have the station farther west, on Victoria avenue Westboro. This latter proposal was not favorably received, and the township delegation withdrew opposition to the city delegation's resolution. The officials of the railway for some time have considered the point where their line crosses Parkdale avenue as the logical location for the station.

21/04/1920 *Ottawa Journal**Carleton Place**Parkdale avenue*

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29/04/1920 *Ottawa Journal**Carleton Place**Parkdale avenue*

Another important matter now before the council is the question of the location of the new CPR station to serve Ottawa West and the suburban area to the west of the city.

At a recent meeting between the engineers of the CPR and a delegation from the area affected, through an error, the Westboro and Nepean delegations withdrew their petition to have the station located in Westboro, the CPR officers intimated that they favored Parkdale Avenue as the site for the station, which would be too far in to serve the suburban area.

Reeve Joynt stated this morning that it was almost certain that the council will take the matter to the Board of Railway Commissioners.

TRAIN STOP NEAR PARKDALE AVENUE

New Station will be erected there shortly

Following the petition of the city and Ottawa West residents made last April, the CPR yesterday began stopping local trains for the convenience of people living in the western part of the city at a point 600 feet west of Parkdale Avenue.

City councillor Norman H. Lett has received official notification from Mr. E. J. Flintoff, solicitor general of the CPR.

A permanent station and platform will be erected as soon as possible, but in the meantime, a cinder platform has been installed. A temporary station will be built immediately, and a station agent will be appointed shortly.

The need of this station to the western part of Ottawa has long been felt, and will enable people to catch trains without coming into Central Station. Situated near Parkdale Avenue, the station also serves Westboro. At present, only local trains are stopping at the station.

26/05/1920 *Ottawa Journal**Carleton Place**Westboro***NEW WESTBORO STATION.**

Canadian Pacific Railway have decided to locate their new station, serving the west end of Ottawa and Westboro, five hundred feet west of Parkdale avenue, Ottawa. This station will be located on the south side of the railway tracks. A cinder platform is now being put down from Parkdale avenue and a temporary building will be erected as soon as possible. When this is done an agent will be placed in charge to sell tickets. Local trains now stop at Westboro Station on schedule given below.

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06/07/1920 *Ottawa Journal**Carleton Place**Westboro*

C.P.R. will not stand for two stations.

Owing to the fact that several other applications had precedence on the order paper, the hearing on the application of the Township of Nepean for an order directing the C.P.R. to erect a station at Westboro at or near Victoria avenue, for the handling of passengers, freight and express, before the Board of Railway Commissioners, was adjourned until this afternoon.

Mr. T.B. Flintoff is acting on behalf of the C.P.R. and Mr. J.E. Caldwell, Solicitor for Carleton County, represents the applicant. Mr. F.B. proctor, City Solicitor, will also be on hand to look after the city's interests, as the application for the Township of Nepean virtually involves the maintaining or the abandonment of the recently established station at Parkdale avenue.

The C.P.R. is understood to be agreeable to the establishment of one station in a centre which will serve the largest number of people, but will not countenance two stations, one in Westboro and another in Hintonburg. The application of Nepean Township is arousing the keenest interest, as was evidenced by the large attendance of residents along the Britannia line, farmers of Nepean and members of the Carleton County Council who were on hand this forenoon in the expectation that the case would be proceeded with then.

23/08/1920 *Ottawa Citizen**Carleton Place**Springfield crossing***MR. ANDREW DOUGALL IS KILLED BY TRAIN**

Driver For Ottawa Dairy Struck by C. P. R. Soo Train at Springfield.

Mr. Andrew Dougall, driver for the Ottawa Dairy, was killed almost instantly about 6.15 o'clock this morning when his rig was struck by the C. P. R. Soo train at Springfield crossing, several stations below Woodroffe.

The crossing there is said to be one of the worst about the city, with no bell, gates or any other protection. One of the horses was killed, half of the rig was smashed to atoms, and the remainder shoved along the track, a distance of about four hundred feet.

When Dougall was lifted from the debris, he was found to be suffering from terrible injuries inflicted to his head, and one of his legs was almost off. Dr. J. S. Nelson, of Westboro, was at once summoned and tended the injured man, who was rushed to the city. When he was lifted at Central station into Rogers and Burney's ambulance, he breathed his last.

The coroner's inquest, which was later opened at Rogers and Burney's undertaking establishment by Dr. Craig, identified the remains and adjourned to Friday evening, at the police station. Mr. James Miller, 193 Fifth avenue, also of the Ottawa Dairy, identified the body.

Saw the Accident.

Mr. J. Dolan, of Woodroffe, was an eye-witness of the fatality. He stated to Mr. W. H. Goodfellow, 215 Percy street, the conductor of the train, that he was not more than several hundred feet away from the scene of the accident at the time it happened. He saw the late Mr. Dougall look about him before attempting to cross the track, but he seemed to be looking as if he expected a train from Ottawa. Evidently not scenting any danger, he attempted the crossing and was struck by the train when his rig was about half-way over. Mr. Fred Cole, Bayswater avenue, was the engineer in charge of the train.

28/08/1920 *Ottawa Citizen**Carleton Place**Springfield crossing***ACCIDENTAL DEATH OF ANDREW DOUGALL**

A verdict of accidental death was returned by the jury at the inquest into the death of the late Andrew Dougall Ottawa Dairy milk driver, who was killed by the C.P.R. Soo train. No. 18, last Monday morning. The inquest was held last night at the police station, and was presided over by Coroner Craig. Representatives of the Ottawa Dairy and the C.P.R. were also present.

The verdict read that "the late Andrew Dougall came to his death on the morning of Monday, August 23, 1920, from injuries he received when the rig which he was driving was hit by C.P.R. train No. 18, at Springfield crossing.. We find death to be accidental."

The principal witness was Fred Cole, engineer of the train. He stated at the inquest that on the morning of the accident he had been on the lookout for Dougall, as on three or four occasions within the last few weeks, the train barely missed hitting him. However, he did not see him till it was too late to avoid an accident.

RAILWAY BOARD ORDERS C.P.R. TO PROVIDE A STATION AT WESTBORO Passenger, Freight, Express and Telegraph Facilities by Dec. 1st. Commissioner Rutherford's Judgment Concurred in Granting Application of Township of Nepean.

Westboro. and the Britannia line generally, is to have its new C.P.R. station complete with passenger, freight, express and telegraph facilities.

The new station is to be in operation by December 1st next or a little over two months.

Such was the decision of the Board of Railway Commissioners on the application brought some months ago by the Township of Nepean to compel the C.P.R. to grant the people of Westboro and the Britannia line a station at Victoria avenue, Westboro. The case was tried here on July 6th but the decision was not arrived at till yesterday.

The news will rejoice the heart of every one of the thousands of residents along the Britannia line who at the present time have to come either to Parkdale avenue or Central station to take a train. Moreover, the decision was rather unexpected.

"We have hardly a chance to win," was the remark of a prominent Westboro man after the hearing nearly three months ago. It was thought that the recent establishment of the Parkdale avenue station would mitigate against the railway commission ordering another station so near.

Little Doing at Parkdale.

The decision which was written by Dr. J. G. Rutherford, and in which the other members concurred, stated that Dr. Rutherford had visited the scene of the asked-for station and also the Parkdale avenue station. The latter station did not seem to be much in demand, as in June, only 55 tickets had been sold and some \$88 taken in at that point.

Westboro, as well as the entire Britannia line, was a growing suburb. Moreover, the new station would not only serve the suburbanites at this point but residents of the country district behind. It was, therefore, ordered that the C.P.R. should file plans for a new station at Victoria avenue,

Westboro, with the commission as soon as possible, and that a new station should be in operation by December 1st with passenger, freight, express and telegraph privileges.

Mr. J. E. Caldwell was solicitor for the Township of Nepean.

27/09/1920 *Ottawa Journal**Carleton Place**Westboro*

A judgment will be signed today by the Board of Railway Commissioners in the application brought by the Township of Nepean to compel the Canadian Pacific Railway to grant the people of Westboro on the Britannia line a station facility at Victoria Avenue in Westboro.

The judgment grants the application and in consequence that section will soon have the new station complete with passenger traffic, freight, express and telegraph facilities. The station is to be in place by December 1st. The judgment has been written by Dr. Rutherford, and the other members of the commission concurred with it.

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23/11/1920 *Ottawa Journal**Carleton Place**Westboro*

(8 days before Westboro in Westboro should have opened by Board Order)

Mr. J. R. Savage, general superintendent of the C.P.R. Ottawa District, and Mr. J. E. Beatty, district engineer, had a conference with the Board of Control this morning regarding the Railway Commission order to the railway to open a station at Westboro.

The C.P.R. already has a station at the corner of Parkdale Avenue and Scott Street which the controllers want the Company to keep open.

No decision was reached.

11/03/1921 *Eastern Ontario Review**Carleton Place**Carleton Place*

While E. Turner was approaching the crossing at Carleton Place with seven passengers to catch the Pembroke local train, his auto was struck by the train and hurled against the fence. Mr. Turner and several of the passengers were badly injured.

08/07/1921 *Ottawa Journal**Carleton Place**Island Park Drive*

CP is told that it must provide a railway crossing for the future Island Park Drive; currently unoccupied land in Ottawa's West end.

19/07/1921 *Ottawa Journal**Carleton Place*

On Slidell Street, near Ottawa West, complaints that the gates are open onto the Sheppard and Morse Lumber Company, and they should be closed when no one is around. This is the first siding listed on the old Chalk River Subdivision leaving from Broad Street.

07/10/1921 *Eastern Ontario Review**Carleton Place**Carleton Place*

Work has been started by Maurice Sullivan & Son, Arnprior contractors, on the new railway depot of the C.P.R. at Carleton Place. It will be a substantial and handsome building.

21/04/1922 *Ottawa Journal**Carleton Place**Britannia*

A washout of the CPR Carleton Place Subdivision occurred several hundred feet west of Britannia, due to the high spring runoff causing the Ottawa River to overflow its banks. All trains from Smiths Falls/Brockville and Western Canada were detoured via Bedell. On page 6, a similar story was printed, but the last sentence said "The villages of Ashton and Stittsville are now isolated!!" This lasted for a couple of days.

28/04/1922 *Eastern Ontario Review**Carleton Place**Carleton Place*

The new C.P.R. depot in Carleton Place is just about completed and will be opened about the first of May

13/10/1922 *Eastern Ontario Review**Carleton Place**Carleton Place*

Our railway men as a rule are most modest in the discharge of their duties, and rarely appear in the limelight for valuable service rendered. A case in point was brought to notice a few days ago. Some children were playing about the C.P.R. cattle yards at Carleton Place, when one little fellow ventured out on the tracks unconsciously just as a freight train was coming along. The engineer and fireman saw the lad and acted at once. The driver applied the brakes whilst the fireman climbed out over the engine and caught the child and held him by the arm until the train came to a stop and saved his life. The modesty has seemingly sealed the mouths of the men who acted so promptly and the names are still unknown.

17/05/1923 *Winchester Press**Carleton Place**Carleton Place*

A young man named Banwell, of Portage du Firt, holding a ticket from Ottawa to braeside attempted suicide on the C.P.R. train reaching Carleton Place at 5.20 p.m. on Wednesday by taking strychnine. The prompt use of a stomach pump at Carleton Place saved his life. The Carleton Place central Canadian says that the act was prompted by the man being jilted by a school teacher belonging to Renfrew county, and after his life had been saved, the man declared that he would never again attempt suicide.

TRAIN HELD UP BY DERAILED BOX CARS

On account of the derailment of two box cars on the C.P.R. Ottawa Carleton place line early last evening, just a short distance west of the Broad street station yards, the passenger train from Pembroke was unable to reach Central Station. The passengers disembarked at Parkdale avenue, and continued to their destination in the city via the street railway. Mail and baggage were also transferred to the station from Parkdale avenue. The derailment occurred when a train from Elwood [sic] was run onto the main line in order to back into the yards, and during the shunting operations, two of its cars left the rails. No one was injured.

09/06/1924 *Ottawa Citizen**Carleton Place**Ottawa Union***ARNPRIOR RESIDENT HURT IN COLLISION**

Mrs. S. R. Rudd in Hospital and Walter Ferguson Under Arrest.

Mrs. S. R. Rudd, Arnprior, Ont., is a patient in the Protestant General Hospital, Rideau street, with a broken knee cap, while Walter Ferguson was placed under arrest following an accident which occurred near Galetta, Ont, about eight o'clock on Saturday evening. Ferguson was arrested on the C.P.R. Soo train at Union Station at six o'clock Sunday morning following the reception of a telegram by the local police.

Mr. and Mrs. Rudd driving in a Hupmobile coupe were on their way from Norway Bay, Que., to Arnprior, and were travelling by way of Quyon and Filtzroy Harbor. When about a mile from Galetta an Overland car driven by Walter Ferguson, who was accompanied by his father, Duncan Ferguson, approached the Rudd car, and the driver, who was, it is thought, contused by the glare or the headlights of the Rudd car, collided head on with it.

Mr. Rudd escaped injury, while Mr. Duncan Ferguson, was cut about the head by flying glass. Mr. and Mrs. Rudd were taken to Arnprior in a passing auto, and Mrs. Rudd was brought to Ottawa on Sunday morning.

28/11/1924 *Ottawa Citizen**Carleton Place**Parkdale Avenue*

A collision between a motor truck owned by Joseph A. Barrett, merchant, and a C.P.R. train, at the level crossing over the C.P.R. tracks at Parkdale avenue, on August 1 last, is the cause of litigation between the parties. The plaintiff claims that the accident was due to the negligence of the C.P.R. in, it is alleged, allowing its train to run in a reverse direction without having a lookout man at the end of it as required by the railway regulations. Barrett's truck was completely demolished, and he also claims that the train was backing at an unlawful rate of speed. He asks \$500 damages.

The C.P.R. sets up that the running of its train complied with all the regulations, and says it was not running at unlawful speed. It also claims that the accident was due to the negligence of the driver of the motor truck.

23/03/1926 *Ottawa Citizen**Carleton Place**Britannia***BRITANNIA CHILD MEETS DEATH ON RAILWAY TRACKS**

Four-Year-Old Daughter of Mr. and Mrs. James Foley Instantly Killed By Brockville-Ottawa Train.

Struck at the Britannia crossing by the Brockville-Ottawa C.P.R. passenger train shortly after four o'clock yesterday afternoon Phyllis Catherine Foley, aged four years, daughter of Mr. and Mrs. James Foley of Britannia Village, was instantly killed. The lifeless body was picked up and placed on the train and conveyed to the city and later removed to Burney & Son's undertaking parlors, where an inquest was opened last night.

The child met her death, it is thought, while on her way to a store to buy some candy. Her mother had given her five cents, and she is believed to have been crossing the railway tracks at Main street from the Foley home situated to the north of the railway to a store on the south side. There were no eye-witnesses of the accident.

Mr. Foley, who is a laborer, was on his way home from work and was walking along Main street from the O.E.R. stop when he noticed the eastbound passenger train come to a stop after it had gone over the crossing and then back up. He then noticed that there was something wrong and going down the track saw what he was told was the body of a child being rolled up in canvas after it had been lifted from between the rails underneath one of the coaches. He did not know at the time that the body was that of his child. He later found her coat and toque alongside the track, and only then knew that it was his child that had been killed. He. Foley said that there was an electric bell at the crossing and that he heard it ringing as the train passed.

The train was bound from Smiths Falls in charge of Conductor Michael O'Connell, 64 Spruce street, and Engineer Maurice O'Connell, 166 Bayswater avenue. The child, according to the crew, ran right in front of, the train as it was going over the crossing.

Inquest Is Opened.

After the train was brought to a stop the body of the child was placed on board, after which it proceeded to Union Station, where it was met by Burney & Son's car and removed to the undertaking parlors on Somerset street. There Coroner T. J. Scobie opened an inquest and after taking the father's evidence, and going through the opening formalities the session was adjourned until next Monday night at the courthouse.

In addition to what he saw of the accident, Mr. Foley identified the remains as those of his daughter. The body was so badly mutilated that Mr. Foley was not asked to view it but made the identification through a ring which the child wore and which was removed from her finger during the inquest.

30/03/1926 *Ottawa Journal**Carleton Place**Britannia*

Little girl's death purely accidental

Child could not see train for snow drifts.

A verdict of accidental death was returned last evening by a coroner's jury sitting at the courthouse regarding the death of five-year-old Phyllis Foley, daughter of Mr. and Mrs. James Foley, Main Street Britannia, who on Monday, March 22, was struck by C.P.R. train 562, Brockville to Ottawa, at the level crossing at Britannia Village.

Witnesses, in addition to the fireman and engineer, included, Michael O'Connell, 64 Spruce Street, conductor; William McPherson, 4 Spruce Street, brakeman; Peter Boucher, 17 Osgoode Street, baggage man; William Nesbitt, grocery store proprietor near the crossing, and Dr. G. M. Pennock.

Edward J. Walker, assistant superintendent of the Smiths Falls division of the C.P.R. gave general information respecting the crossing, including a description of the condition of the electric bell which was stated to be in good order at the time. The engine whistle and bell were also in operation as the train approached the crossing.

The speed of the train was given as 40 to 45 miles per hour, a very ordinary speed for this crossing where there is no speed limit. While it was shown that an adult has a view west from this crossing for almost half a mile, Mr. Nesbitt stated that a child was not to be able to see very far on account of snow drifts. Some discussion rose regarding the question of cleaning the snow away from crossings, Mr. Walker stating that the railway was responsible for the roadway and footpaths.

The child was last seen by Mr. Nesbitt walking down onto the tracks from the drift, apparently about to cross the tracks. The train came along at the same moment and the child disappeared.

It was pointed out that this is the first accident of this character in 16 years at this crossing; the accident at that time being the death of a man and a horse there when struck by a train.

As a result of the recent accident on the level crossing at Britannia village where a little girl was run down by a C.P.R. express and instantly killed. Residents of the Britannia line have expressed strong objection to the rate of trains on the line and the existence of level crossings.

This objection was voiced last night at the meeting of the Westboro Ratepayers Association when the organization decided to bring the matter to the attention of the Board of Railway Commissioners and to ask that some action be taken.

It was the feeling of the meeting that level crossings on the tracks constitute a menace to public safety. Regarding the speed of trains, it was stated that locomotives should be held to a speed of 15 and not more than 20 miles per hour, while crossing through the populous section just west of Ottawa.

This was repeated verbatim in the April 8 edition.

HAVE A REMARKABLE ESCAPE AS TRAIN HIT

Struck by C.P.R. Transcontinental Flier at Britannia Crossing, Ottawa Dairy Motor Truck Practically Demolished.

Ottawa, May 27 When the truck on which they were riding was struck by the C.P.R. transcontinental flyer at the Main street, Britannia, crossing shortly before noon yesterday two Ottawa Dairy employees, D. T. Lockerby, 157 Flora street, and Wallace Blackwell, Percy street, miraculously escaped instant death. Blackwell was uninjured while Lockerby received some slight scratches.

The two men were driving in a motor truck of a light model carrying ice cream, and as they approached the railway tracks from the north did not notice the train until they were almost on the rails. Blackwell, who was at the wheel, made every attempt to bring the truck to a stop but did not succeed in doing so until the front of it extended over the railway tracks, only a short distance from the oncoming train.

Hurled to Road.

Mr. Lockerby, still wondering how he escaped, graphically described the accident to a Citizen representative. He said that the truck in which he and Blackwell were driving was travelling in a southerly direction from Britannia village towards the Richmond road. A building situated at their right hand side of the road, he said, prevented Blackwell from seeing the approach of the train.

the locomotive caught the front of the car with a terrific force tearing it away and hurling the driver to the road. Blackwell picked himself up out of the dust uninjured, while Lockerby remained seated in what was left of the truck He received a few slight cuts from flying splinters, but otherwise escaped injury.

There was a quantity of ice cream on the truck and this also was scattered over the road.

Say Bell Ringing

The train, drawn by locomotive No. 2210 and in charge of Engineer Harry Davidson, Ottawa, and Conductor Clarence W. Leach, 106 Rochester street, was travelling in the direction of Ottawa, due to arrive at Union Station at 1045 o'clock standard time. It was travelling on time and at quite a fast rate. Striking the front part of the motor truck it tore away leaving the rear part standing on the road.

There is an electric bell at this crossing, which, according to witnesses, was ringing for the approach of the train.

Early this spring a little girl, who was on her way to a store, was struck by a passenger train at the same crossing and was instantly killed.

"The York", Canadian Pacific fast noon-day train for Toronto, leaving Ottawa 1.30 p.m. now runs daily. First class coaches, parlour cars and dining facilities. This additional service provides three trains between Ottawa and Toronto in Sundays.

ROYAL VISITORS SAID "AU REVOIR" TO OTTAWA TODAY

Royal Train - Pulled Out at Eight o'Clock for Brockville. Premier Baldwin and Party Also Leave.

DISTINGUISHED GUESTS MAKE FINE IMPRESSION

Both Princes Spent Enjoyable Two Hours at Laurier House Prior to Country Club Reception.

Their Royal Highnesses the Prince of Wales and Prince. George, with the royal party, bade farewell to Ottawa at 8 o'clock this morning when the special train to which they had retired shortly before four o'clock, at the conclusion of the Country Club reception and dance, pulled out for Brockville.

At eleven o'clock the special containing Premier Stanley Baldwin and his party left for Brockville. To Premier Baldwin's train was attached Premier Mackenzie King's private car, the Dominion premier accompanying the distinguished guests to Brockville. Quite a number of citizens and officials saw the two premiers off, but there was no official leave taking.

Both Princes spent a very enjoyable two hours at Laurier House last evening, and expressed to Premier King their thorough appreciation of his reception and entertainment. "It has been one of the most pleasant evenings I have ever enjoyed," stated the Prince of Wales, previous to his departure for the Country Club.

The final day of the royal visit to the Capital was in contrast to the first, and to Wednesday, which was also a somewhat busy day for Princes and for premier Baldwin. Yesterday was largely devotee to open air relaxation on the links and to social entertainment, the evening being occupied with the dinner at Laurier House and the Country Club dance and reception which did not conclude until an early hour this morning.

That the Prince and Premier Baldwin made a most gratifying impression on all Ottawans and on the thousands of visitors who saw the royal party during the past few days was evidenced by the eagerness with which the royal program was followed and the crowds which gathered along the streets to and from the various sites of official function or private entertainments.

TRAIN STRIKES AUTO BUT DRIVER ESCAPES

Quick Jump Saves Hiram Olive When Car Stalls.

Hiram Olive, Pacific street, Westboro, narrowly escaped injury when his automobile stalled Saturday noon on the C.P.R. tracks at Westboro in the path of a westbound Toronto passenger train. Mr. Olive, who was the only occupant of the automobile, had time to leave the car before it was struck. The rear end of the automobile was damaged.

Mr. Olive, who is employed by J.W. Bean, Westboro butcher, had obtained Saturday afternoon off, and was driving home about 12.40 o'clock. As he was crossing the railway his engine stalled.

He endeavored to start the engine again but had no time to do so before the train approached at high speed. Mr. Olive leaped from his car and ran to safety.

The automobile, which was almost clear of the track, was struck near the rear by the engine as it went by, and the rear wheels and back of the automobile were broken.

Woman Driver Is Struck By Train

Mrs. Margaret Mason Has Very Narrow Escape From Death.

Mrs. Margaret Mason, 126 Albert street, had a marvellous escape from death when her automobile was smashed to matchwood by a Canadian Pacific Railway freight train at the Woodroffe crossing Saturday afternoon.

She was returning to Ottawa from her summer home alone in her car and failed to notice the approach of the freight train. The automobile was struck in the centre and dragged 50 feet along the tracks. Mrs. Mason was unable to extricate herself from the wreckage until helped out by the train crew.

At first her injuries appeared not serious, but on examination it was found necessary to take her to the Civic Hospital for treatment,

22/02/1929 *Ottawa Citizen**Carleton Place**Carleton Place*

Man walks into side of moving locomotive

Carleton Place Resident Suffering from Shock.

Carleton Place. Feb 21. Henry Umphrey, about 65 years of age, was severely cut and is suffering from shock following an accident which occurred immediately in front of the C.P.R. station here at 7.15 tonight. Umphrey, who was on the station platform, attempted to cross the tracks to the opposite platform just as the Toronto local was pulling in. There is double track at this place and Umphrey is believed to have become confused as to which track the train was travelling on and walked into the side of the engine. He was removed to his home, but at no time lost consciousness. So far as could be learned his condition is not causing anxiety.

22/02/1929 *Ottawa Journal**Carleton Place**Carleton Place*

Injured When Hit By Engine Bumper

Henry Umphrey mistook Speed of Train.

CARLETON PLACE, Feb. 21 Struck by the engine bumper of an eastbound C.P.R. train here tonight. Henry Umphrey of Lake avenue narrowly escaped serious injury. He was thrown to the right of way with considerable force and suffered a broken nose and cuts to the face as well as shock. As the train was approaching the Carleton Place station. Mr. Umphrey, believing it a slow freight, and that he had plenty of time, started across the tracks. He had just stepped clear of the tracks after the crossing when the bumper, which projected to the engine's side, caught him throwing him to the ground.

First aid treatment was given by Dr. J. A. McEwen who found that in addition to the facial injuries, Mr. Umphrey was suffering from shock. The injured man's condition was given as somewhat improved late tonight.

18/05/1929 *Ottawa Citizen**Carleton Place**Britannia*

Damage on Lake Shore as Waves Batter Railway

Some C.P.R. Trains Re-Routed Owing to Trouble At Britannia. "Jigger" Service Above Aylmer.

The high water on the Ottawa river and wind of yesterday and Thursday has caused considerable damage to wharfs, cottages and railway ballasting along the shores of Lake Deschenes. There is a washout on the eastbound track of the Hull Electric Railway between the Cedars and Queen's park, while on Thursday C.P.R. officials found it necessary to route some of the trains via Smiths Falls as the roadbed along the lake at Britannia was battered all day by the high waves and it was feared that the trains would be in danger. Traffic was resumed over the line yesterday.

Beyond the damage to the ballasting along the Hull Electric Railway, little inconvenience is being suffered by the railway from the wind and water. As yet the summer service beyond Aylmer to Queen's park has not been commenced. There is a jigger service which is run on one track.

Yesterday the pier at Queen's park was badly battered by the waves and suffered considerable damage. Men were at work during the day securing the plank floor of the pier. The pier at Aylmer also suffered from the wind and waves. Cottages along the lake shore between Wychwood and Queen's park, right up to which the water has risen, were also battered and some suffered damage.

03/10/1929 *Ottawa Journal**Carleton Place**Carleton Place*

Ottawa train hits car near station

Ashton farmer has no Escape at Carleton Place Crossing.

Carleton Place, Oct. 2 - his vision obscured by the heavy rain Russell Crawford, farmer living near Ashton, narrowly escaped death tonight when his automobile was struck by the Toronto-Ottawa C.P.R. train on the Franktown road crossing at the C.P.R. station here.

Mr. Crawford was driving in to Carleton Place from his home at 7.12 p.m., when the Toronto-Ottawa train is due here. He did not see the approaching train, which was slowing up for the station, only a short distance away.

The locomotive struck the rear of the car, which was almost over the crossing. As the heavy train was moving slowly to stop at the near-by platform, the blow was not heavy, although the automobile was badly damaged. Mr. Crawford escaped with only a bruise over one eye. He was taken home in another automobile. The train was not delayed but continued on its way to Ottawa.

Charge he put obstruction on railway tracks

W. Carey arrested and will be mentally examined. Report three serious accidents narrowly averted

Charged with placing obstructions on the C.P.R. track at Britannia and Bell's Corners, Wilfred Stanley Carey, aged 28, of no fixed abode, was this morning remanded by magistrate Wm. Joynt in County Police Court until Tuesday next.

Carey, who was well-dressed and apparently intelligent, had no defense to offer and he will be submitted to a medical examination as to his sanity before he again appears before the magistrate.

Police state that Carey admitted to them having on two occasions on Saturday last placed railway ties across the C.P.R. tracks about three miles west of Britannia and once the same day across the C.N.R. main line near Bell's Corners. In all three locations according to police serious accidents were narrowly averted.

Trains not derailed.

On Saturday at 4.38 p.m. Fred Cole, engineer on train no. 557 Ottawa-Pembroke local, outbound, noticed a tie across the rails ahead of him and succeeded in bringing his train to a stop just as the locomotive struck the tie. This was removed, and the train proceeded. The same evening, about 5 o'clock, engineer Herbert Kenny, on train no. 565, Ottawa-Brockville outbound, also noticed a tie across the rails ahead of him, and also succeeded in bringing his train to a stop after bumping the tie slightly. The same night a tie was placed across the rails of the C.N.R. main line and train No. 1, Ottawa to Vancouver, struck this about 3 a.m. Sunday. The tie was snapped in two, but fortunately the train was not derailed. The tie was believed to have been put in place sometime after 7 o'clock Saturday night.

The engineers on both of the C.P.R. trains notified Ottawa of finding the obstructions, and within half an hour Investigator J. L. McCoy and Constable George Kelly were working about the scene. Investigator B.B. Harris made enquiries for the C.N.R. They learned that an unusually tall man was seeking work among the farmers in the neighbourhood on Saturday afternoon, and adjudged that this man, going from one farm to another would pass along the railway about the time of the placing of the ties. They succeeded in getting an excellent description from the farmers. On inquiries in Ottawa the C.P.R. investigators learned that a man corresponding to the description was seeking work at a local employment office. The description was given to the city police and yesterday afternoon detective Thomas Cullum arrested Carey at the Union Mission.

Say confession made.

At the police station last night he was questioned by a Detective Cullum and the railway investigators and it was then, according to the police, that he made a written confession. In this the officers said Carey admitted that after placing the first tie on the C.P.R. tracks. He hid behind a fence to wait and see what would happen. Then after the first train came up and stopped and the tie was removed and the train continued he placed the second obstruction.

05/05/1930 *Ottawa Citizen**Carleton Place*

C.P.R. engineer's quick action saves life of 3-year old child at crossing.

Imminent tragedy rode the rails for three-year-old Lucy Blais, Gould street, Ottawa West, when she was playing on the Carleton avenue crossing shortly after eleven o'clock this morning and the C.P.R. train to Smiths Falls was approaching at a fair speed. Only the presence of mind of the engineer saved her. Noticing her when but a city block away, the engineer, George Moulds, 137 Huron avenue, applied all brakes and the long train ground to a stop within a few feet of the still unconcerned child. A baggageman jumped out of his car and pulled little Lucy from the track. Kind neighbours took care of her, while the parents, Mr. and Mrs. George Blais were communicated with. The little tot, while frightened by the din, had little idea as to what was creating all the excitement.

Lucy had wandered away from her home, about four or five blocks from the crossing, when her mother had been very busy with another child who is ailing.

Eye-witnesses said the grinding of the brakes caused a terrific screeching noise, also the sparks to fly abundantly.

03/12/1930 *Ottawa Citizen**Carleton Place**Hinchey Avenue*

Auto Driver Escapes As Train Completely Demolished Truck

Oscar Villeneuve Crawled Out as if from under Pile of Wood After Collision at Hinchey Avenue Crossing of C.P.R. Truck Had No Chains.

Oscar Villeneuve, 205 Hinchey avenue, had a miraculous escape at 10.30 o'clock this morning when the truck he was driving was hit by the C.P.R. eastbound train from Pembroke at the Hinchey avenue crossing. Villeneuve crawled from the wreckage of his car unaided, as if coming from under a pile of wood, and it was later found that he had suffered only minor shoulder injuries.

The accident occurred when Villeneuve heard the train whistle for the Hinchey avenue crossing and in the endeavor to apply his brakes, skidded the car, which was without chains, right in front of the approaching train. The front end of the truck was hit by the engine, throwing the truck around so that it was again struck on the side by one of the cars of the train. The latter collision capsized the truck and completely demolished it. Constable Lloyd, who investigated the accident, stated that Mr. Villeneuve's escape was little short of a miracle. Mr. Villeneuve was taken to his home, as his injuries were not serious enough to warrant hospital treatment.

Also reported in the Journal same date

23/07/1931 *Ottawa Citizen**Carleton Place*

Gas-electric car makes trial run

Ottawa Car Mfg. Co. Produces first made-in-Canada vehicle of kind.

One of the most up-to-date gas electric motor rail cars, the first of its type to be manufactured in Canada, was given a trial run yesterday from Ottawa to Carleton Place and return prior to delivery to the Canadian Pacific Railway. It is a product of the Ottawa Car Manufacturing Company and is the second of four to be manufactured by them. Built with ninety per cent British Empire products, the car is the last thing in rail transportation and is designed for short runs where stops are frequent and traffic is light.

The car has a seating capacity of fifty persons. The main compartment holds thirty-six while the smoking room has seating accommodation for fourteen. The interior of the car is finished in mahogany and the baggage room is of corrugated steel. The seats in the main compartment are of green plush and in the smoking room black leather. The total length of the car is 74 feet and the width nine feet, nine inches. The engine room is at the front of the car and is separated from the baggage room by an insulated steel partition. The exhaust from the engine and the manifold is covered with asbestos while the flooring in the car is of rubber. The roof, floors and walls of the car are of special construction to keep out the cold. One of the main features is the comfort of the passengers who are well protected from the noise of the engine and in addition, the usual smoke and dust from the steam engine is eliminated through the use of the gas electric motor. There is absolutely no vibration whatever and the production of such cars is opening up a new road to transportation. The car has a speed of 65 miles an hour and carries a crew of three men. Another feature is the "dead man control," by which the car is stopped automatically.

Hon. Thomas Ahearn, P.C., was expected on the trip but was in Montreal yesterday. Hon. Mr. Ahearn is very pleased with the car and has often said "The Ottawa Car Manufacturing Company can build anything."

There follows a list of those who made the trip.

The train crew was conductor M.P. O'Connell, trainman, J.P. Cole and pilot F.O. O'Doherty.

Ottawa Man Has Narrow Escape as Train Hits Truck

Frank E. Bunnell, Aged 63, Cut by Glass from Windshield.

Frank E. Bunnell, 65 years of age, residing at 294 Lisgar street, is in the Civic Hospital suffering from injuries received when the motor truck he was driving was struck by the incoming Brockville C.P. Rly. train due here at 10.35 this morning. Mr. Bunnell was cut by glass from the broken windshield but the wonder was that he was not killed. A fraction of a second saved him from serious injury, if not death, as the engine struck the rear part of the truck just as it was almost clear of the tracks.

Mr. Bunnell was driving a truck belonging to Bunnell Bros, and was proceeding south on Hinchey avenue. Witnesses of the accident say that the engineer on the incoming train whistled for the crossing but possibly owing to the wind and snow, Mr. Bunnell did not see or hear the train in time. The truck was struck on the right rear and was thrown against the post with the sign, railway crossing, snapping off this pole and also breaking the fence. Mr. Bunnell was not thrown out but as he was suffering from cuts he was taken to the hospital by a motorist.

The train in charge of H. Dunham, conductor, and E. Huard, engineer, was stopped immediately, but proceeded on its way after the crew saw that the injured man was cared for.

02/02/1932 *Ottawa Citizen**Carleton Place**Britannia*

Horse sense fails to function: animal killed at crossing.

Apparently even animals think they can beat a train to a crossing. A stray horse was instantly killed and the wagon it was pulling demolished at the March road crossing near Britannia, at 9 10 o'clock this morning in an argument over the right-of-way with the C.P.R. Trans-Canada train. The owner of the horse and wagon is not known. The crack C.P.R. train, which is due in Ottawa from the West at 9.15 o'clock, was delayed by the accident, arriving at 9.39 o'clock. The engineer was H. Matthews and the conductor E. Bradford, both of Ottawa.

02/02/1932 *Ottawa Citizen**Carleton Place**Britannia*

Horse Sense Fails to Function; Animal Killed at Crossing

Apparently even animals think they can beat a train to a crossing. A stray horse was instantly killed and the wagon it was pulling demolished at the March road crossing, near Britannia, at 9.10 o'clock this morning in an argument over the right-of-way with the C.P.R.. Trans-Canada train. The owner of the horse and wagon is not known. The crack C.P.R. train, which is due in Ottawa from the west at 9.15 o'clock, was delayed by the accident, arriving at 9.39 o'clock. The engineer was H. Matthews and the conductor E. Bradford, both of Ottawa.

11/05/1932 *Ottawa Citizen**Carleton Place*

05/01/1932

Milk driver has narrow escape at Westboro crossing

Archie Glasner thought section men waving "Good Morning" to him as they sought to give warning.

Archibald J. Glasner, 2 Fourth avenue Westboro, driver for the Ottawa Dairy, Limited, had a miraculous escape from death at 7.45 o'clock this morning, when his milk wagon was struck by a C.P.R. train at the Victoria avenue crossing in Westboro, completely demolishing the wagon and its contents and strewing them along the track for a distance of approximately 600 feet. Only one wheel of the wagon and an empty milk bottle were intact following the crash. In addition to the wagon being demolished, six pieces of glass in the station were broken by the flying milk bottles and pieces of wood from the wagon. Approximately \$30 worth of milk, cream and butter were destroyed by the crash.

The station platform, covered with broken glass, splinters of wood from the wagon and the track for a distance of 600 feet were strewn with pieces of wagon and the twisted metal milk holders from the wagon.

According to Mr. Glasner he was delivering milk on Victoria street and after finishing his round there started towards Pacific street to cross the track. Before approaching the crossing Mr. Glasner looked east along the track to see if there was a train coming and not seeing any started towards the crossing. He did not see the approaching train from the west as there is a slight bend in the track, which would block his view.

Upon nearing the crossing Mr. Glasner saw the section men, who were near the crossing, waving and they shouted to him, but thinking they were just waving a "good morning," started to cross the tracks. He did not hear what they were saying owing to the noise the wagon was making.

Jumped to safety

Just as he drove his wagon onto the crossing he heard a shrill blast from a whistle and upon looking up saw the approaching train. Knowing that the horses were safely across the track and there was no time left for the wagon to get across, Mr. Glasner jumped and ran for the station platform.

Almost simultaneously the train, which was estimated as travelling at about 40 miles an hour, struck the back portion of the milk wagon and the impact was so great that it freed the horses from the wagon and scattered the latter along the station platform and track. The tongue of the wagon was broken off about the middle and the horses continued down the street for a short distance. Except for slight cuts the horses were not hurt. The train was stopped at the Main street crossing and backed to the scene of the accident, but the crew, after learning that no one was injured, gave the order for the train to proceed into Ottawa, where it was due at 8.13 o'clock.

Mr. Glasner is considering that he had a lucky escape, as after jumping from the wagon and running onto the station platform, noticed the approaching train and the position of the wagon, and just had time to dash into shelter as the train whizzed by, throwing the wreckage onto the platform where he was standing.

When seen by the Citizen following the accident, Mr. Glasner said that his escape was remarkable and the second which he had within a short time. His first escape was when his horses ran away and did considerable damage to the wagon. The wagon which was smashed to atoms, had just been repaired and today was the first day it had been out following the overhauling. Mr. Glasner has been driving the wagon for the past fourteen years.

Following the accident, the section men, T. Gibson, foreman, of Royal avenue, Westboro, J.J. Graham, 7 Center street, Westboro, T.I. Gibson, Woodroffe and N. Covolozuk, 44 William street, Westboro, were engaged for a considerable time in picking up the wreckage and cleaning off the station platform.

11/07/1932 *Ottawa Citizen**Carleton Place*

Railways stop giving rides to transients

Many juveniles have acquired wonderlust.

Railways are tightening up on the transportation of transients, and the police magistrate has being asked to cooperate. Dennis Beauregarde, 67 Armstrong Street, in police court this morning was charged with trespassing on the C.P. Rly.

Byron Howard, counsel for the C.P. Rly, said for some time the railways allowed men to ride free on freight trains as it was thought this might facilitate them and getting work. Now however, he said, the men should know that one place is as bad as another and they might as well stay where they are. The worst feature however is that many juveniles have the wanderlust and follow the example of adults and stealing rides on freight cars.

The railways, said Mr. Howard, will not tolerate children riding on cars. In the case of Beauregarde there was a 12-year-old boy with him.

Beauregarde explained that he did not take the boy but the boy hopped on the train and went to Carleton Place. Beauregarde then took charge of the boy and brought him back to Ottawa. He was arrested as he came into the city. Beauregarde was remanded until Thursday.

Carleton Place child is fatally injured by train

Six-year-old boy loses his hold on slowly moving freight car and is run over.

Carleton Place, Ont., Nov. 27 - Robert Swinburne, aged six years, son of Mrs. Mary Swinburne, Mill Street, died last evening in a local hospital as a result of an accident Saturday afternoon, while attempting to climb on a slow-moving freight car on the C.P.R. tracks, close to Judson Street. The youngster Apparently missed his hold and in falling his body was thrown across the track and the wheels went over it cutting off both legs close to the hips.

He was picked up and rushed to the nearby office of Dr. McEwen, where medical aid was administered. Accompanied by the doctor, he was removed on the full 4.35 train to Ottawa where he died shortly after arriving, his mother alone surviving.

According to report, a way freight from Ottawa, in charge of conductor Alex Sheppard, engineer O'Leary, and brakeman [sic] Stanley and Tappe, arrived about 1.25 o'clock in the afternoon. The engine was being used for switching in the yard, and four cars were attached at the time of the accident.

When the accident occurred two young companions, aged six and eight years, called to George and Orville Watters, who were working nearby, that Robert had been hurt. They immediately went to the child's age, and picking him up took him to Dr. McEwan's office.

Admitted to an Ottawa Hospital both legs were amputated by staff surgeons. Little Robert failed to rally, however and died from shock and loss of blood half an hour after reaching the place.

Informed of the tragedy, Dr. R.M. Cairns, coroner viewed the body, and opened a preliminary inquest at Woodburn's parlours at 9 o'clock Saturday evening. The formal inquest was fixed for Wednesday, November 30, at Police Court Chambers.

*01/12/1932**Ottawa Citizen**Carleton Place**Carleton Place*

Accidental death.

A verdict of accidental death with no blame attached to the train crew was returned last night in an inquest held at the police station into the death of Robert Swinburne, aged 6 years, who was fatally injured when run over by a freight train at Carleton Place on Saturday and who died at a local hospital. Coroner R.M. Cairns presided. Eight witnesses testified. Members of the train crew told of three children trying to climb onto the train which was moving slowly, and of calling to them to keep away. The unfortunate boy fell under the train.

*07/01/1933**Ottawa Citizen**Carleton Place**Parkdale Avenue*

Jury recommends warning signal at Railway Crossing

Find death of Marcelin Larose, truck driver, accidental. Brakes reported in good condition

A verdict of accidental death was brought in by a coroner's jury last night, at an inquest into the death of Marcelin Larose, 57 years, of 11 Emily Street, Eastview, who was fatally injured when the truck he was driving collided with a Canadian Pacific Railway passenger train at the Parkdale Avenue Crossing on December 31. Coroner Dr. R.M. Cairns presided over the inquest.

The jury recommended in its verdict that the C.P.R. place a warning signal at the crossing in question to safeguard the public in the future.

Thirteen witnesses were heard, including the crew of the train which figured in the accident. Engineer William J. Hodgees, 142 Spadina Avenue, stated that he had had no intimation of the approaching truck until his attention was called to it by the fireman, Reginald Manion. The air-brakes had already been applied in allowance for the stop at Ottawa West station, and when fireman Manion shouted that an automobile had been struck the emergency brakes were immediately applied.

May have skidded.

Manion stated that he first noticed the truck when the locomotive was a considerable distance from the crossing, but said that it appeared to be stopping. As the locomotive was within a few yards of the crossing, Manion said that he realized that the car could not stop, and he shouted to engineer Hodgees to bring the train to a halt. He said that it is quite possible that LaRose's truck had skidded over the icy ground.

Evidence as to the mechanical condition of the truck was given by Harry S. Kneen and Richard G. Stethem, officials of the Ottawa Sanitary Laundry, and whose employ Larose had been during the past 33 years. On the day previous to the accident the brakes had been checked by the company's mechanic and pronounced in good condition, they stated.

The truck was dragged approximately 250 feet following the collision. The train crew stated the locomotive was travelling not more than 18 or 20 miles per hour at the time.

Gerard Legaut, aged 6, is killed by locomotive

Dashes Past Guard at Park Gateway and is Struck by C.P.R. Passenger Train.

Six-year-old Gerard Legault, son of Mr. and Mrs. J. Henry Legault, 330 Clarence Street, was instantly killed by a Canadian Pacific Railway Ottawa-Pembroke passenger train at Britannia Park about 5.15 p.m. yesterday. Running from his parents to the train, the child dashed through the open gate way, past a constable on guard and was struck by the side of the locomotive.

The father, who witnessed the tragedy, stated that the north barrier, nearest the Ottawa River, at the level crossing at the park was up, enabling the boy to pass the constable stationed there and get on the right-of-way.

Guards Always on Duty.

Electric Railway officials stated they understood an agreement existed between their company and the C.P.R. for the lowering of the barrier gates each time a train passed, but that as a rule the gates were not dropped unless there was a crowd at the park, although guards were always stationed to warn people away.

The accident occurred just towards the close of a happy holiday for the Legault family. Mr. and Mrs. Legault, who had driven to Britannia in the afternoon with six of their 10 children, were walking from the beach to the parking area on the south side of the C.P.R. and O.E.R. tracks at the time and were just passing the entrance to the rest pavilion to the northeast of the crossing, as the train whistled.

"Gerard wanted to go to see the train, which we could hear coming from the city," Mr. Legault told The Journal. "We could see the men in uniform at the gate and we thought it would be all right to let him go, because they were there.

"The constables were standing facing each other so that the one on the north side of the crossing did not see Gerard. I think the gate on the south side was down, although I am not sure, but I am positive the gate on the north side was still up. Gerard ran up to the crossing, past the constable and into the locomotive."

Thrown 20 feet.

The boy was thrown about 20 feet and the train was stopped within a couple of hundred feet. After a few minutes delay, the train, a local leaving Union Station at 3.50 p.m., standard time, for Pembroke, continued on its journey. Witnesses all agreed that the whistle was sounded on the approach of the train to Main Street, Britannia, and the park crossing.

It was stated at the sub-divisional offices of the C.P.R. here that the accident would be investigated by the Divisional Superintendent at Smiths Falls, where the train crew would file a report. No one reported the accident to the County Police, who heard of it only by chance. Constable Sydney Tucker inquired into the circumstances before an inquest opened by Dr. R. M. Cairns, coroner, at the parlours of A.E. Veitch and Son, Parkdale Avenue. After the body was identified by Mr. Legault, the inquiry was adjourned until 8. p.m. Monday at the county courthouse, Nicholas Street.

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Six westbound and five eastbound passenger trains travel this line every day, which is the C.P.R. route to Pembroke, Brockville and Toronto. Numerous freight trains travel this way as well. On Sunday there are five westbound and four eastbound passenger trains.

An overhead bridge provides absolutely safe passage over the crossing a few feet west of the gates.

After an informal inquiry late last night S.R. Banning, O.E.R. accident investigator, stated that the men at the gates were Michael F. Goodwin, superintendent of the park, who was on the south side, and Howard McGuire, a special constable, who was on the north.

"Both gates were up according to my information, since there was hardly anyone inside at the time," Mr. Banning said.

Mr. Banning said the boy ran from his father, who was a considerable distance from the crossing and was not noticed by the guards until he had slipped by Mr. McGuire and practically tumbled into the site of the speeding engine.

Adjourn inquest into boy's death

Crown wants evidence of responsibility for Britannia crossing gates.

As no evidence was produced to show if the gates were placed at the crossing, at the order of the Railway Commissioners or by the Ottawa Electric Company voluntarily, the inquest into the death of Gerald Legault, six-year-old son of Mr. and Mrs. Henri Legault, 330 Clarence Street, who was killed when struck by a C.P.R. train at the level crossing at Britannia Park, on May 26, was adjourned for two weeks, until Tuesday, June 13th.

The adjournment was made at the suggestion of J.A. Ritchie, K.C., Crown attorney, who stated that there should be something to show how the guard gates got there, and on whom the responsibility has been placed for the opening and closing of them. Officials of the O.E.R. and the C.P.R. were instructed to search their records for some agreement which might exist.

Mr Ritchie also said if the street railway company had placed the guard gates there voluntarily, there was no obligation on it to operate them, but if they had been placed there on the recommendation of the Railway Board, the whole situation would be altered.

Evidence of the park keepers showed that to the gates had been left open at the time of the accident, and that "they were only closed when there were a lot of people around."

Michael Goodwin, superintendent of Britannia Park, told coroner Dr. R.M. Cairns and his jury that the park office has never had been given specific instructions concerning the guard gates, and they "just exercised their own judgment as to whether they should be closed or not."

Mr. Goodwin said the young boy had run through the open gate on the north side and was struck by the train. Mr. Goodwin said he himself was standing on the south side in company with Charles Hill, park officer, while on the north side of the gate was Christopher J. McGuire, a carpenter in the employ of the street Railway.

Mr. McGuire said he "just happened to be at the gate, and had no obligation to operate it". He had been fixing some of the buildings in the park. Mr. McGuire said young Legault had passed him so quickly it had been impossible for him to stop him.

Other Witnesses heard were J. Henri Legault, father, and Delval Legault, brother of the dead boy; Charles Hill, park officer; Wilson Smith, fireman of the C.P.R. train; Carl Baxter, conductor; J.G. McNally, trainmen, and W.E. Hamilton, luggage man.

Eley Huard, engineer of the train, will be heard when the coroner's court meets on June 13th, as he was out of town last night.

James Wilson, watching the case for the Ottawa Electric Railway company, told the coroner that he believed the gates had been placed there around 1900, but he had been unable to find any agreement concerning them. Cuthbert Scott, Counsel for the C.P.R., said the steam railway company had not been able to locate any agreement.

Henri St. Jacques, KC., represented the the Legault family

18/12/1933 Ottawa Citizen

Carleton Place

Stittsville

BODY FOUND LATER

STITTSVILLE, Ont. Dec. 17. -Struck by an eastbound C.P.R. train as he was walking along the railway tracks four miles east of here, William Corbett, aged 76, of 418 Lisgar street, Ottawa, a former resident of this community, was killed instantly early Sunday morning. The train did not stop, Mr. Corbett evidently not being seen by the engineer or firemen, and his body was not found until two hours later.

A preliminary inquest was opened Sunday afternoon at the Cummings' undertaking establishment at Hazeldean by Dr.. A.B. Hyndman of Carp, coroner for the district, and adjourned until Thursday evening at Stittsville.

According to Chief Charles McCarthy of the Carleton county police, who investigated the accident, it is not known definitely whether it was the 5.45 a.m. or the 3 a.m. eastbound C.P.R. train which struck Mr. Corbett. His body was found lying beside the tracks about 8.30 o'clock this morning by Ivan Pretty, C.P.R. section foreman, who was patrolling the track. The section foreman immediately went back into Stittsville and notified the coroner who left for the scene of the accident.

Pretty reported that when he found Corbett's body, his chest was crushed in and both legs were broken. Identity was established by papers in his pocket.

Visiting Relatives.

Speaking to Dr. Hyndman at Carp this afternoon, Charles Corbett of 36 Bolton street, Ottawa, a son, stated that his father had been in the habit of visiting friends and relatives in the Hazeldean district for some time past.

Mr. Corbett is survived, in addition to his son Charles, by one daughter, Mrs. R. Cameron of Ottawa; a sister, Mrs. McEwan of Brockville, Ont., and a brother in Western Canada. Mr. Corbett was a native of Stittsville, and had been living in Ottawa, for the past 40 years. He was formerly a drayman by occupation.

27/12/1933 Ottawa Citizen

Carleton Place

Stittsville

Leaps From Auto Before Train Hits

Albert Bradley, StittMille, Has Narrow Escape From Stalled Car.

STITTSVILLE, Ont Dec. 26 On returning to work in a local garage, at noon today. Albert Bradley, a resident of Stittsville. narrowly escaped, instant death when his car stalled on the railroad crossing and was struck by an eastbound C.P.R. train which was over five hours late. The car was completely demolished and the fragments were scattered for several rods along the track. Mr. Bradley managed to jump clear of the car an instant before the train crashed. into it.

09/01/1934 Ottawa Citizen

Carleton Place

Ottawa Broad Street

Broad St. Depot To Be Torn Down

Ottawa Firm Gets Contract For Demolition of One Of City's Old Landmarks.

Arrangements to remove the famous old C.P.R. station on Broad street were completed this morning when M. Zagerman was awarded the contract for the work. The contracting firm also arranged to buy the building for its material, but the money involved was not disclosed.

The Broad street station has been a landmark of progress in Ottawa: before the C.P.R. and the Canadian National Railways arranged to take over the present station, which was built by the Grand Trunk, railway passengers to Ottawa arrived at the Broad street edifice.

Since war time, however, the station has not been used for passenger traffic, but only in connection with the C.P.R. freight yard.

At the present time there is no plan for a building in its place.

To Begin Demolition Old Station on Monday

Work will commence on Monday with the demolition of the old C.P.R. station building on Broad street, once Ottawa's railway centre.

Contract for the work was recently awarded to M. Zagerman, who announced between 15 and 20 men will be employed to tear down the extensive structure. It is expected the work will be completed by May 1.

Broad street station, built following the great fire here at the opening of the present century, has been a landmark in the Chaudiere district for years, and was formerly used for passenger purposes. Since the construction of the present Union Station, however, Broad street has become a mere freight depot, and has been used in connection with non-passenger operations of the C.P.R. in the Ottawa terminal. No plan has been made to erect buildings to replace it.

25/05/1934 *Ottawa Citizen*

Carleton Place

Westboro

Returns verdict of accidental death.

While returning a verdict of accidental death, a coroner's jury inquiring Wednesday into the death of John Draper, 33 years, of 1 Hillson avenue, Westboro, employe of the Independent Coal Company, who was killed in the company's yards in Westboro, Monday morning, added a ?er to its verdict condemning the movement of railway coal cars by hand on the incline of the coal chute.

The inquest, held in the Westboro town hall under Dr.J.E. Craig, coroner, attracted many residents of the community. J.A. Ritchie, K.C., Crown attorney, was present and did most of the examining of witnesses.

The jury found that "death was due to injuries received when he (John Draper) was run over by a coal car which was not under control when being moved by hand. We condemn the practice in use in the yard of moving cars on the incline of the chute."

17/01/1935 *Ottawa Citizen*

Carleton Place

Ottawa West

Youth Injured In Crawling Between Two Freight Cars

Train Starts to Move and Yardman's Quick Work Signalling Engineer Perhaps Saves Boy's Life.

Douglas Peart, 18-year-old son of Mr. and Mrs. Grant S. Peart. Mc Kellar Townsite, was seriously injured and narrowly escaped death yesterday afternoon when in taking a short cut across the C.P.R.. yard at Ottawa West he crawled between two freight ears and the train started to back up over him. Harry Donaldson, yardman, noticed the youth starting to crawl out from between the cars as the train began to moved [sic] and signalled the engineer to stop the train just as the wheels of one of the cars cut into the flesh of the boy's left leg.

The youth was on his way home from Nepean High School and was cutting across the yards about 3.30 p.m. He thought he would have time to crawl between the cars before the train started to move but before he was completely across the tracks the train began to back up and pinned one of his legs as he was rolling out the far side.

The boy was taken to the Ottawa West station and there given first aid by Dr. A. T. Shillington who ordered his removal to the Civic Hospital in McEvoy Brothers' ambulance. At the hospital several stitches were placed in the boy's leg and then he was allowed to go home. His father stated last evening that the boy's condition was not serious and that he had learned a painful lesson.

22/07/1935 *Ottawa Journal*

Carleton Place

Stittsville

Thrown off track by an obstruction

Boy charged with placing spikes on right-of-way.

Alleged to have placed a number of spikes and bolts on the C.P.R tracks near Stittsville a 15-year-old Ottawa boy was arrested by Constable Sydney Tucker, of the Carlton County police, on Sunday morning on a charge of vagrancy. An investigation will be made and probably a more serious charge laid.

The obstructions on the tracks were discovered at 9:40 o'clock when Section Foreman Harry Foster and another section man, patrolling the line 2 miles west of Stittsville, in a gasoline motor car, were thrown off the track by the bolts and spikes. They were not hurt.

County Police was notified and Constable Tucker found the young boy walking along the track near Stittsville. He was arrested but denied all knowledge of the track obstructions.

22/07/1935 *Ottawa Citizen*

Carleton Place

Stittsville

Gasoline speeder derailed by bolts

Stittsville, July 21. - what police believe may have been an attempt to wreck the Ottawa - Brockville C.P.R. train was discovered near here this morning. About half an hour before the train was due in Stittsville at 9.40 a.m., section Foreman Harry Foster and one of his assistants were derailed on a gasoline speeder by a number of sticks and bolts which had been deliberately placed across the tracks.

The men immediately returned to the village and telephoned the County Police. Constable Sidney Tucker responded. About five miles up the tracks from where the sticks and bolts were found, Constable Tucker picked up a juvenile.

He took him into custody upon the nominal charge of vagrancy. The youth denied all knowledge of the incident.

09/11/1935 *Ottawa Journal*

Carleton Place

Carleton Avenue

Driver Leaps and Fast Train Hits Horse and Wagon

Walter J. Charbonneau Has Narrow Escape on C.P.R. Crossing in Ottawa West

Walter J. Charbonneau, of Edward street, City View, driver for the Ottawa Dairy Company, had a narrow escape from death at 7.40 o'clock this morning when the C.P.R. flyer from Sault Ste. Marie crashed into his horse and rig at the Carleton avenue level crossing in Ottawa West.

According to Charbonneau's story told to Chief Charles P. McCarthy, of the county police force who investigated. his rig was in the centre of the tracks when it was smashed to pieces by the fast moving train.

The driver, who had not heard the train whistle and bell, noticed the train when "it was right on top of the rig." He leaped to safety, the train missing him by inches.

So great was the impact that only one wheel of the rig was left intact and parts of it were strewn for hundreds of yards around. The horse was killed. Charbonneau claimed that the whistle and the bell of the train were not going at the time but this was denied by C.P.R. officials and Herbert Kenny. 210 Holland avenue, engineer. The train arrived at Union Station 10 minutes late.

Train Hits Rig, Milk Driver In Narrow Escape

Walter Charbonneau leaped From Vehicle Moment Before It Was Swept From Under Him. Carleton Ave. Crossing Scene of Collision Horse Fatally Injured and Milk Rig Smashed To Matchwood By Fast Train.

Struck by an east-bound fast C.P.R. transcontinental passenger train at the Carleton avenue crossing, Ottawa West, at 7 40 clock this morning, an Ottawa Dairy milk wagon in charge of Walter Charbonneau, Edwards street. Carlington, was shattered to matchwood and the horse fatally injured. The driver escaped injury. As if by miracle Charbonneau managed to step from the rig just as it was swept from under him by the fast train. Carleton avenue crossing is north of Wellington street near the Island Park driveway.

"The horse was just over the track and the wagon across the rails when I first noticed the train bearing down on me." Charbonneau told The Citizen. "In an effort to save my horse I jumped to the ground and attempted to swing him clear of the locomotive when he was struck, his haunches torn away and my rig carried on into the city on the front of the train." He added that he heard no train whistle, but this might be explained by the rattle of empty bottles.

Parts of the milk wagon were scattered for several city blocks along the track. Residents near the scene of the accident said that the train proceeded to Ottawa West station at Bayview road over a mile away before stopping. The train was backed up and parts of the milk wagon were taken off the front of the locomotive.

Clear View of Crossing

There is a clear view west from this crossing for over half a mile. Charbonneau said that he drove easterly onto Carleton avenue turning off Pacific street, which runs alongside the tracks and turned north over the crossing on Carleton avenue. There is no crossing signal and he said that he did not hear the train.

This is the second such accident that occurred during the last few years at this crossing, and in both cases Ottawa Dairy milk rigs were involved. Chief Charles P. McCarthy of the Carleton county police was called to investigate the accident and to destroy the horse which lived for about fifteen minutes after being struck. Chief McCarthy agreed that possibly the rattling of the milk bottles might result in Charbonneau not hearing the train but there was nothing to prevent him from seeing its approach.

During the morning many anxious inquiries were received at The Citizen office about the accident, particularly from residents along the railway In the West End who noticed the train coming into the city with wreckage of the milk rig piled up on the pilot.

19/05/1937 *Ottawa Journal**Carleton Place***Find Unknown Man Run Over by Train**

A verdict of accidental death as the result of being run over by CPR freight train on May 11, was returned by a coroner's jury at Hazeldean on Tuesday evening at the inquest into the death of an unidentified man, found decapitated beside the tracks between Ashton and Stittsville. Coroner Dr. J. S. Nelson, of Westboro, presided,

03/03/1938 *Ottawa Journal**Carleton Place**Victoria Avenue***Hit by Train Truck Wrecked**

Runs Across Track, While Being Pushed After Stalling.

A truck was demolished but no one was hurt, when the vehicle, which had stalled on a grade near the tracks, slid on to the C.P.R. right-of-way at Victoria avenue crossing, Westboro, at 10.30 p.m.. on Wednesday and was struck by a passing passenger train and later by a railway snowplow proceeding in the opposite direction.

The truck bore registration plates issued to F. Tighe, 149 Booth street, and it is understood Mr. Tighe and two other men are attempting to push it up the grade from the railway tracks when it ran away from them just as a westbound train was due. The train crew apparently did not notice the accident, and the train was not stopped.

With its rear end demolished, the truck was towed to a Westboro garage and later to the city.

A report of the incident is being [sic]

03/03/1938 *Ottawa Citizen**Carleton Place**Westboro*

Truck stalled on tracks is twice struck by trains.

Three young men, whose names were not secured, had a narrow escape from serious injury or death last night when a truck that they had been pushing across the railway tracks at Westboro was almost demolished by a west-bound C.P.R. freight train

The accident happened on Victoria street, Westboro, about 10.30. The truck was travelling north and near the crossing the motor stopped. Two passengers got out and started to push the truck over the tracks. When the truck was on the tracks it became stuck again. The three men heard a train approaching and left the truck and ran back out of the reach of any possible flying debris.

When the truck was struck by the train it was pushed about 30 feet up the tracks. Before it could be moved by a tow-truck, an eastbound railway snowplow struck the vehicle again and drove it back to the street crossing. From here it was towed to a garage. Late today no report of the accident had been made to the local provincial police office, and the men were not yet identified.

04/05/1938 *Ottawa Citizen**Carleton Place**Stittsville***Escapes As Truck Rebounds off Train**

STITTSTVILLE. May 3 W. E. Lowry had a narrow escape from serious injury late this afternoon when the truck in which he was returning from Ottawa crashed into the side of the Pembroke-Ottawa C.P.R. local train at the level crossing about 100 yards from the station here. Mr. Lowry escaped with a few facial cuts and after medical attention was able to go home. The truck, however, was badly damaged.

Mr. Lowry said that he was driving home from Ottawa when at a point about 50 feet from the crossing he noticed the wig wag operating. He turned sharply in an attempt to avoid striking the train but the distance was too short and the vehicle struck the local.

The force of the impact threw the truck against the wig wag standard. The train was delayed about 10 minutes.

04/06/1938 *Ottawa Citizen**Carleton Place**Broad Street***Cole Bros.' Circus Arrives In Town At Dawn Sunday**

They're due in town with the dawn tomorrow the great. lumbering elephants, and the frisky. but awkward little elephants, the educated jungle boasts, the be spangled folk and the clowns, for early in the morning, the huge Cole Brothers' Combined Circus. one of the largest in the world, comes to Ottawa.

Long steel stock cars filled with thoroughbred horses; "bull" cars groaning under the weight of elephants and camels; 70-foot "flats" rolling merrily to a stop with gray cargoes of ornate band and tableaux wagons, and long, red and gold sleeping cars with 1.100 spangleland folk aboard, will roll into town over the Canadian Pacific railroad from Pembroke where the big show is exhibiting today.

Immediately, the trains will be shunted onto the sidings at Broad street near the old passenger station, the unloading begun and the hundreds of gilded wagons quickly transferred to Plouffe Park, where the tented city will become a reality and all made ready for the afternoon and night performance here Monday.

Boys' Foolish Act Stops C.P.R. Train

Two boys, aged 14 and nine years respectively, who brought the Toronto pool train to a screeching stop on the C.P.R. line at Woodroffe crossing, Friday afternoon by seeing how long they could stand on the crossing, have been severely reprimanded for their thoughtless act. The incident has been reported to C.P.R. headquarters in Montreal and it is unlikely that a charge will be laid against the boys.

While riding their bicycles along the highway the boys apparently decided to see whether or not they could out-dare the engineer of the approaching train. They parked on the crossing with their bicycles and waited. Engineer M.J. Hussey, however, was taking no chances of injuring the boys and drew his train to a stop after warning blast of his whistle failed to daunt them.

26/09/1938 *Ottawa Citizen**Carleton Place**Ottawa West***Train Halted by Stones on Rail**

Canadian Pacific Railway police were conducting an investigation over the week-end into the laying of a large number of stones on the rails just west of Ottawa West station on Saturday night. The stones were discovered when the pool train from Toronto arrived just before 11 o'clock. The train was halted and the stones were discovered by the crew. No damage was caused to the train, which ground many of the stones into small particles, but an investigation disclosed that a number of holes had been dug in the ballast and the stones laid on the rails. Railway officials were of the opinion that the stones had been placed on the rails by youngsters. Police in that district over the week-end were keeping a sharp lookout for the culprits.

10/03/1939 *Ottawa Citizen**Carleton Place***VIEW OF SIR JOHN A. MACDONALD'S FUNERAL TRAIN.**

The above pictured train carries remains of great statesman to last resting place near Kingston in June 1891. Note the black crepe on engine tender and baggage car. Standing on the engine an Engineer John Holyhock, Fireman Harry Fraser and Cleaner Rube Smith. Picture taken in the yards at the old Broad street station. See story elsewhere on this page.

Incidents Recalled Sir John's Funeral

The picture reproduced on this page is a sad reminder of that day in mid-June 1891 when thousands of people from Ottawa and all over the Ottawa Valley turned out to attend the funeral of 'Canada's great old statesman and prime minister Sir John A. Macdonald.

Every available foot of space in and around the old Broad street station was taken up with people who came to see the casket placed on the train.

The train itself from the engine to the last car was draped with black crepe - an impressive sight which brought tears to the eyes of many of the people who were there to bid a last farewell to the remains of the old chieftain.

An outstanding memory of that mournful occasion is that while rain had fallen in torrents during the funeral procession from the church to the train, the moment the casket was lifted from its conveyance and borne towards the train, the rain ceased falling, the skies brightened and the remainder of the day was fair.

It is also an interesting fact that the coffee served on the funeral train on that occasion was made over the first old oil burners. During the trip to Kingston Sir John's body rested in the baggage car.

The engine and tender shown in the picture weighed 115,000 pounds, compared with 431,000 pounds for some of the present-day iron monsters.

03/06/1939 *Ottawa Citizen**Carleton Place**Westboro***Train Mowed Down Whole Herd of Cows**

A tragic happening on the outskirts of the village of Westboro sometime in the early nineties, is recalled by Mr. Fred Rawlings, veteran resident of that community.

Mr. Rawlings does not remember just what year it was, but at the time of the sad occurrence he was working on the McKellar farm, which adjoined the Cole homestead on the Richmond road. Mr. Cole was in the habit of pasturing his cattle in a field adjacent to the railway right-of-way. In some manner the whole herd about 42 head got out of the field one night and strayed onto the railway track.

Sometime after midnight a freight train came along and ploughed through the whole herd, killing all but two or three.

When Mr. Rawlings was on his way to work early the next morning he was the first person to discover the wholesale slaughter, and to him fell the unpleasant task of notifying the owner of what had happened.

24/07/1939 *Ottawa Citizen**Carleton Place**Ashton***Man Killed When Train Hits Auto Mile From Ashton**

CARLETON PLACE, July 23.- 1 Albert Seabrooke, aged about 45 years, a farm hand who worked for S.G. Davies, about one mile west of Ashton station on highway 15, was almost instantly killed when his car was struck by the Pembroke local train while proceeding to Ottawa Saturday afternoon about 4.45 o'clock.

Mr. Seabrooke was driving to his own home near Ashton Station and had occasion to cross the railway line on the Davies' farm. As he was almost stone deaf it is thought he had no inkling of the approaching train as the crossing at this point does not permit a clear view of approaching trains.

Immediately after the train struck the car the brakes were applied and the train stopped, but by this time it had gone several hundred yards. Mr. Seabrooke was found on the cow catcher, while pieces of his car were distributed along the right-of-way for almost 400 yards.

Had Fractured Skull.

Dr. J. A. McEwen of Carleton Place was called but the man was dead before his arrival. He was found to have a fractured skull, six broken ribs and both legs broken.

Dr. A.A. Metcalfe, coroner of Almonte, after communication with W.W. Pollock, K.C. Crown Attorney, ordered an inquest. A preliminary hearing was held at the home of Mr. Davies and an adjournment made to the council chamber in Carleton Place on Wednesday.

At the time the accident occurred the train was about 15 minutes late and was endeavoring to make up time. It is thought Seabrooke may have surmised that the train had already passed and was not keeping a careful lookout at the crossing.

Mr. Seabrooke is survived by his wife and two sons and a daughter. The funeral will be held from his late home, 11th line of Beckwith on Monday at 3.30 p.m. to Stanley's Corners for interment.

For some years Mr. Seabrooke conducted a barber shop on Bell street, Carleton Place.

30/08/1939 *Ottawa Citizen**Carleton Place**Ottawa West***Erecting New Tank.**

Answering complaints by Con. E. A. Bourque that Bayview road was blocked by C.P. Rly. trains, W. Garland, assistant district inspector, wrote that a new water tank was being installed in Ottawa West, with an additional stand-pipe, and that engines in future will be able to take water without blocking the Bayview Road crossing.

Following closely on the robbery of the Carp Post Office on Friday morning, two more break-ins occurred in the district over the week-end. At Stittsville thieves battered down the outer and inner doors of the C.P.R. station and ransacked the building, taking about \$8 in cash after blowing open the safe. Nitro-glycerine was used. A little more than \$4 of the amount stolen belonged to A.G. Appleby, station agent. The break was discovered at 6.30 o'clock Sunday morning by Roy Shaw, foreman of the section gang. He notified Mr. Appleby who got in touch with police.

The Imperial Oil Service Station at Hog's Back on the Prince of Wales Highway was broken into during the early hours of Sunday morning as \$6 in cash was stolen from the till. The station is operated by Max Markus.

C.P.R. Investigator Edward O'Brien co-operated with Ontario Provincial Police in investigating the break-in at Stittsville.

Police are working on the theory the crimes were committed by the same gang who robbed the Carp Post Office.

Wording verbatim in the Ottawa Journal same date.

Woodroffe Man Is Killed When Train Hits Car

Harold P. K. Saunders, 23, Victim. C.P.R. Train, Late, Was Travelling at 70 Miles Per Hour.

When the motor car in which he was the only occupant was struck by transcontinental C.P.R. train No. 8, travelling about 70 miles per hour, at Roxborough avenue, Woodroffe, at eight o'clock this morning, Harold P. R. Saunders, 23, outside representative for the Ottawa office of the Household Finance Corporation of Canada, was instantly killed. His motor car was completely demolished and parts were scattered along the railway for over a hundred yards from the crossing.

Only a few minutes before the crash Saunders left his bride of only a few months at their comfortable little cottage about a city block from the railway crossing on his way to his office in the city. She did not see the accident but learned of her husband's tragic death a short time after.

The train was 55 minutes late and travelling over the crossing every morning for the last two weeks, Saunders apparently was not expecting it. An eye-witness, Norman Jans, who operates a refreshment booth on the Richmond road and who had just walked over the crossing said that Saunders did not look for an approaching train but continued on to the railway without stopping. He was proceeding south towards the Richmond road.

Did Not See Car,

The train was brought to a stop about half a mile beyond the crossing. The engine crew. Herb Kenny, 210 Holland avenue, Ottawa, engineer. and Thomas Barnes. 134 Breeze Hill avenue, Ottawa, fireman, told Constable Borden Conley that they did not see the car until the crash. City, provincial and township police were called and the accident was investigated by Township Constable Conley and Provincial Constable Driscoll. Coroner J. S. Nelson, after viewing the body, had it removed to the A. L. Tub man funeral parlors at Westboro where he held a preliminary inquest at two o'clock this afternoon.

The crossing, according to a warning notice posted at the approaches, may be used only at a person's own risk, and is dangerous especially for one approaching from the north. Even from the center of the rails the view to the west, from which the train approached, is clear only a little more than the length of a city block. There is a public crossing equipped with a signal bell at Woodroffe avenue, a block to the west, after which the railway curves to the north. Between the two crossings but outside the railway property is a mass of shrubbery and a cottage about halfway between.

Unusual Time For Train

Jans said that as he walked across the railway tracks prior to the accident he heard the whistle of the approaching train and also the bell ringing at the Woodroffe avenue crossing. He said he found it unusual for a train to pass at that time. He then noticed the motor car travelling about ten miles per hour and it reached the rails just as the train reached the crossing. The car was a light coupe and Jans said that he did not notice if the windows were opened or closed.

"The locomotive struck the auto completely broadside, hurling it ahead about fifteen feet through the air," Jans said. "While it was still flying through space the fast train caught up with it and struck it again," Jans continued. "In the second crash the man and the undercarriage of the auto were hurled to the side," he said. Jans told of rushing over to the man and said he was apparently dead. He said that the remainder of the car fell to the side of the train and was dragged along by the locomotive.

According to Constable Cornly the body was found 172 feet from the crossing at the side of the right-of-way, and the auto was about 150 feet further on.

Another witness was Miss Joan Ferguson of Woodroffe.

The locomotive was somewhat damaged and had to be changed when the train reached Ottawa. The coaches were scratched for whole length of the train and a window in the last sleeper was broken.

C.P.R. Statement

W. P. Garland, assistant superintendent for the C.P.R. in Ottawa, issued the following statement after the accident: "Harold Saunders, 23, married, whose home was at Woodroffe, Ont., was instantly killed when the automobile in which he was travelling was struck at a private crossing just west of Woodroffe at 7.10 o'clock (standard time) this morning. The car was demolished and the engine of the fast transcontinental train was considerably damaged. The train was travelling at a speed of about 70 miles per hour and the weather was quite foggy. Apparently the driver did not see or hear the fast approaching train. The train was in charge of Engineer H. Kenny of Ottawa and Conductor G. B. Darling of North Bay." So badly wrecked was the motor car that it was loaded piece by piece on to a dump truck to be taken to the Westboro garage.

Only on July 3 last Mr. Saunders was married in Toronto and until October 1 he and his bride occupied a cottage at Britannia. On October 1 they moved to their present home on Algonquin avenue, Woodroffe. Both are from Saskatoon, Sask., where Mr. Saunders was born. He received his education there and graduated from University of Saskatchewan. He joined the staff of the Household Finance Corporation of Canada in December last at Toronto and was transferred to Ottawa in March of this year. Last month his parents were here from Saskatoon to visit him. There are no relatives in Ottawa other than the widow.

Harold Saunders' Death At Crossing Is Held Accidental

The death of Harold P. R. Saunders, 23, of Britannia Bay, which occurred last Friday when the car he was driving was struck by a train on the Roxborough Avenue CPR. crossing in Woodroffe, was declared accidental by a coroner's jury last night. The inquest into Saunders' death, held in the Westboro town hall, was conducted by Dr. J. S. Nelson, coroner.

The jury recommended that the shrubs or brush be cut down on both sides of the crossing. Dr. Nelson expressed the belief that "until we learn first to stop, then to look, then to listen, there'll always be accidents." He also pointed out that the crossing was a private one. with signs to indicate it as such, but was widely used by the public to cross the railway tracks.

Unaware Car Hit.

The train crew testified they did not know of the accident until they stopped the train, believing the engine to have broken down from the clouds of steam they saw suddenly pouring from the front of it. G. B. Darling of North Bay, the conductor, said the train speed of 75 miles an hour, was normal for that stretch of track.

M. H. Kenney, 210 Holland avenue, Ottawa, the engineer, told the jury the train's whistle had been sounded and the warning bell at the Woodroffe avenue crossing, just west of the Roxborough crossing, was sounding at the time. Thomas Barnes, 34 Breeze Hill avenue, fireman, also testified.

Dr. L. C. Purvis said Saunders had died of a fractured skull, lacerations of the brain and shock.

Evidence was also given by Norman Jans and Miss Joan Ferguson, eye-witnesses, and Nepean Constable Borden Conley, who investigated.

The jury was composed of Fred Robinson, foreman; Ben Bigford, John Murray, Robert Baird and David Arch.

Witness Tried Warn Saunders Before Crash

A speed of 75 miles an hour was not unusual for trains travelling in the suburban area, railway employees told a coroner's jury enquiring into the death of Harold P. R. Saunders, killed in a level crossing accident at Woodroffe last Friday, at the Westboro Town Hall on Tuesday night.

Both the engineer and conductor of the train said the train had been travelling at 75 miles an hour when the C.P.R. transcontinental flyer hit Saunders' car at the Roxborough avenue crossing. That was the usual speed of the train entering the suburban area. They knew of no regulation governing speed for their train.

Suggest Clearing Shrub.

The jury, under Dr. J. S. Nelson, coroner, returned a verdict of accidental death and added a rider suggesting the clearing of shrubs at both sides of the crossing, to give a clear view of the track for a much longer distance to car drivers approaching the crossing.

Norman Jans and Miss Joan Ferguson, eyewitnesses, both testified Saunders had approached the track at a very slow rate of speed and apparently had not heard the whistle or the bell. Miss Ferguson said she had waved Saunders back but apparently he had failed to notice her signal.

M. H. Kennedy, of 210 Holland avenue, engineer on the train, said he sounded the whistle for the public crossing at Woodroffe avenue. It had not been necessary to whistle for the private crossing at Roxborough avenue but the bell had been ringing.

Mr. Kennedy never knew the train had struck anything until it had been brought to a halt with the application of the emergency brakes a considerable distance down the tracks. Just at the crossing there was a burst of steam from the front of the locomotive and he thought something had gone wrong with it. He immediately applied the emergency brakes.

Told By Conductor.

Thomas Barnes, of Breezehill avenue, fireman, said he never noticed the car approaching the crossing and did not know the train had struck the car until he was told by the conductor.

G. B. Darling, of North Bay, conductor, said he got off the train when it had been pulled to a stop and saw the wreckage of the car some distance back. He phoned the superintendent and instructed him to get a doctor and an ambulance.

The train had been running 55 minutes late, but 75 miles an hour was the usual speed for the train at that section. They were permitted to make up time if possible.

Township Constable Borden Conley gave evidence as to where the body was found and the distance the car was thrown. Dr. L. C. Purvis testified death was caused by a fracture of the skull and shock.

In reviewing the evidence the coroner told the jury that until "such time as we all learn to stop, look and listen, at all railroad crossings there will always be accidents".

Freights Collide In Broad St. Yard

An empty coal car was derailed and a caboose damaged in a collision early Sunday morning in the C.P.R. Broad street yards near Bayview road between two freight trains arriving in the city, one from Prescott and the other from Lachute subdivision. No one was injured and train services were not delayed as the crash occurred clear of the through line.

Crews of both trains are Ottawa men. Engineer Ernest Pumple of 114 Percy street and Conductor Alex. Shepherd, 823 Somerset street, were in charge of the train from Prescott; Engineer Edwin Ashfield of 132 Cambridge street and Conductor Albert Charbonneau, 677 Wellington street, in charge of the other. The Lachute train, after crossing the Ottawa river to the city, turned west on a "Y" in order to back into the yards and was backing up when the Prescott train, which approached around a curve from the south, crashed into the rear of it. Fortunately both trains were travelling slowly at the time.

William Garland, assistant superintendent of the CPR., issued the following statement:

"A freight train from Prescott, in charge of Engineer E. Pumple and Conductor A. Shepherd, was pulling into the yard at 6.30 Standard Time, when a collision occurred with another freight train from the Lachute subdivision, in charge of Engineer E. Ashfield and Conductor A. Charbonneau. The van on the Lachute train was damaged, and an empty coal truck was derailed. Both trains were travelling slowly at the time."

Not one of nine passengers of motor car saw or heard locomotive approaching.

Pounding out of a snow storm and darkness, a CPR passenger train plowed through a crowded motor car stalled on the Churchill avenue (Main street) level crossing in Westboro, at 4.15 Sunday, and took a toll of six dead and two seriously injured. It was a tragic climax to happy family party. The ninth occupant of the car miraculously escaped with only a scratched hand.

The tragedy struck as the sequel to a Good Samaritan act by the driver of the death car. He had stalled across the rails while giving another car a helping helping push. The automobile was smashed to bits by the fast Trans-Canada passenger train as it swung into Ottawa at a 60-miles-per-hour clip.

Two Airmen Killed.

Three members' of an Ottawa family were wiped out and members of three Ottawa district families lost their lives. The two Air Force sons and a daughter-in-law of Mr. and Mrs. Zephir Nadon, of 178 Russell avenue died instantly. A 27-year-old girl, Celina Bazinet; Roger Champagne, 21-year-old son of Mr. and Mrs. Noe Champagne, of Orleans, five miles east of Ottawa, and Sylvio Boyer, 31 -year-old -year-old former Timmins man, were also killed.

The one who; escaped with a scratched hand was another member of the Nadon family. Constable Maurice Nadon, 21. In hospital seriously injured are two girls, one of them an Ottawa resident, and the other a member of the Champagne family.

The automobile was southbound when it stalled' on the right-of-way in the path of the onrushing eastbound train. Spewing its passengers right and left, the car was hurled through the air and landed in a gully 100 yards east of the crossing, a pile of junk.

The accident brought tragic end to the New Year's holiday for the Nadon brothers. With their leaves expiring this weekend they were out for their last evening together before returning- to their posts.

The train caught the car as it straddled the crossing. In a fraction of a second automobile and occupants were strewn for a hundred yards along the right-of-way.

Apparently no one saw or heard the train as it loomed up through the snow in the pre-dawn darkness. None of the passengers in the car had a chance. The locomotive, locomotive struck with a crash that was heard for blocks around, and the car literally blown apart by the impact. A twisted pile of wreckage which had been the chassis landed in a gully 100 yards east of the crossing while the other parts of the machine lay strewn along the track.

Five Die Instantly.

Five were killed almost instantly, instantly, while the sixth died half an hour after being admitted to the Ottawa Civic Hospital. Sgt. Nadon was found crumpled in the snow . near the crossing. He was still breathing, but died a few minutes later as he was carried into the office of the M. N. Cummings Lumber Mill nearby. As members of the train crew. and other rescuers went to work, they uncovered other bodies and the injured along the right-of-way, right-of-way, but' it was almost an hour before all the occupants of the car had been accounted for. Miss Basinet's body was found buried under the wreckage. Gilles Nadon was! still alive when he was picked up along the right-of-way, but he succumbed shortly after he was rushed to hospital.

The death car was one of three which left the home of Mr. and Mrs. Maurice . Renaud, Fourth avenue, Westboro, about the same time.

In the first car which was the one pushed over the tracks, were John Page, driver, John Dutrisac and two members of the Champagne family, Rudolphe and Solange, all of Orleans. The driver had difficulty starting the motor and Roger Champagne, driving his Buick 1930 sedan, offered to push Page's car. Following in the rear was J. V. H. Lavigne, of 30 Marier road, Eastview, who was accompanied by another, member of the Champagne family, Miss Yvette, of Eastview, and four or five others.

Wheels Stuck in Tracks,

Champagne's car had succeeded in pushing Page's car over the slightly raised crossing. The front wheels caught in the ice-rutted railway tracks and unable to obtain traction on the icy road with his rear wheels, the driver was powerless to move the big car. Then tragedy struck.

The third car arrived a minute or two after the crash and the train had already ground to a stop. Yvette Champagne, one of the first out of the vehicle, stumbled almost immediately upon the body of her brother, Roger.

Dazed by the shock, she could remember little of what had happened after that.

A graphic account of the tragedy was given by Constable Maurice Nadon, R.C.M.P., only occupant of the death car to escape injury.

The windows of the car were frosted, he said, and the only clear spot was on the ; windshield In front of the driver. It was snowing heavily.

"Nobody seemed to hear the train. After it hit us I don't remember anything except picking up the bodies. I remember staggering around in a daze but I don't remember what happened to me from the time of the crash until I found myself picking up bodies."

Gilles, he said, was still breathing when he reached him, so he carried his brother to the nearby mill office first. The others were dead when he found them.

John Mack, superintendent of the lumber yard of M.N. Cummings, which is located to the immediate north of the tracks, was among those first on the scene. Mr. Mack, with his wife, resides in an apartment above the office not more than 20 yards from the level crossing.

Mrs. Mack was lying in bed awake when she heard the terrific crash.

Heard Train Whistle.

"I heard the whistle of the train and the sound of a racing car motor. Then there was a crash and screams of a girl. I looked out the window and I saw girl standing in the middle of the roadway screaming, 'My brother is dead', and pointing to a crumpled figure in the snow. I thought at first the man in the snow was the 'only one that had been killed, There was no sign of the car or any other injured, person. Then the girl began running around screaming 'the train has taken the car away.. The girl seemed to be half-crazed with grief," Mrs. Mack related.

Phoned for Ambulances.

After rousing her husband. Mrs. Mack telephoned police, ambulances and doctors. Mr. Mack began to bring the dead and dying into his apartment but as the trainmen and others began to discover bodies along the track and under the tangled debris of the automobile, he opened the office of the lumber, mill. It soon resembled an emergency hospital outpost in the battle line.

"We did not know how many there were and there was so much confusion we were unable to find out from the occupants of the other cars. So we just kept on looking", Mr. Mack said. His son, Albert Mack, found the body of Miss Bazinet under a piece of the car wreckage 100 yards down the track from the crossing.

Dr. L. C. Purvis and Coroner Dr. J. S. Nelson rendered medical aid where possible in the improvised hospital and despatched the injured to the hospital in ambulances of A. I. Tubman. Westboro and! A. E. Veitch and Son. Park- Parkdale avenue at Gladstone.

A inquest opened this morning at the funeral parlors of Gauthier and Company, Limited. 259 St. Patrick street, by Dr. Nelson, coroner of Westboro.

Others Hear Crash.

The crash was heard by many residents in the area. Fred Robins who resides on Main street. some distance south of the crossing said he was awakened from a deep sleep by the noise of the impact.

"It was a terrible sight," he said. "Bodies were all over the place. Some of the girls were screaming and the injured were groaning and crying.

The train was in charge of Engineer! Charles McCurrie. of 48 Julian avenue, Ottawa,- Ottawa, Fireman George Tremblay, 7 Loretta street, and Conductor Henry Budd, 12 Elm street.

As the automobile approached the tracks from north to south it was visible for a brief instant to Fireman Tremblay from his lookout on the left side of the cab. The fireman shouted a quick warning to the engineer and emergency brakes thrown on immediately.

The brakes were applied practically at the same time of the impact and the locomotive came to a stop about 50 yards east of the crossing.

A statement made from the office of the district superintendent .of the C.P.R. said the train was "running on time" on its Vancouver to Montreal run and was travelling 60 miles an hour. The warning whistle was sounded for the crossing. There are no wig-wag or alarm devices there. The train

was delayed an hour and 22 minutes after the accident.

Occupants of the first automobile, which barely missed being demolished, were dazed from the shock of seeing their friends and members of their own family wiped out in one terrible instant. Rudolphe. Champagne and his sister, Solange, in that car, were unable to give any coherent account of what happened or what they did. Rudolphe saw the flicker of the headlight of the locomotive for an instant, then the crash came; with shocking nearness behind the car.

The three in the front seat of the Champagne car were, Roger Champagne, Sgt. and Mrs. Nadon, and in the back seat were the others. Maurice Nadon was seated on the right side of the rear seat and; it was believed he was thrown out the door to safety at the impact.

Borden Conley, Nepean township constable, investigated the accident,

More

08/06/1942 Ottawa Citizen

Carleton Place

Couple get out of auto stalled on rails in time.

Their car stalling as they were crossing the C.P.R. tracks at Main street, Britannia Village, at 9.24 a.m Sunday, Mr. and Mrs. Ernest R. MacFeeters of 158 George street escaped from the machine just before it was struck and demolished by the Pembroke local passenger train which pulled out of Union Station here at nine o'clock.

The car, straddling both rails was struck squarely in the middle of the left side by the front of the locomotive, and was carried down the track a distance of 585 feet, where the train was brought to a stop.

The train crew, composed of Herbert Whelan, 99 Charlotte street, conductor: George Bell, engineer and Richard McNally, fireman, of Ottawa, was obliged to pry the wrecked car from the front of the engine and shove it into the ditch at the side of the track before being able to proceed. The front of the locomotive received some damage.

Mr. MacFeeters said he and his wife had left their cottage at Britannia to drive into Ottawa. He was unable to say whether the electric wig-wag and bell signal on the crossing was operating at the time he approached the tracks. Just as the car got squarely across both rails, the engine, which was still cold, stalled. Looking down the tracks he could see the train approaching.

Taking no chances

"I guess if I had kept my foot on the starter I would have got across in time, but I didn't want to take that chance." Mr. MacFeeters said. He and his wife climbed from the car, leaving it there in the path of the speeding train and stood by to watch the collision.

Andrew McGregor, C.P.R. superintendent, who was early on the scene, surmised the engineer must have had his brakes set before the actual collision occurred to be able to stop within the 585 feet from the crossing. Records at the crossing showed it had been tested and found working satisfactorily shortly after eight o'clock Sunday morning, and a further test of the apparatus after the crash again showed the signal to be in good order.

Word that there had been a smash at Britannia spread rapidly throughout the city with the result that hundreds of persons visited the scene, all of whom were relieved to discover that there had been no casualties. Township Constable Borden Conley and Provincial Constable J.M. Hinchliffe made a report on the mishap.

14/07/1947 Ottawa Citizen

Carleton Place

Burgess Tools

Automobile Hit By CPR Flyer

Youth Escapes Death In Crossing Crash

A miraculous escape from death was experienced at 8.22 o'clock this morning, by Eroyne Monette, 18, of 26 Bourque street, Wrightville, whose automobile was struck and carried a distance of more than 50 feet by the eastbound CPR Transcontinental flyer.

The crash occurred at a private level crossing on Ross street, which leads directly into the Burgess Tools Manufacturing plant.

Witness Crash

Fellow employees of the youth who witnessed the accident, told The Evening Citizen, that Monette had driven his car from the plant yard at about 8.20 a.m. and apparently not realizing the swiftly moving train was due to pass the company property, drove onto the level crossing. The front of the massive locomotive struck the 1933 Plymouth sedan and it was reduced to a twisted pile of wrecked metal and fabric.

Hurtled along the right of way by the force of the impact, overturned once, the wrecked car came to rest, right side up with the dazed and bleeding driver seated behind the steering wheel which pinned him to the rear of the front seat. With considerable difficulty he was removed by fellow employees, including Donald Monette, the youth's brother, through the battered right front door.

Donald Monette, fearful for his brother's condition, immediately telephoned A.E. Veitch and son for an ambulance which conveyed him to the Ottawa Civic hospital. Dr. C. A. Young, under whose care the injured youth was placed, described his condition as "fair" although he was suffering from severe shock. The full extent of his injuries have not as yet been determined.

Whistle was Sounded

Train engineer John Beath of Smith's Falls, told Nepean township Constable Andrew Wilson that the train was eastward bound into Ottawa and from the Parkdale level crossing the whistle was sounded as was the bell and kept going to and past the point of the accident.

Joseph William Laroche, North Bay, the conductor in charge of the train, and Fireman John Simpson of Brockville, corroborated the engineer's statement. They expressed surprise that Monette was unable to see and hear the approach of the powerful locomotive.

At the point of the impact a gravel and sand surfaced road crosses the single line track. At the northern side there is a shallow grade with east and west views along the track unhindered by bushes or natural terrain curves. The southern side of the road across the track dips lightly downwards towards Scott street with similar unimpeded vision in either direction.

Monette is an employee at the Burgess tool plant.

02/08/1947 Ottawa Citizen

Carleton Place

Westboro

A leap from the window of an Ottawa-bound train, travelling 60 miles per hour, sent William Joseph Moyan, 52, of 524 Bay street, to Civic hospital in a critical condition, shortly before seven o'clock last night.

While no apparent reason for the incident, which occurred one mile west of Westboro railway station could be given last night, an investigation has been launched by the Nepean police department, under Sgt. William Saunders, as well as by CPR officials.

Mr. Moylan, unmarried and a veteran of two world wars, was believed to have been returning from a trip to Hamilton and was enroute here on the Brockville train, when he hurled himself from an open window of a coach. An unidentified woman passenger sitting opposite him, witnessed the incident, and her screams attracted trainman, Paul Charron, of 1 Irving avenue, who promptly pulled the emergency signal, bringing the train to a halt.

The train backed up to where Mr. Moyan was found lying unconscious on the south side of the right-of-way, opposite the Leafloor lumber yard in Woodroffe.

A Veitch and Son ambulance was immediately summoned to convey the injured man to hospital where an emergency operation was performed on his skull by Dr. J.C. Samis.

The Brockville-Ottawa train, in charge of Engineer Clifford Broom, 138 Spruce street, and Conductor G.W. Weir of Carp, was delayed about 15 minutes in arriving at Union Station here.

J.U. Brazeau, assistant superintendent of the Ottawa division CPR, took over the inquiry in conjunction with the Nepean police.

At an early hour this morning, Mr. Moyan was still unconscious as hospital authorities worked to save his life.

Escape 3 As Train Hits Truck

Three persons narrowly escaped death and the light panel truck in which they were riding -was completely demolished when It was struck by an Ottawa-bound train from Pembroke at the CPB crossing on Parkdale avenue shortly after five o'clock yesterday evening.

Injured were: Wilfred Paquette, 34, of 60 St. Hyacinthe street, Hull; Rene Hebert, 41, of 79 Wellington street, Ottawa, and Roland Lacroix, 28, of 102 St. Hyacinthe street, Hull.

Paquette, the driver of the truck, was taken to General Hospital by Exclusive ambulance where it was found he was suffer ing from cuts to the head. Both Hebert and Lacroix were taken to Civic Hospital by Veitch's ambulance suffering minor face and head injuries.

Did Not See Train

According to police, the truck was travelling south on Parkdale avenue and had started to cross the tracks when it was struck on the right rear wheel by the train. The driver told police that he had been unable to see the train approaching before the collision occurred.

Crew members of the train were: Engineer Maurice O'Con-nell, 166 Bayswater avenue; Conductor William G. Weir, 151 Primrose avenue, and Fireman William Cherry, 14 Spadina avenue.

Investigating the accident were Constables Nilphas Bergeron and Leo Goyette, both from number two police station.

19/02/1949 *Ottawa Citizen**Carleton Place***Truck Hit By Train**

Ernest Laliey, 35 Critically Hurt

Ernest Lahey, 35 -year-old truck driver, of 135 Hinchey avenue, was critically injured shortly; after 8:15 o'clock this morning, when, the truck he was driving was struck and totally demolished by the Transcontinental Flyer at the Parkdale avenue-Scott street level crossing.

Hurled clear of the wreckage by the terrific impact, the severely injured man was picked up more than 20 feet away from the point of the impact.

Rushed to Ottawa Civic Hospital by the Exclusive Ambulance service, Mr. Lahey was found to have sustained a fractured right knee, and broken left arm, severe head and scalp injuries and undetermined multiple internal injuries. His condition is regarded by hospital authorities as critical.

War Veteran

Sgt. William Cowan and Constable Arthur Poster of No. 2 police station, who investigated the accident, reported that Mr. Lahey, a veteran of the last war. was driving his truck south on Parkdale avenue and over the crossing when the crash occurred.

The train, at the time, was slowing down to make a stop at the Ottawa west station. It could not be determined whether the whistle had been sounded.

Jack Beath of Smiths Falls, the locomotive engineer, told police he did not see the truck as he approached the 'level crossing and was not aware that the collision had taken place until he had been informed by Jack Simpson of Brockville, his engineer.

The terrific impact lifted the heavy truck in the air, carried it a distance of some 30 feet and. then scattered it along the right of way. The front wheels and assembly was ripped from the truck and hurled onto the north side of the tracks almost against the walls of a small frame house.

The cab of the truck was torn from the frame and ripped to pieces before crashing against a telephone pole on the northeast corner of .the level crossing. The heavy motor was ripped from its mounting and tossed some distance away from the point of the collision. Pieces of wreckage were scattered along the right of way for 60 to 70 feet, and one shock absorber and a rubber belonging to the driver were found more than 150 feet away from the twisted pile of wreckage.

Remains Conscious

Throughout the entire crash, Mr.Lahey remained conscious and shortly after being admitted to hospital he gave a full account of the accident to Sgt. Cowan and Constable Foster

26/02/1949 *Ottawa Citizen**Carleton Place**Stittsville***Stittsville Dogs Have Fine Meal**

STITTSTVILLE a three-year- old deer was struck and killed seven miles west of Stittsville yesterday morning by a CPR train en route to Carleton Place from Ottawa. It did not affect the progress of the train.

Ivan Pretty, section foreman on the CPR. saw the deer thrown and reported the accident. Wayne Robinson, fish and wild life overseer, and Percy Headlam, both of the Department of Lands and Forests, investigated. Dr Harold Spearman, VS of Stittsville. examined the doe and found it to be badly damaged and unfit for human consumption. The meat was fed to the dogs of the Stittsville Hunt Club.

By tracking the animal's footprints, the investigators determined that the doe had been trapped inside a rock cutting near the farm of Essa Crawford, a few miles from Ashton.

The deer was brought to Stittsville on a railway hand car by Jim Thomas and James Skimming, CPR sectionmen.

28/09/1949 *Ottawa Citizen**Carleton Place**Churchill Avenue***Two Unhurt When Train Wrecks Car**

Leaping to safety from their car scant seconds before it was struck by an Ottawa-bound pool train from Toronto, two young Carlsbad Springs women saved themselves from possible death cr serious injury at the Churchill Avenue railway crossing in West-boro about 10.45 o'clock last night.

While driving in their new English auto along Churchill Avenue, Beulah Dancy, 22. and Mrs. Jennie Vodden, 34, both of Carlsbad Springs, were returning to their homes.

When the car stalled on the track, the two women got out and tried to push the vehicle,- but were forced to jump back to save themselves as the train bore down on them. The small auto was carried several hundred feet in front of the train and was completely demolished.

Miss Dancy and Mrs. Vodden returned to their homes, none the worse for their narrow escape, except for a bad case of nerves.

The engineer, Clifford Broom of 138 Spruce Street, stopped the train and waited -ong enough to ascertain whether anyone had been injured and to see the tracks cleared before continuing into the Union Station.

The train was only half an hour late, arriving in Ottawa at 11:25 o'clock.

The accident was investigated by Constable Donald Gale of the Nepean Police Department.

26/10/1949 *Ottawa Citizen**Carleton Place**Carleton Place***Train Hits Oil Truck**

CARLETON PLACE - Wesley Henderson, Rosamond Street, escaped serious injury when the truck he was driving was struck by No. 10 passenger train from Vancouver at the Bates and Innes Ltd., crossing here at 7.45 this morning. The truck was smashed to pieces. When extricated with the assistance of passersby, Henderson seemed alright but soon felt pain in his back and was aided to the home of Dr. J. A. McEwen, Bell Street, located about 100 yards away.

Dr. McEwen sent the injured man to Rosamond Memorial Hospital in Almonte for observation. As far as could be learned at the time, his only injury was a concussion on the head and back injuries.

Henderson, driving a three-ton Eupertest Oil truck, empty at the time, had just left his home only a short distance from the scene of the collision.

His truck had passed over the track except for the right rear dual wheel which was struck. The impact tossed the truck on to the right-of-way.

Henderson was taken out through the right hand door.

The crossing was unprotected but visibility was good either way. The train crew was composed of Ben McRae, Queen Street, Carleton Place, conductor, and A. Cousineau, engineer, believed to be of Ottawa. The accident held up the passenger six-car train Sot about half-an-hour.

Thomas Mattingly Dies at Stittsville

STITTSTVILLE, Feb. 11 (Special) Thomass Henry Mattingly, retired CPR employe, died at his home in Stittsville on Thursday. He was in his 85th year.

Born In Fitzroy township, the son of Joseph Mattingly and his wife. Margaret Moore, Mr. Mattingly began his work with the CPR at the age of 16. Two years later, when he was only 18, he was made section foreman.

A prominent Mason, Mr. Mattingly was a charter member of the Hazeldean Masonic Lodge.

In 1896 he and Margaret J. Boyle were married in the Methodist parsonage, Richmond, by Rev. F. W. A. Myers.

In addition to his wife he is survived by one son Aubrey, of Carleton Place and four first cousins, John and George Moore of Stittsville, James Moore of Carleton Place and Mrs. James Bennett of Vancouver.

Funeral service will be conducted Saturday at 2.30 in Stittsville United Church by Rev. E. C. Kelloway of Carleton Place. Burial will be in the United church cemetery, Stittsville.

19/03/1950 *Ottawa Journal?*

Carleton Place

Ashton

Like the Toys of an Angry Giant (with picture)

Smashed and tossed by the tremendous impact of tons of steel, the wreckage of CPR freight No. 83 lies scattered across the main transcontinental line at Ashton, 20 miles southwest of Ottawa. The broken cars spew their cargo across the snow, the one in the right upper background spreading hundreds of cases of beer about. Seven cars, the engine and the tender are spread around in much the same confusion as would result if a small boy in temper had upset his toy train. The early morning collision Saturday of No. 83 with the rear end of an eastbound freight affected train schedules and connections from Montreal to Sudbury, while dispatchers rerouted freight and passenger to by-pass the smash-up in which two crewmen died and two others were injured. The wreckage was cleared, 250 yards of ripped up track replaced and the line opened for traffic again late Saturday.

At either end of the torn right-of-way, the railway wreck-clearing cranes can be seen beginning the job of working their way to the centre of the pile-up.

19/03/1950 *Ottawa Journal*

Carleton Place

Ashton

West-Bound Freight Slices Into East-Bound

ASHTON, March 18 (Staff) Two Ottawa railway men were killed and two others were injured when a West-bound Canadian Pacific freight sliced into an East-bound freight here at 1.15 a.m. today.

Ashton is 20 miles south-west of Ottawa.

The dead:

Travers A. Short, CPR engineer of 461 Kensington avenue;

George H. Hannan, CPR fireman of 23 Adelaide street.

Both men were on the west bound train. Local No. 89, running from Ottawa to Smith Falls. The Injured:

Thomas C. Gilmer, head-end brakeman, of 217 Riverdale avenue;

A. O. Renaud, trainman of 302 St. Andrew street

Gilmer, on the west-bound train is in Ottawa Civic Hospital with severe scalds and burns, sustained when live steam from bursting engine pipes enveloped him. Renaud, on the east-bound sustained a fracture of the nose.

Ties Up Traffic

The wreck tied up traffic on the main Canadian Pacific line between between Ottawa and Toronto, but early morning trains were being re-routed, and wrecking crews hoped to have the tracks cleared within a few hours.

The trains met in a blinding, driving snowstorm. Lack of visiblility was believed to have been a contributing factor in the wreck, into which Canadian Pacific authorities already have opened their investigation.

How It Happened. ,

At the moment before impact this was the picture:

The East-bound train was pulling into the passing track siding at Ashton. The engine, tender and several cars had pulled over from the main line to the siding, but the tail-end of the freight train still remained on the main track.

The West-bound train, running between Ottawa and Smiths Falls, was rolling down the main line and sliced into the last eight cars of the freight pulling on to the siding.

How it had happened that the West-bound train piled into the other freight, or why it was the East-bound train hadn't cleared the main line, Canadian Pacific officials would not say.

However, there was some reason to believe there had been a misreading of signals between the crews of both trains.

Head-end Brakeman Gilmer of the West-bound train was heard to say "He gave us the high sign with his headlight".

It .was possible the crew of the West-bound train saw a headlight signal through the driving snow, read it to mean the track was clear, and so continued rolling to cut into the other freight

The West-bound threw two East-bound freight cars against the Ashton flag stop station, smashing it and then itself toppled end ever end.

The right-of-way was torn up for some 200 yards, littered with splintered ties and twisted steel rails.

First rescuers to reach the scene found the body of Engineer Short lying on the ground near his engine, a crumpled figure covered with blood-spotted snow.

The body of his fireman, Georgs Hannan. was found locked in the wreckage of the cab, unseeing eyes staring ahead while the oranige glow from the firebox played grotesquely over his features.

The scene was one of death and desolation the small flagstop station a crazy mass of splintered boards, rail ends jerked upward as high as 20 feet, the wreckage of box cars which had been crushed like match boxes strewn about the area, and railway ties like toothpicks studding the ground.

The eerie bright red and yellow railway flares played over the macabre spectacle as a wrecking crew of 20 men from Ottawa. Stittsville and Carleton Place methodically set about clearing the main line.

Engine Flips End Over End.

The engine of the West-bound freight had flipped end over end and crashed over on Its left side near the rails, scalding steam pouring from its burst boilers.

Near by the tender stood tilted on its nose.

CPR offcislis said the East-bound train had gone to Smiths Falls as local No. 83. and was heading back to Ottawa as an extra freight. The West-bound freight No. 89, left Ottawa at 11.55 p.m.

Doctors from Carleton Place and Smiths Falls drove through the storm over drifted roads to reach the wreck to give aid to the injured. Engineer Short and Fireman Hannan were beyond .help.

The Department of Highways rushed a snowplow in from Careleton Place minutes after the wreck wss reported to keep the road open for police, ambulances, doctors and rescue workers.

Scene of the wreck was some 200 yards from Highway No. 15 linking Carleton Place and Ottawa.

Inquest Tuesday Into Ashton Rail Disaster

Circumstances which early Saturday morning caused a high-balling, west-bound CPR freight train to plow into the rear sections of another CPR cargo train at Ashton, killing two men and tying up the main transcontinental line with a wild tangle of smashed engine, tender and box cars will be explained to a coroner's jury at Carleton Place, five miles from the wreck scene, Tuesday evening.

The jury will then arrive at a decision as to just why Engineer Travers Short and Fireman George Hannan, both of Ottawa, were killed Clearing Line.

Meanwhile, CPR work crews today were still toiling to clear the Ashton right-of-way of wreckage so they could lay new track.

Until the twisted trackage is replaced, CPR traffic is being rerouted round the Ashton line via Smiths Falls and Bedell.

Coroner Dr. J. A. McCwen, of Carleton Place, will preside at the inquest tomorrow. Chief witnesses will be members of the crew of the east-bound train which was struck by the westbound freight, The east-bound was almost completely on a siding when the other train struck it.

Thirteen Witnesses Heard In Ashton Train Wreck Deaths

Engineer Tells about Signal from Brakeman

By Staff reporter

CARLETON PLACE Misinterpretation of a brakeman's "that will do" may have been responsible for last Saturday's freight train wreck which cost the lives of an engineer and fireman at Ashton Station.

Engineer George Wilson told a coroner's jury here last night that his front end brakeman, William K. Bangs, had given that three-word signal, thereby causing Wilson to halt his freight on a siding before the rear cars were clear of the main line.

The inquest, called as a result of the deaths of Engineer Travers A. Short and Fireman George H. Hannan, was adjourned until April 4, after evidence of 13 witnesses had been heard. The adjournment was granted in order to permit brakeman Thomas C. Gilmer, badly scalded in the wreck and still in hospital, to give evidence. Gilmer was riding in the cab of the locomotive of a west-bound freight in which Short and Hannan met death when the engine plowed into the other train.

"Bangs was looking out on the fireman's side of the engine," said Wilson. "When he told me 'that will do' I took it for granted the train had cleared the main line and I stopped."

In his own evidence later Bangs stated that his signal had meant only that the train had reached the proper point from where a single box car, to be left off at Ashton Station, could be uncoupled and moved into a short siding on the opposite side of the main line. It was the responsibility of the engineer to determine whether or not the train was clear of the main line, he believed.

Time Element

The time element involved was a major factor over which Lanark County Crown Attorney J. A. B. Dulmage, of Smiths Falls, questioned witnesses at length. The running orders, according to the conductors of the two trains involved, had brought the west-bound freight out of Ottawa to a 10-minute halt at Stittsville. Normally the train would have left that point at 12.40 a.m., but on the night of the wreck it remained there until 12.50, bringing it to Ashton Station at 1.10 a.m. instead of 1 a.m.

The east-bound freight arrived at Ashton Station at 12.52 a.m., according to its conductor, Robert G. Macklem of Ottawa. His orders were to drop the single freight car there before the arrival of the west-bound train, provided there was sufficient time.

Macklem said the run from Stittsville to Ashton Station required 20 minutes. Knowing that other train was being held at Stittsville until 12.50 a.m., he believed there was a margin of 18 minutes in which to drop the box car from his own freight.

Conductor John Gillan, of Arnprior, in charge of the through freight from Ottawa, stated that his train had slowed to between 25 and 30 miles an hour as it approached Ashton. He was out on the rear platform and when he first noticed the other train on the siding. The locomotive's marker lights were burning but the headlight was turned off.

"What would the turned off headlight indicate to you?" asked Crown Attorney Dulmage.

Headlight Off

"It indicated to me that the other train was completely on the siding and that the main line was clear," Gillan replied.

Gillan said that at the speed his train was travelling he could have brought it to a quick stop had he seen any necessity for doing so. "There was an air valve right beside my hand," he said, "but I was confident the other train was well into the siding and the main line clear."

Started Into Siding

Conductor Macklem said that when his east-bound train stopped at Ashton at 12.52, it halted only long enough for the forward brakeman (Bangs) to open the switch into the siding, then started into the siding. With approximately 12 or more cars still on the main line, the train halted again.

When it failed to continue he got out of the van to investigate.

"Could you not have made some signal to the crew up front?" asked the Crown Attorney.

"No, not then. There was no crew up front to signal to because the engine had uncoupled and moved off by then," Macklem said.

The conductor said he went back into the van to get fuses with which to signal the westbound train in case it should come up while the main line was blocked. He had just stepped back outside with the fuses when the crash occurred.

Was His Duty

Oscar A. Renaud, rear brake-man on the east-bound train, said it was his duty to close the switch into the siding the moment the freight was clear of the main line, then to "high ball" his "mate up front."

"When the train finally halted completely while its rear section was still on the through tracks, Renaud said he was puzzled.

"Why did you not signal your crew up front to let them know the line was not clear?" asked Crown Attorney Dulmage.

Renaud replied: "We do not signal until the clearance has actually taken place and the switch is closed again. If I had signalled under the circumstances the crew up front would have believed the line to be clear."

The brakeman said that under normal circumstances the "spotting" of a single car into another siding required anywhere from five to seven minutes, "depending on the speed of the movements."

"Then how do you account for the fact that it took about 18 minutes that night?" the Crown wanted to know.

No Explanation

Renaud shrugged and said he could not account for it. "I was not up front," he said, "and I did not see what was taking place. My job was at the rear and I remained there."

George Cloutier, fireman of the train standing in the siding, told the inquiry that he distinctly heard Bangs say to Engineer Wilson: "That will do, George," shortly after the train moved in from the main line.

"What did you infer from that expression?" asked Mr. Dulmage. "I believed the train was clear of the main line."

Cloutier said the box car to be dropped at Ashton had been spotted on the other siding and the locomotive had just coupled up to the train again when he heard Bangs, who was outside on the engineer's side, shout: "Put on your headlight, George!"

"I looked out and No. 89 (the west-bound train) was just shooting past. I saw Wilson reaching up to switch on the light and a few seconds later the crash occurred."

On that point, Bangs himself stated that he first noticed the other train approaching when it was approximately one-third of a mile away. "I ran up under the engineer's window and told Wilson to 'get going'," he said. "I think the train was moving when we were hit."

As to whether there had been sufficient time in which to complete the "spotting" of the box car on the other siding, Bangs stated that in his opinion it was the responsibility of the conductor to make the decision. But actually the head-end crew would be in the best position to determine whether there was time. In that case the responsibility, he thought, would rest with the engineer who was second in command of the train.

The town hall here was crowded to capacity for the hearing and a number of railwaymen from Ottawa, Smiths Falls, and Montreal were present.

The inquiry was conducted by Coroner Dr. J. A. McEwen, of Carleton Place.

In asking for an adjournment Crown Attorney Dulmage told the jury that in view of the importance of the probe he believed it vitally important that they should hear the evidence of Brakeman Gilmer when the latter was recovered sufficiently. In the meantime they would have ample opportunity to carefully consider the evidence already submitted.

Three Unhurt As Automobile Crashed Train

Three men, including a trainman, narrowly escaped injury when a truck collided with the ! side of a moving freight train, at a private crossing on Britannia Street, yesterday afternoon.

They were George Winer, 366 McKay Street and Foster Dean, of Rockcliffe Emergency Shelter, who were riding in the cab of the truck, and a CNR [sic] brakeman Charles Thompson, of 340 Bell Street.

Police were told that the truck driven by Dean had just left the Baker Bros, salvage yard at 76 Britannia Street, when the driver turned left across the road colliding with the last car of a three-car freight train entering the yard on the private siding.

Thompson, occupying the steps of the freight-car to signal the engineer, noticed the oncoming truck and leaped to the road a split-second before the vehicle collided with the freight car striking the spot where the brakeman had been standing.

Although the front and the cab of the truck was extensively damaged as a result of the collision, both occupants escaped from the truck only slightly shaken up by the impact.

The accident was investigated by Sgt. R. Raby and Constable E. Doyle of the city police.

19/04/1950 *Ottawa Journal**Carleton Place*

Truck Hits Moving Train Occupants Escape Injury

Striking the side of a moving freight car yesterday at Britannia street, a truck driven by Foster Dean, Rockcliffe Shelter, was damaged, but neither the driver nor the other occupant, George Viner, 188 McKay street, was hurt.

CNR [sic] brakeman, Charles Thompson, 140 Bell street, on the steps of the box-car, jumped clear and escaped injury. The accident is being investigated by Sgt R. Raby and Constable E. Doyle.

24/06/1950 *Ottawa Citizen**Carleton Place**Ashton*

Will Resume Inquest Into Ottawans' Deaths

Special To The Citizen CARLETON PLACE The inquest into the deaths of two Ottawa trainmen, killed in the CPR train wreck at Ashton, March 18, will be resumed in the Town Hall here Tuesday, June 27, Dr. J. A. McEwen, coroner, stated Friday.

Those who died were Engineer Travers A. Short and Fireman George H. Hannan.

The Inquest was adjourned owing to injuries received by Brakeman Thomas C. Gilmer of Ottawa, but he is now sufficiently recovered to give evidence.

He is the last witness to be heard.

27/06/1950 *Ottawa Citizen**Carleton Place*

Farm Folk Gather Along Route Of Funeral Train

By The Canadian Press ABOARD MACKENZIE KING FUNERAL TRAIN

A farmer came down through his fields and stood near the tracks. When the train went by he took his straw hat off and stood there in his blue overalls, all alone in the field, his head bowed just a little bit.

Along the way a few miles there was a big red brick house and a crowd of people standing outside and a car or two. If it wasn't that the Mackenzie King funeral train was going through, they wouldn't have been there.

The train didn't stop in its passage from Ottawa to Toronto but the people must have known it was coming and when it was due because they came down to the tracks to see it. There wasn't much they could see, just a train with 15 cars, but they came down just because of what it was and what it stood for.

In Smiths Falls, the station was thick with people in the early evening. They watched the train going by and that was all they could do to say good bye to Mr. King. When they went away into the evening, quiet, saddened people.

You could look through the train windows at the country outside and every once in a while there would be a car or two and a few people standing there, watching the train go by.

They couldn't see Mr. King. His body lay in state in a car where there were many flowers and black and purple drapes of sorrow. He was all alone, in the cars behind his, the cabinet ministers came together and talked. Maybe they talked of Mr. King, talked about the long, long days when he was boss. Or maybe they talked of Korea for these are rushing, pressing times and times of holidays and it is not always that the ministers come together in numbers as they did aboard this train, 15 or 16 of them. Mr. King would understand.

The other cars held the near relatives and government officials and reporters, all talking quietly. Up ahead in the car alone lay the small, shrunken man with the small, small hands, heading back to his parents' side.

In Toronto the final eulogies would come, the towering, teeming tribute that great cities can pay, In Ottawa, it was that way thousands were in the streets and filing past his bier in a silent sincerity of mourning, all impressive. It would have touched Mr. King tremendously.

But as much as anything he would have been touched by a little scene in a quiet field a farmer and his boy, a young, young boy, standing there In the quiet of the summer night, the man's hand on the shoulder of the boy, watching the train go by, knowing what it was.

Judgment of Train Crews Blamed for Ashton Crash**2 Ottawa Men Killed in March 18 Accident**

CARLETON PLACE Bad judgment of the entire crew of an eastbound freight train, a coroner's jury last night ruled, caused a wreck at Ashton Station, March 18 last, which took the lives of two Ottawa railroaders.

The accident, occurred, when a westbound freight crashed the rear cars of the eastbound train which had stopped at Ashton Station with about 15 vans still on the main line. The stop was made to uncouple one car to be left at Ashton.

Engineer Travers Short and Fireman George H. Hannan, Ottawa, on the westbound train were instantly killed and front brakeman Thomas C. Gilmer, Ottawa, seriously injured. The inquest had been adjourned from March 21, to allow Gilmer to recover from his injuries.

In view of the verdict, Crown Attorney J. A. B. Dulmage of Smiths Falls said it would be necessary to consult the Attorney-General's Department in case further action was to be taken.

Eastbound Crew

The eastbound Ottawa crew composed of Robert Macklem, conductor; George Wilson, engineer; W. K. Bangs, front brake-man, and Oscar Renaud, rear brakeman.

Evidence was that the east-bound train left Carleton Place at 12.40 a.m. and the crew knew that the westbound freight had a stop order at Stittsville until 12.50 a.m.

The westbound was normally due at Ashton at 1 o'clock, but was not expected until about 1.10 a.m. The eastbound arrived at Ashton at 12.52, started to pull into a siding, and then stopped and uncoupled one car behind the engine, which was left at Ashton, on a third line.

Mr. Gilmer sole survivor on the front end of the westbound train testified last night that he was in the engine cab at the time of the collision.

"It was a stormy night and snow was falling, when we left Stittsville at 12.52. We were due at Ashton at 1.10 a.m.

"Were Watching"

"The crew was at liberty to make up 10 minutes and arrive at the usual time of 1 o'clock. At Ashton we were watching for the eastbound freight, which we knew should be in the siding. I first saw the train, when we got inside the switch on the siding where the eastbound was stopped with the headlight off, so we felt the line was clear.

"As we came up to the train we got a 'highball' (blink of headlights) from the east-bound engine that the line was clear. We were travelling about 20 miles an hour passing the engine, and started picking up speed again, but we could have stopped if we'd known the line wasn't clear.

"I yelled to my mates that I didn't see lights on the back of the eastbound freight. Then our brakes were put on and the engineer figured on merely a bunt so we braced ourselves. Then it happened.

Had Tested Brakes

Gilmer said his engineer had tested his brakes as they approached the eastbound. They had signalled and received the right answer that the line was clear.

Crown-Attorney Dulmage asked who decides when there is time enough to set off a car.

Mr. Gilmer replied it was up to everybody, but the main responsibility was the engineer's at the front and the conductor's at the rear.

"I was watching for the rear-end marker and failed to see it. We passed the east switch and the engine and there were no markers visible until we passed several cars."

Question: "Is it a railway rule that the rear-end crew of a train causing an obstruction must signal with lighted fuses 1,500 feet ahead on a clear night and 3,000 feet if foggy?"

Answer: "The conductor is supposed to do it or have the rear brakemen carry this out. Three minutes should be enough time to set out such signals."

Previous evidence was that the conductor on the eastbound freight had left his rear van and noticed his train was clear of the main line. He was unable to signal his engineer as the engine was not in sight and he returned to his van to get a fuse signal, but the accident happened in the meantime.

The inquest was presided over by Dr. J. A. McEwen, and the jury was composed of James Murray, foreman, Harrison Lewis John Hawkins, James Reynolds and Alan Hawkins of Beckwith Township.

Boy Injured When Train Hits Bicycle

Struck by a Canadian Pacific passenger engine as he rode his bicycle over a level crossing at Scott Street and Carruthers Avenue at 6 p.m. Tuesday, Gerald Willis, 10, of 8 Stirling Avenue, is in Civic Hospital suffering from a possible fractured skull and other cuts and bruises.

According to City Police Constables Hugh Rutherford and Edwin Brennan, who investigated the accident, the lad, only son of Mr. and Mrs.

William Willis, rode past the right side of a Post Office Department truck stopped on the south side of the crossing, waiting for the train to pass.

"I yelled at him to watch out. there is a train coming," Lionel Clouthier, 297 Montfort Street, Eastview, driver of the truck, told The Citizen.

"I shouted in French but I understand he is an English speaking boy so I guess he did not understand."

Tossed Into Ditch

Clouthier said the boy nearly cleared the crossing, but the engine struck the rear wheel of his bicycle, tossing him into the ditch on the north side of the crossing.

The four-car CPR passenger train, coming into Ottawa from Brockville, was brought to a stop as the last coach passed the crossing and Clouthier and crew members rendered first aid until police and an ambulance arrived.

The injured lad was taken to the Civic Hospital by Carleton Ambulance where he was placed in care of Dr. W. T. McIntosh of 144 O'Connor Street. Dr. McIntosh said the boy's injuries were moderately severe and would not be fully determined until this morning when X-rays would be taken. His condition was reported satisfactory last night.

The train with engine No. 2211, was in charge of Conductor G. W. Weir and Engineer F. O'Connell, both of Ottawa.

Driver Critically Injured in Car-Train Collision

James "Jimmy" Lee, 23-year-old construction worker with the Foundation Company of Ontario, of Chelsea, Que., was critically injured shortly before five o'clock last night, when the car he was driving was struck by an Ottawa-bound CPR passenger train at the Parkdale Avenue level crossing on Scott Street.

Rushed to Ottawa Civic Hospital in the Ottawa Fire Department's emergency car, when an ambulance could not be obtained, Mr. Lee was detained with undetermined internal injuries, possible fractures of both legs and deep shock. However hospital authorities later reported his condition as "favorable."

Sgt. William Cowan of No. 2 police station, who took charge of the investigation into the accident, reported that Mr Lee was travelling south on Parkdale, when he was struck by the eastbound passenger train. Minutes before, he had left the site of a construction project under taken by the Foundation Company of Canada, near the tracks, on Parkdale Avenue.

He had driven his light early model Ford coupe less than a distance of 100 feet, without changing gears, when he was struck by the locomotive. The impact hurled the car, the driver firmly wedged inside, an estimated distance of 120 feet. It finally came to rest in the ditch, bordering the north side of the tracks.

Only with great difficulty were passersby able to pry the injured man, still conscious, loose from the wreckage.

The eastbound passenger train, slowing down for a quick stop at the Ottawa West Station, just east of Bayview Road, was driven by CPR Engineer James Cummings of 42 Bayswater Avenue. He told police he had sounded his whistle before approaching every one of the string of crossings west of the station and that his bell was sounding continually.

His statement was corroborated by his fireman, Donald Heney of 126 Brockville Street, Smiths Falls, CPR Brakeman Bert Scharfe of 67 Smir'e Avenue, and Clifford Trudeau, 1019 Gladstone Avenue, conductor in charge of the train.

Constables Hugh Rutherford and Rex Renaud of No. 2 police station, first to arrive at the scene of the near fatality conducted the preliminary investigation and controlled traffic across the CPR right-of-way.

27/11/1950 *Ottawa Journal**Carleton Place**Westport***Trees on Railway Tracks.**

While tending power lines that had fallen in Springfield Park, three members of the Fire Department were credited with saving the lives of a CPR train crew by flagging down a fast freight before it plowed into a tree lying across the tracks.

The three are Lieut Joseph "Curly" Moynahan, Fireman Norman Theborge and Fireman Ed. Hill. All are stationed at No. 1 Station in Westboro. The three had the live wires under control when the CPR transcontinental train, west-bound to Vancouver went by just before midnight Saturday. Four minutes later a huge elm crashed down across the main line.

Fireman Hill knew a fast freight was due, heading west. In about 10 minutes.

A radio call to the Fire Alarm Headquarters was relayed to the CPR despatcher but apparently never got to the freight because it roared out of the east right on schedule and heading for the tree blocking the track.

Lieut. Monaghan and Fireman Fireman Theborge raced east down each side of the track waving flashlights. Fireman Hill drove his pumper alongside the track, turned on the siren, and began flicking his headlights. He also turned on the red, rotating flasher lights on the front of the pumper.

The freight halted only a few feet from the tree, which would have derailed the engine and tender.

18/12/1950 *Ottawa Citizen**Carleton Place***Only \$50 Loss In Crash Of Auto, Train**

A car-train crash which ended in nothing but about \$50 damage to the car occurred last night about 8.15 p.m. at the intersection of Hinchey Avenue and Scott Street.

Driver and only occupant of the car, Eddy Brunet of 76 Murray Street, was uninjured when his vehicle, travelling south on Hinchey Avenue, was struck on the right side by a slowly-shunting locomotive in charge of Engineer William Sargeant.

According to Brunet, he did not see the engine until it struck his car. Only the slow speed of the engine averted what might have been a more serious accident.

The accident was investigated by Constables Earl Lamourie and Gerry Raymond of No. 2 Police Station.

23/01/1951 *Ottawa Citizen**Carleton Place***Says CPR May Sue Truck Co.**

A spokesman of the company insuring the Independent Coal and Lumber Company said yesterday he had been notified by the CPR that the railway was contemplating bringing action against the lumber firm, holding it responsible for Saturday's train wreck.

It was an Independent truck which was stalled across the CPR track at the Churchill Avenue crossing Saturday morning and was hit by the eastbound trans-continental passenger train.

In Path Of Train

The insurance spokesman said the railway had told him it considered the truck was responsible since it did not strike the train but was indisputably stopped in the path of the train.

Furthermore, it was alleged that it was the truck which threw the switch, causing the derailment of the train and subsequent death of one man and injury to 27 others.

The Board of Transport Commissioners is conducting a routine inquiry into the accident. The CPR had no comment to make.

24/01/1951 *Ottawa Citizen**Carleton Place***Deny Report Local Firm Being Sued**

Parties concerned in the Saturday morning train wreck at Westboro yesterday denied reports that the CPR was contemplating suing Independent Coal and Lumber Company, whose truck was struck by the train.

Roydon Hughes, KC, retained by the lumber firm, said CPR had not advised him of such action. Joseph Mahoney, secretary-treasurer of the firm said he had heard nothing of the proposed action and was not worried about it. He said if the train had not been going so fast the story would have been much different.

R. E. Hay, adjuster for the company insuring Independent said he had not been notified, and a Board of Transport Commissioners spokesman said several days were needed to complete its routine inquiry into the crash.

Railway Wreck Suits Settled

Sequel to the derailment of a CPR passenger train at Churchill avenue, Westboro, on January 20, this year, in which Albert Scharf, engineer of the train was killed, a number of legal actions arising out of the crash have been settled, it was intimated in Ontario Supreme Court today. The CPR's transcontinental flyer was derailed when it crashed into a truck owned by the Independent Coal and Lumber Company which was stalled at the level crossing.

While principals in an action taken against the coal and lumber company by Mrs. Scharf over her husband's death declined to reveal the precise amount of the settlement she received, it was learned that it is in the vicinity of \$18,000. O.F. Howe, KC, acted for Mrs. Scharf and T. N. Phelan, KC. of Toronto, for the Independent Coal and Lumber Company.

At Carleton County Courthouse this morning, Roydon A. Hughes, KC. counsel for the lumber company in an action taken against it by the Canadian Pacific Railway arising from the crash intimated that a settlement had been reached and that minutes of the agreement would be filed shortly.

The settlement covers both the action taken by the railway company against the coal company and a counter-claim made by the Independent Coal and Lumber Company against the CPR.

Neither party would divulge the amount of the settlement. It is understood however, that it is not of an order which would have serious financial consequences to either the railway or the coal and lumber company.

In making his announcement to the court, Mr. Hughes intimates that he was doing so with the consent of the other counsel involved.

22/01/1952 *Ottawa Citizen*

Carleton Place

Escapes Only By Seconds As Train Hits

An Ottawa man escaped serious injury or death with only seconds to spare when his car stalled in the path of an on-coming freight train at the Britannia crossing shortly before 1.30 am. today, G.S. Fox, of 2705 Don Street, Britannia, was travelling south through Britannia Village when his early-model car came to a stop right in the middle of the CPR crossing. He got out to push.

Suddenly, he looked up and the headlight glare of a fast-moving eastbound locomotive (No. 2601) was directly in front of him.

He managed to get out of the way but just in time. As he looked behind him, his automobile was picked up by the freight engine and pushed some 100 yards along the right-of-way.

"Practically nothing was left of the car," police stated.

Engineer H. Crichton reported that he was unable to stop after the accident as directly behind him was a passenger express train. A sudden stop, he said, might have meant a major wreck.

Constables Hugh Rutherford, Bill Saunders and George MacDonald of No. 2 Police Station investigated.

05/02/1952 X

Carleton Place

Parkdale

Demand Crossing Signal

After 3 Die In Grade Smash up

A train-auto smashup last night that snuffed out the lives of three Ottawa youths today brought a demand from Con. Paul Tardif for immediate city action to install proper warning signals at two west-end crossings.

The trio were killed when their auto was hit and crushed to a battered hulk by the CPR-CNR Toronto flyer at the Parkdale Avenue CPR level crossing.

The train was Ottawa-bound at 9.50 p.m. The car had swung north onto Parkdale from Scott Street.

Crown Attorney Raoul Mercier, KC, at noon today ordered an inquest into the triple fatality. He made the decision after consultation with Coroner Dr. W. T. Kendall.

Dead in crash are:

Albert Finn, 21, 280 western Avenue, owner driver of the car

Gerald Roger, 16, 22 Barrington Avenue

William A. (Bill) Hutchings, 26, 190 Forward Avenue.

It was a friendly horsetrade that sent the threesome out onto the icy street last night, it was learned today.

Finn, with young Roger along as company, was driving Hutchings to his home in order to exchange a set of pocketbooks a long-standing habit.

Finn swerved the ill-fated car onto Parkdale, heading for Hutchings' home on Forward Avenue.

The crash wrenched Finn and Roger out of their seats and hurled them through the air. They died instantly.

Hutchings was pinned under the twisted wreck. Although still alive when police arrived at the scene, he died a few minutes later while being rushed to Civic Hospital.

The story of the accident can best be told in the words of an eyewitness. Earl Gervais, as related to The Citizen.

Eyewitness Story

"I was working in my garage across the road from the crossing, when I heard the train approach. I then glanced up out of the window.

"The car was on the crossing. I heard the train's whistle, and at the same instant there was a crash as the engine plowed into the car.

"The automobile was simply lifted from the road, I would say it went at least 15 feet up in the air," he said.

(The twisted wreckage of the automobile came to rest on its side a distance of about 150 feet from the crossing, leaving a trail of broken fenders and engine parts along its path)

Mr. Gervais continued that he ran from his shop to the side of the tracks where the car lay.

"Two men were lying on the snow where they had been thrown from the car, while a third man was underneath the automobile.

Pinned Under Car

"A neighbor, Wilfred Lavergne, of 250 Parkdale Avenue, came to help me but we could not get the injured man from under the car.

Train Crashes Stalled Auto; None Injured

A 24-year-old nurse escaped injury, though her car was damaged yesterday afternoon, when it skidded into the path of a passenger train at the CPR level crossing on Hinchey Avenue.

Bernice Carr, 24, of 105 Holmwood Avenue, a member of the Victorian Order of Nurses, was travelling south on Hinchey. after attending a patient in the area.

She noticed the eastbound passenger train while approaching the crossing, but because of the heavy snowfall misjudged her distance. The car was braked a short distance from the tracks, but the vehicle skidded on the icy surface across one of the rails, before coming to a stop

The front of the car was struck by the train before the young nurse could jump. A portion of the bumper was ripped away from the car, and the front of the automobile damaged to the extent of about \$300. Involved in the accident was CPR passenger train No 557 Ottawa- bound from Chalk River. Locomotive No. 1265 in charge of Engineer J H. Murphy, 152 Beech Street, and Conductor George Coughlin.

The train had slowed down to about 10 miles-per-hour in preparation to pull into the Ottawa West station at 4.53 p.m. when the accident occurred. It was braked to a stop within "one car length" after the crash.

Constables Ellwood Miles and Robert Longchamps of No. 2 police Station were called to investigate.

21/02/1952 *Ottawa Citizen**Carleton Place**Parkdale Avenue*

Jury Probing Level Crossing Deaths Urges Trains Slow Down When In City

A coroner's jury investigating a West End train-auto collision which took three lives on the night of Feb. 8 last night recommended "that the speed of all trains be reduced to a minimum from the time they enter the city limits until their destination is reached"

Killed with the driver, Albert G. Finn, 21, 260 Northwestern Avenue, were two passengers. Gerald Roger, 16, 22 Barrington Avenue and William A. Hutchings, 26, 180 Forward Avenue.

Jurors said they believed the driver "contributed to his death by not being more alert to notice the on-coming train before he attempted to cross the tracks".

Four witnesses testified that, in their opinion, the train was proceeding faster than usual the night of the accident, but the train crew said the speed normal, about 35 to 40 miles an hour.

Howard Morphy, 879 Somerset Street, conductor of the Ottawa express-bound flyer, testified that it was between three and four minutes late when the accident occurred.

No Whistle After 9 P.M.

The train whistle was not sounded before the crossing, he said, because this is not allowed inside the city limits after 9 p.m. The locomotive bell was ringing, he testified.

As the Parkdale Avenue level crossing has no warning wig-wag or signal, the jury recommended that "a wig-wag or some sort of safety measure be installed at all main crossings".

Evidence of several witnesses indicated that rain had been falling and the surface of the road was very slippery. The train had not skidded, though testified Engineer Thomas Barnes, 34 Breezehill Avenue.

"I saw the car moving very slowly and I thought they were going to stop. But when I saw they weren't going to, I gave a blast on the whistle and put the brakes into emergency," he said.

Dr Max Kletz, pathologist of Ottawa Civic Hospital, who examined the dead driver shortly after the accident, said Finn had died of "multiple injuries to the spinal cord."

The dead man's blood contained "enough alcohol to indicate his ability may have been impaired," he testified.

Floyd Mosley, waiter in the Elmdale Hotel beverage room, testified that earlier in the evening Finn had come in alone and bought one draft of beer.

Shortly after, he was joined by a friend who bought two drafts, "but I don't know who drank them," said Mosley, adding that Finn had left the beverage room about 15 minutes; after entering.

Coroner Dr. W. T. Kendall conducted the inquest into the triple fatality which occurred; when the CPR-CNR Ottawa- bound, flyer ripped into Finn's 1938 auto at 9.50 p.m.

Witnesses were questioned by Assistant Crown Attorney Edward Houston. Jurors were Oscar Dufour, 426 Besserer Street; Donald Ursu, 160 Cambridge Street; William Stephens, 473 Metcalfe Street; Joseph Birmingham, 23 Riverdale Avenue; and Anasse Dumoulin, 482 Nelson Street.

07/11/1952 *Ottawa Citizen**Carleton Place**Britannia*

Probing Crash at Britannia

Investigation into last night's express-truck crash at Britannia on Highway 17 will be carried out through the assistant superintendent's office at Smiths Falls, Canadian Pacific Railway officials said this morning.

The Ottawa CPR superintendent's office said that as yet they had received no official report on the accident and so could make no comment. They added, however:

"The accident occurred in the territory which is controlled by the assistant superintendent at Smiths Falls and an investigation will be launched through that office."

Jumping clear of his stalled [sic] Earl Sadler jumped clear of his stalled truck seconds before a fast CPR passenger train struck it and wrecked it completely.

Just In Time

Sadler, who had been travelling west on Highway 17, told police his truck stalled on the track. He saw the train, which was heading out of Ottawa, coming at the truck out of the misty rain and managed to leap clear in time.

The train smashed into the three-ton vehicle and hurled it more than 100 feet from the roadway. The body and frame were twisted grotesquely at right angles to each other, the engine was flung five feet away from the body and the heavy dual rear wheels remained beside the roadway.

The train stopped only briefly so that the crew could discover what damage had been caused and injuries inflicted, if any. It continued on its way before the police arrived. It was understood the reason for this was that the line is heavily travelled and rail traffic would have been held up if the train had remained for investigating officers.

The lights of two police cars attracted many car drivers travelling the highway, who stopped to render any assistance necessary to possible injured persons.

The crossing, which is equipped with a wig-wag signal, has been the scene of numerous train - car and train - truck accidents.

Constables B. M. Goetz, Gordon McDonnell and Cpl. Carl Johns of the Ontario Provincial Police investigated.

Robert Tompkins

Elderly Man Drops Dead On Way To Work

Robert Tompkins, 105 Parkdale Avenue, 73-year-old machinist at the W. C. Edwards and Company Ltd. mill, 991 Somerset Street West, collapsed and died on the platform of the Ottawa West CPR Station, at Bayview Road and Scott Street, shortly after 6.30 a.m. today.

Mr. Tompkins, machinist at the mill for more than a quarter-century, was on his way to work at the time.

Two motorists, Leo Larabie and Laurent Binette, spotted the elderly man running across the platform and then saw him suddenly tumble into the snow at the north end of the station.

Pronounced Dead

The fire department emergency car, manned by firemen Bert Standing and Marcel Lacroix, rushed Mr. Tompkins to Civic Hospital, where he was pronounced dead on arrival.

Coroner Dr. W. T. Kendall said death was due to natural causes.

Earlier, it was believed that the aged man had been hit by a boxcar of a freight train at the station, but examination ruled out this possibility.

Constables Lionel Lefebvre and Gerry Raymond, of Mr. Station,[sic] investigated.

21/02/1953 *Ottawa Citizen**Carleton Place**Cleary Avenue***Two Hurt In Crash At Crossing**

A CPR train smashed into a Producer's Dairy truck in Wood-roffe shortly before nine o'clock this morning, injuring two men.

Police said the men were "badly Injured" and the truck was totally wrecked.

Names of the injured men were John W. Behan, 951 Admiral and his son. Details of their injuries were not immediately available. They were rushed to Ottawa Civic Hospital for treatment.

Police at No. 2 Station received word of the accident at 8.53 a.m. Sgt. John Hepburn and Consts. Albert McConnell and Herbert East are investigating.

The accident occurred at the Springfield crossing on Cleary Avenue, near the Leafloor Brothers yards.-

The heavy truck is believed to have skidded into the train and was thrown an estimated 20 feet. The train involved was CPR No. 555.

It left the Ottawa West station at 9.05 bound for Chalk River.

11/03/1953 *Ottawa Citizen**Carleton Place**Ottawa, Hinchey avenue***Child walks into train; badly hurt.**

A young Ottawa boy who apparently walked into the side of a slow-moving passenger train in the West End yesterday afternoon is in serious condition at the Civic Hospital.

He is Dennis Ouellette, eight-year-old son of Mr. and Mrs. Emille Ouelette of 191 Forward Avenue.

He suffered a fractured skull and a fractured left arm.

The accident happened at the Hinchey Avenue CPR crossing parallel to Scott Street, about 5 p.m.

Mrs. Yvette Trottier of 208 Hinchey Avenue, a witness to the accident, told police the lad was walking with his head down and walked into the left side of the train.

The train crew corroborated Mrs. Trottier's story of the mishap. They told police they blew their whistle and rang their bell before they reached the Hinchey Avenue crossing.

The engineer was Fred Moffitt of 301 James Street. Other train crew members were Fireman George Frankland of 88 Rosemount Avenue and Conductor Edward Watson of 194 Breezehill Avenue.

A passerby, Bernard St. Laurent, 20, of 192 Hinchey Avenue, notified police.

The boy was rushed to the hospital in the Fire Department emergency car manned by Bert Standing and Leo Dallaire.

Constables Wilmott Glenn and William Saubders investigated.

21/05/1953 *Ottawa Citizen**Carleton Place**Holland Avenue***Driver Has Close Call, Car Wrecked**

A rabbit foot rode with 39-year-old Walter E. Wittenberg, of 105 Merlvalle Road, at noon yesterday when he escaped without a scratch in a train-car level-crossing crash on Holland Avenue at Scott Street.

Wittenberg, Bureau of Statistics employe, was treated at Civic Hospital for shock and allowed to go home.

His car, hit by a CPR passenger train, was almost a total wreck. Sergeant Fred O'Connor and Constable Leo Goyette reported that Wittenberg was southbound on Holland and was nearly over the crossing at Scott Street when his small English car was hit by the east-bound train.

The Impact spun the car around, tossed it south of the railway crossing and smashed the entire rear end.. Passersby pulled the dazed Wittenberg out and took him to the Bureau of Statistics first aid station. He was later transferred to hospital by the Fire Department emergency car.

He later told The Evening Citizen "I didn't see the train and I didn't hear it ... I must have had a rabbit foot In the car."

The passenger train was slowing down for the Ottawa West station when the accident occurred.

Engineer Stays Mum about Wreck

"All I know is that I do not know anything."

So summed up Engineer S. B. Patterson, on his experience this morning when his train, Canadian Pacific No. 10 left three cars in the ditch at Mile 13, east of Stittsville.

Mr. Patterson was firm in his resolve not to make a statement. He indicated that he was wheeling along east of Stittsville, on schedule, when suddenly he realized that he had lost three cars.

Parted Company

Two deadhead day coaches and one private car at the back of the train had parted company with the rest of the seven cars and engine.

Mr. Patterson told friends that he "was not going fast" and he had plenty of time to get to Ottawa. He also told fellow railroaders that he had no idea how the wreck happened and would not even guess it was a split rail.

While steadfastly refusing to give a statement at his home, 1075 Somerset Street West, this morning, he told friends that he had gone back to the private car to see if anybody was hurt.

"They had them out before I got there," he said.

"Anyway," he added, "the radio was wrong; it said the cook was in the baggage car, he was not."

Mr. Patterson's family when they heard the news rushed out to the wreck and tried to find him. Meanwhile he had brought his seven cars on to Ottawa Union Station where he was due at 8.00 a.m. standard time. Engine 2825, which escaped unscathed, continued on to Montreal.

Meanwhile Fireman Carman Hogan, who lives in Almonte, has gone home to rest for the day.

Mr. Patterson has been an engineer for seven years and has lived in Ottawa the past 15. He came originally from Montreal.

After Engineer Patterson checked in at the Bayview CPR roundhouse, he went home. There a warm welcome awaited him from his anxious family. He was eating his breakfast alone at mid-morning when the Evening Citizen got there.

Then suddenly there poured in the front door his two big burly sons, his attractive blond daughter-in-law. Later came the distracted wife, her fears soon allayed when she saw her husband in the flesh, calmly sitting in the parlor.

CPR Official And Wife Only Slightly Hurt

CPR vice-president Alexander Lyle and his wife, Florence escaped without grave injury in the train derailment at Stittsville this morning.

They were brought to the Civic Hospital by Exclusive Ambulance, which sent two vehicles to the scene.

At the hospital, Mrs. Lyle complained of a headache and was X-rayed. It appeared, however, that she had sustained no serious hurt. Mr. Lyle was walking about the hospital corridor and seemed to be completely recovered from his experience.

Citizen Broke News

Doctors and nurses had had no word of the accident until given the information by an Evening Citizen reporter. Seconds later, the ambulance brought in Paul Shamard of Montreal who had sustained severe head cuts.

Shamard said he did not know how the accident had happened. He had been sitting in the private car at the end of the train when suddenly he had been hurled to the floor.

Train Cars In Wild Plunge

Hits Split Rail Near Stittsville

Five Injured in CPR Wreck - None Serious

Stittsville, July 9th - (staff) - the three rear cars of CPR passenger train No. 10 out of Sudbury and bound for Ottawa were derailed one mile east of Stittsville this morning. The cars jumped the track when they hit a split rail going at high speed down a straight stretch of downgrade track.

Five passengers riding in the private business car "Kingsmere" at the rear of the train suffered injuries. None of these were serious.

Only one passenger had to be detained in Ottawa Civic Hospital where the injured were rushed. He is Paul Shamard, 49 Stanislas Boulevard, Montreal, who suffered scalp lacerations and injuries to hip and head. His condition is not serious Hospital Authority set

A reports that one passenger, a man, was missing after the derailment proved groundless. Railroad investigators made a thorough search of the three cars that left the tracks and were unable to find him. CPR officials at Smiths Falls said this afternoon that if any other passenger has been aboard the train he must have left it before the accident.

Two of the cars were empty, being carried dead head.

The other passengers taken to Ottawa Civic Hospital were Alexander Lyle, an assistant vice-president of the CPR, and his wife Florence, of 5603 Queen Mary Road, Montreal. Mr. Lyle suffered from bruises, and his wife was given an X-ray for possible skull injuries. Both were allowed to leave hospital shortly after treatment.

Two other men aboard the derailed private car were flung down and bruised by the toppling impact. They were C. C. Baker, secretary to Mr. Lyle, and Carl S. Major, a CPR employe from Vancouver, BC. Neither required hospital treatment.

Engineer of the train was Stanley Patterson, of 1075 Somerset Street, Ottawa.

Rolled down Gully.

The two rear cars rolled 15 feet down the embankment into a gully and lay there on their side, their wheels turn off by the force of the crash.

The third car, the first class Pullman, was dragged, bouncing madly over the ties 500 yards down the track before the train came to a halt.

The rail lay twisted and tore for a distance of some 200 feet, and the railway was deeply gouged and churned by the screaming steel.

Divisional superintendent T. E. Wheeler, of the CPR, on the scene directing clean-up operations, soon after the crash, told The Journal No. 10 had only a small number of passengers aboard.

He said five were injured.

The rear car of the train was a private business car, "Kingsmere".

Bell still ringing.

Hours after the accident, the bell in the galley of the business car was still ringing wildly, as though some passenger in sudden fear had rung for the attendant as the car looked into the gully.

The galley itself was a terrible jumble of spilt crocks and scattered food, and the whole interior of the business car was a mess of jumbled bedding and jagged glass.

Albert Spearman, out in the yard of his brother Orrin's farm, which lies just southeast of the track where the crash occurred, was feeding the cow when he heard the crash.

He said there was a very loud bang. "It sounded like a lot of tin cans banging together."

Mr. Spearman went to investigate and saw the train stopped and a great cloud of steam hissing up from it.

Mrs. Orrin Spearman, in the farmhouse, also heard the bang. She thought it was an airplane at first until Mr. Spearman came in and told her what he had seen. Mr. Spearman immediately phoned Mr. Illingsworth, the station agent at Stittsville who was still unaware of the derailment.

CPR investigators checking the cause of the derailment paid particular attention to a V-shaped gouge in the first section of rail lying in the gully. It is thought that this was the cause which forced the cars to jump the rails.

Auxiliary rigs from Smith Falls and Ottawa West were converging on the scene this morning by 10.30. Gangs of section men were already relaying the track.

The locomotive and the remaining cars of No. 10 train left the scene one hour after the derailment, headed for Ottawa.

13/07/1953

Ottawa Citizen

Carleton Place

Stittsville

Injured Chef Has Recovered

Paul Chamard of Montreal, 49-year-old Canadian Pacific Railway dining-car chef injured in Thursday's train wreck 20 miles west of here, has been released from hospital. Mr. Chamard suffered shock in the derailment. He was one of five persons injured when three rear cars of a Sudbury-to-Ottawa passenger train jumped the rails near Stittsville. The other four were released immediately after treatment. CPR officials said cause of the wreck was a split rail.

10/10/1953

Ottawa Citizen

Carleton Place

Ottawa West

CPR Named Defendant

A writ has been filed in County Court for unspecified damages against the Canadian Pacific Railways, by Gerald Arthur Cooper, arising out of a May 1 accident.

At that time, Cooper states he had just stepped off a CPR train at the Ottawa West Station and was walking along the wooden platform when a depression in the boarding tripped him up, tearing the ligaments of his left ankle.

He is seeking compensation for suffering and loss of wages. Greenberg and Wright are acting for the plaintiff.

08/12/1953

Ottawa Citizen

Carleton Place

Ottawa Broad Street

Switchman At Fault In Freight Crash

Investigation by the Canadian Pacific Railway into a Broad Street accident last night when four cars jumped the tracks, causing \$600 damage and blocking the street for hours, has revealed "an error in judgement on the part of a member of the yard switching crew."

Corrective Measures

The CPR said today "corrective measures are being taken" and investigation is continuing.

Three freight cars and a flat car were pushed by a shunting engine 165 feet past the end of the CPR rails to the Broad Street city weigh scales. The cars were being shunted east and overshot the end of the rails which stop at the western side of Broad Street. The accident occurred around eight o'clock.

The cars plowed through soft ground to the pavement of the street and beyond the street to a fence beside the Palace Hotel.

Cars Struck

Two automobiles, parked near the hotel, were struck by the careening railway cars. One an early model owned by Doug Splane, 107 Fleet Street, was wrecked. The other, owned by Ronald Fortin, 193 Broad Street, was damaged to the extent of \$200.

Other damage was caused to the wire fence into which the Splane vehicle was pushed by the flat car.

The street was cleared by 10.40 p.m.

Oren Stanley, 14 Wychwood Drive, Aylmer, Que., was yard foreman while the engineer of CPR No. 3433 was S.C. Thompson.

08/12/1953

Ottawa Journal

Carleton Place

Broad Street

Nobody Said to Stop

Freight Takes Rugged Run On Broad Street

A CPR freight train, whose engineer police said "Just kept backing up" because no one told him to stop, ran out of track in the Broad street yards last night and finally halted after it had:

1. Sideswiped a parked automobile and flattened all four tires on the vehicle.
2. Cut at right angles across Broad street, shaking walls, doors, windows in the Palace House as it bulldozed past the building within 15 feet of the men's beverage room.
3. Crushed a sidewalk to rubble and rumbled across a city weigh scales, threatening the delicate underground balancing mechanism.
4. Wrecked a second automobile whose owner had parked the vehicle moments before.
5. Pushed the car Into Chaudiere Park twisting 75 feet of steel fence into broken shreds of metal.

CPR officials this morning said the train's engineer was Samuel C. Thompson, 55 Renfrew avenue.

Broad street runs north from the Junction of Wellington and Albert streets along the east end of the sprawling CPR yards Tracks run east and west, ending, on the east side of the yards, 100 feet from the west sidewalk. There are no railway bumper guards at the ends of the tracks.

At eight o'clock last night a train of six empty box cars and an unloaded flat car were being backed east by a shunting engine.

No Guard Say Police.

City police said their investigation showed no brakeman or guard had been stationed at the east end of the tracks to warn the engineer his train was nearing the stopping point.

So the engineer just kept right on until the sound of rending steel echoed the length of the train, to his cab.

"Then", police said, "he stopped."

Uniformed members of the company's police force tried to prevent news photographers from taking pictures of the train as It rested across city property.

His Car Wrecked.

Meanwhile Douglas Splane, 107 Fleet street, Ottawa, a waiter in the men's beverage room of the Palace, owner of the wrecked automobile, viewed the wreckage of his car and felt happy he had not been in it.

"I had Just parked it on the east side of the street", he said. "I went into the hotel and was just reaching for my apron to go on duty when I heard the crash. I can thank God I wasn't In the car."

Ronald Fortin, 193 Broad street, owner of the car which had been parked on the west side of the street, was in his home.

'Noise Like Thunder.'

Eileen Blais, 18, 191 Broad street, standing outside her home a half block from the crash, said the train "made a noise like thunder" when It ripped across the pavement and crumbled the sidewalk near her.

"There was no warning", she said. "Anyone standing In the path of the train would have been crushed to death. It just loomed out of the night-and was there in front of my eyes before there was even time to blink."

Traffic on Broad street was held, up for more than two-and-a-half hours while CPR yardsmen worked to, get tne freight back on its tracks.

In the first attempt the four cars across the road uncoupled.

They were joined with cables and it required two engines to haul them back to the yards.

Investigating the damage to city and private property were Constables Roger Fauteux and Guy Racine.

Find Body On Tracks

The body of an unidentified man was found on the Canadian Pacific Railway tracks, about 80 yards east of Churchill Avenue, about 5.10 o'clock this morning.

The body, apparently cut in two by Toronto-Ottawa pool train 560, was discovered by John E. Graham, 315 Kirchoffer Avenue, while on his way home from work this morning. He immediately reported the discovery to No. 2 Police Station.

(The victim was tentatively Identified by police as an Arthur Greene of Ottawa. No other details are available.

Mr. Graham found the badly dismembered body while crossing the tracks. Police said the victim was dressed in a brown coat, blue jeans, army shoes but carried no identification. A bag containing newspapers was found nearby.

Dr. W. T. Kendall, coroner, viewed the remains and had the body removed to the Civic Hospital morgue.

Investigator George Cowan, of the CPR, said the man had been hit by the pool train that arrived at Union Station . at 10 o'clock last night The train was in charge of conductor J. Gillan and engineer L. Brunette.

Police are taking fingerprints today in an effort to identify the victim.

14/12/1954 *Ottawa Citizen**Carleton Place***Train Pushes Auto 200 Feet But Driver Escapes Unhurt**

Hard-packed snow at a railway crossing proved to be sort of a "mixed blessing" in the motoring life of Franklin Wallace, of 142 Beech Street, yesterday.

First, it prevented him from getting away from the path of an approaching CPR freight train while travelling over the Beech Street level-crossing.

When the train plowed into his car, however, the automobile was pushed by the engine 200 feet along the snow-and-ice on the railway right of way without toppling.

His auto was wrecked beyond repair, but Mr. Wallace stepped out of the auto without suffering a scratch.

Slid Along Ice

"The car was struck broadside and all four wheels just slid along the ice," Sgt. William Cowan of the city police told The Citizen.

"If the railway ties had been jutting out through the snow the automobile would undoubtedly have overturned, and the driver would likely have been crushed.

"The ice and snow might have caused the accident, but on the other hand it certainly saved the driver from possible death," he said.

Mr. Wallace reported that he was passing over the crossing shortly before 6 p.m., when he suddenly looked up and saw the approaching southbound freight train.

No Traction

He tried to gain speed to get out of the way of the locomotive, but could not get traction on the slippery roadway.

The train was not travelling at a fast rate of speed at the time of the accident, but the engineer was unable to brake in time to avoid striking the car that was straddling the rails.

Though the auto remained upright, the entire right side and front was shoved in by the train,

Value of the car was estimated at \$1,200.

Engineer Lyman Payne, 217 Hinton Avenue, was operating the locomotive (No. 8401). Conductor J. E. McMullen was in charge of the train.

Sgt. Cowan and Const. Angus O'Brien investigated.

06/01/1955 *Ottawa Citizen**Carleton Place**Westboro***Car Cut In Two By Train****Toronto Motorist Westboro Victim**

A 49-year-old Toronto man, John Dworkin, of 1715 Bathurst Street, died instantly shortly before noon today when his car was cut in two by a CPR city-bound passenger train at the Leafloor Road level crossing in Westboro.

Body Found In Trunk

The car was dragged a distance of 119 feet and was completely demolished. The dead man's body was recovered from the trunk of the wrecked auto.

The crash occurred shortly after 11 a.m. on the private railway crossing behind the Leafloor Brothers coal and coke yards on the Richmond Road.

The body was taken to the Civic Hospital morgue by Exclusive Ambulance.

Coroner Dr. W. T. Kendall said Dworkin, who was alone in the car, died instantly. The victim, district manager for the Warner Weather-Master aluminum window company, Toronto, was driving north on the narrow roadway to visit his agent here, Michael Cassidy who resides north of the CPR tracks on Leafloor Road.

Saw Smash

The accident was witnessed by two Leafloor Brothers employes, Frank Miller, of 537 McLeod Street, and Ronald Dunn, of 1086 Riddell Street. They were working on a nearby lumber pile.

They told police they saw Dworkin driving down the roadway at a steady 10-miles an hour. They said that he continued onto the crossing at the same speed and the train struck the car dead center.

M Preston Leach, of 5 Church Street Smiths Falls, engineer of the train, told police he had been travelling at 40 miles an hour. The train stopped a half-mile down the track following the impact. The cow-catcher on the locomotive was so badly twisted by the crash with the big, late model sedan, that the engine could not be moved.

One car door, mangled beyond recognition, was still attached to the twisted cow-catcher. A few passengers on the train were taken to Ottawa in chartered buses.

George Coughlan, of 56 Bayswater Avenue, was conductor of the train.

It is understood that Dworkin has no immediate relatives in Ottawa.

Miller and Dunn told police that they clearly heard the whistle as the train sped towards the crossing. The crossing is a private thoroughfare, but it is used by a large number of residents in the area.

Police Constables Lionel Lefebvre and Ivan Farmer investigated the accident.

08/01/1955 *Ottawa Citizen**Carleton Place***Bus Nearly Hit By Train**

What could have been a major tragedy was narrowly averted yesterday during the 5 o'clock traffic in the west end.

A bus, in the midst of a long line of cars, was leaving Tunney's Pasture when the constable on duty at Scott Street halted the traffic.

The full bus was left straddling [sic] the railway tracks with a train heading for it from the west at a good clip. Hemmed in bumper to bumper, the bus could not move either forward or backward.

In the nick of time, whether by accident or because he noticed the train, the constable got the traffic moving and the bus got off the track two or three seconds before the train shot through.

Fastest Train To Be Seen Here Sunday

Canada's fastest transcontinental train, "The Canadian," will make its inaugural run through Ottawa next Sunday afternoon, as Canadian Pacific Railway passenger service adopts its summer schedule coincident with the reversion to Daylight Saving Time.

A New Epoch

The all-new, streamlined, stainless-steel train, diesel-hauled and featuring scenic-dome lounge cars and coaches, will usher in a new epoch in Canadian railroading.

"The Canadian," which will cut 16 hours from the present running time for the 2881-mile westward trip from Montreal to Vancouver, will arrive in Ottawa Union Station at 4.10 p.m. DST and depart at 4.20 p.m. DST.

Ottawa citizens on Sunday will have an opportunity to see the first complete train made up from among the \$42,000,000 worth of new CPR equipment which includes 178 shining cars for luxurious train travel.

Best public view of "The Canadian" will be obtainable in the vicinity of Ottawa West Station, and not at Union Station.

C. L. Burpee, general agent of the Canadian Pacific's passenger department here, points out that only passengers boarding "The Canadian" will be permitted past the train gates in Union Station, and the covered approaches to the station make it difficult to get a good look at the train from outside the depot.

Wide Open View

Mr. Burpee adds that the view is wide-open at Ottawa West:.. curve leading off the bridge over the Ottawa River to Ottawa West Station affords excellent camera opportunities, and the CPR's main line parallels Scott Street for some two miles west of the station, providing a closeup of the gleaming train in motion.

30/11/1955 *Ottawa Citizen**Carleton Place**Holland Avenue***Acquit Driver After Auto Crashes Train**

A motorist whose car was wrecked by a Pembroke-Ottawa passenger train was acquitted of a careless driving charge in City Court this morning. Marcel Landey, the driver, escaped with slight injuries in the Nov. 4 crash at the level crossing near the intersection of Scott Street and Holland Avenue. His auto was almost a total loss.

Mr. Landey, of 879 Duberry Avenue, told Magistrate Glenn E. Strike his view of the tracks was obscured by a line of parked boxcars. He said he looked but saw no sign of an approaching train.

Train engineer James McCurrie, 285 Bayswater Avenue, said he blew his whistle and sounded his bell while coming to the crossing. However, Landey testified he heard nothing before the locomotive smashed into his auto.

17/02/1956 *Ottawa Citizen**Carleton Place***Two Escape In Crashes At City Level Crossings**

An Ottawa driver miraculously escaped serious injury and a city employee operating a grader was slightly hurt in two level crossing accidents in the city.

Frederick W. Heard, 42, of 130 Bayswater Avenue, was taken to Civic Hospital after his light English station wagon was completely demolished by the CPR's crack Transcontinental flyer, the "Canadian", this morning. He suffered only shock and a minor cut over his left eye and was released almost immediately.

Grader operator Joseph Emile Forget, 584 Lisgar Street, was also treated at Civic Hospital after his machine tangled with a CPR locomotive at the Gladstone Avenue level crossing last night. He complained of pain in his left arm.

In this morning's spectacular crash, the rear of Mr. Heard's 1953 Hillman was torn to shreds. The accident occurred at the Churchill Avenue-Scott Street crossing shortly after 7 a.m. He was taken to Civic by Constable Bill Lupino.

Mr. Heard was driving south on Churchill. The CPR flyer, in charge of engineer Emile Carle, 55 Robinson Avenue. Smiths Falls, and Conductor William Quinn, 140 Third Street West, North Bay, was entering Ottawa.

Mr. Heard said he did not see the train until a split second before the impact. The heavy locomotive smashed into the rear of his 1953-model station wagon, spinning it around in a circle.

The driver told Constable Lupiano he opened the door on his side and hurled himself free. His vehicle missed him by inches as it was knocked headlong into a snowbank.

In last night's accident, the heavy city-owned grader was damaged to the extent of \$1,000 when it was carried 42 feet along the railway right-of-way by a slow-moving locomotive.

CPR engineer, Harry Creighton, told Const. Kenneth Ritchie that he was travelling south across Gladstone Avenue at about four miles an hour when the accident happened.

His engine was coupled onto a second locomotive. Both were enroute to Union Station to pick up the Toronto-bound flyer.

Mr. Forget reported that he had been backing up among the four sets of rails, CNR and CPR, but because of the noise of the grader failed to hear the warning bell and whistle of the approaching engine. A wig-wag signal that warned of the danger was not noticed by the grader-operator, police said.

16/07/1956 *Ottawa Citizen**Carleton Place**Britannia***Britannia Villagers Shocked as Smashup Raises death Toll**

Residents of Britannia Village today were still shocked by the accident which took the lives of three village teen-agers Saturday morning when their borrowed new car collided with a west bound train at the Britannia Road crossing.

They were the fifth, sixth and seventh Village teenagers to have met violent death in traffic accidents since June 5.

Roderick Clarke, 151, 141 Britannia Road and Andrew Benkis, 17, 5 Zephyr Street, were killed instantly when the fast-moving pool train sheared off the front part of a new car the boys had borrowed for a drive.

Whistle Unheard

The locomotive hit during a driving rainstorm. The boys apparently did not hear the train whistle.

Blew Whistle

Chester Shellhorn, of 2 Wellington Street. Carleton Place, engineer on the pool train, said he blew the train's whistle as he saw the car approaching the crossing. But he said he did not see the actual collision.

A flashing wig-wag signal is reported to have been in operation when the speeding train approached. Bill Waddell later told The Citizen he believed the car radio was on at the time of the accident.

ALL QUIET IN OTTAWA Tied up in the CPR's Ottawa West yards, these steam locomotives represent trains that normally radiate in all directions from Canada's capital. Now they remain silent on a side track for the duration of the strike. Visible evidence of the strike in the Ottawa Union Station is the sign, shown on the right, that says "All Canadian Pacific train's CANCELLED."

Shows 2226

21/03/1957 *Ottawa Citizen**Carleton Place**Stittsville*

Leading truck Convoy

Driver Dies In Wreckage As Transport Hits Train

STITTSTVILLE (Staff) A transport driver died here early this morning while trapped in the wreckage of his truck which had slammed into a stationary freight train an hour earlier.

Police and fellow truck drivers worked with acetylene torches while a doctor tried in vain for 55 minutes to keep him alive.

Dead is William Young, 34, of Toronto, an employee of the Smith Transport Company for the past year.

Five-Truck Convoy

He was driving in a five-truck convoy headed for Ottawa when his 15-ton vehicle rammed the freight car which was straddled across Highway 15 in the center of this village. The crash occurred at 4.05.

The impact knocked the box car off its wheels and it landed on its side 10 feet from the track, main CPR line to Smiths Falls.

Other cars of the train, a way-freight from Ottawa to Smiths Falls, were not damaged and no one else was injured. A CPR employee, Ronnie Irving of 70 Bawswater Street Ottawa, was standing at the switch a few feet from the center of the crash.

"There was a terrific bang and a lot of sparks and I heard someone scream," he said. "I ran to the truck and this fellow handed me his watch. He said 'you better take this', but there was nothing left of it"

Second Driver

By that time, Phil Davies, of Toronto, second driver in the convoy had stopped his truck and arrived at the flattened cab. "Bill was moaning but when I asked him if he was badly hurt, he just said: 'I feel pretty numb all over; you better get me out of here.'"

Villagers who heard the noise ran to the scene and equipment was brought from a nearby garage to cut the twisted metal away from Young's legs. Dr. Wilfried Igel, of Stittsville, gave Young sedative and police held him upright while an attempt was made to put the acetylene torch into operation.

But it was impossible to get at the wreckage while the injured driver remained in the cab and Davies hooked his truck to the damaged transport in an attempt to pull the metal apart

Attempt Failed

Young died before the operation could be completed. Dr. Igel said he could have been saved if taken to a hospital immediately after the accident.

Davies said he was seven or eight truck lengths behind his friend when Young's cab crumpled into the freight.

"He just couldn't see it in time," Davies said. "We were only travelling at about 26 or 27 miles an hour but the freight was right across the road and the wig-wag signal (which was working) was hidden.

"It was just like suddenly coming up against a brick wall in the middle of the night. There was no one signalling to us or anything."

Ed Doyle, also of Toronto, was third truck in the line. "We had stopped for coffee at Kinburn and we had changed places. I was lead driver before that" he said. "Bill was talking about his family and about how his daughter would be after him to get her a ticket to see Elvis Presley.

"I knew he was pretty well finished when I talked to him in the cab after the crash and I wanted to ask him if he had anything to say to his family. But I knew it would be better if I didn't say a word about him dying."

Two ambulances stood by while attempts were made to free the trapped man who was bathed in the glare of a huge spotlight. Although more than 100 persons had gathered, no one spoke in tones above a whisper.

The 39-car train was dropping off the freight car of dry goods at Stittsville. The car was fifth from the engine. The truck was loaded with groceries bound for a chain store in Ottawa. Neither load was seriously damaged.

The box car, although knocked onto its side, was not wrecked and the transport's trailer also escaped serious damage. The wig-wag signal was clipped off its cement foundation and the "stop, look, listen" signs were strewn on the highway.

Highway traffic was rerouted via side roads while cranes worked this morning to shift the box car. The railway line was easily cleared by lifting the wheels to one side. The track apparently was not damaged.

George Pogue, CPR Assistant Superintendent in Ottawa, arrived shortly after the crash to begin an investigation.

03/05/1957 *Ottawa Citizen**Carleton Place**Stittsville*

Blame Divided

negligence Suggested In Crossing Fatality

A CPR lawyer blasted Assistant Crown Attorney Dan Chilcott at a coroner's inquest Tuesday after Mr. Chilcott suggested to the jury that there had been some measure of criminal negligence in connection with a fatal accident involving the railway.

The jury was inquiring into the March 21 accident which took the life of William Thomas Young of Toronto, 37-year-old Smith Transport driver whose truck slammed into a stationary box car at a CPR level crossing over Highway 15 in Stittsville.

The jury found that the deceased and members of the train crew contributed to the cause of the fatality by not taking proper precautions.

Young died shortly before 5 a.m. roughly an hour after the crash while would-be rescuers tried vainly to free him from his crumpled cab.

Some Negligence

"I think there is some negligence in this case of the type that is criminal," Mr. Chilcott said.

"I don't know who should be charged or who is negligent . . . and although it probably won't go any further than the four walls of this court, I would like to suggest that the jury recommend that box cars have white luminous stripes running the length of them and possibly also a flasher," he said.

Witnesses testified that an unlighted "railway crossing sign 500 feet from the tracks probably was the only warning visible to Young. They said a wig-wag signal on the east side of the tracks had been hidden by the halted car.

The weather at the time was described as "misty" and driving conditions as "poor.

"Normal Procedure"

Members of the five-man train crew told the court the box car normally would be across the highway for only 30 seconds. They said it was "normal procedure" to carry out the operation of dropping off a box car without stationing a man on the highway to warn drivers.

G. C. Butterill, of Toronto, a solicitor for the CPR, said "this is the only inquest I have attended at which the crown suggested any thought of a criminal charge to the jury. I think it is very much out of order."

The verdict said "it is the opinion of this jury that the transport driver should have been ready to stop before going over the crossing if necessary; we also believe that the box car should have been stopped clear of the crossing until the signal was given by the flagman.

We further recommend that at all level crossings in villages, towns and cities, trainmen should be stationed at the crossings to warn all traffic during shunting operations and that signal devices should be installed in such a manner, that they should be visible to all traffic.

"In this accident we hold that the deceased and members of the train crew contributed to the cause of this fatality by not taking necessary precautions."

The inquest was conducted before Coroner Dr. C. D. Wallace of Richmond.

Cub Master Saves Tots From Train

A Woodroffe cub master's risk of life to save three small children from certain death at a west end railway crossing will be investigated by the district headquarters of the Boy Scout Association for possible commendation.

Frank Steele, 47-year-old father of six and cubmaster of the 37th "A" Cub Pack, St. Martin's Anglican Church, related to The Citizen today how he pushed three little girls, two about six years old and the other about two, out of the path of a speeding CPR freight after the children froze with fear at the sight of the approaching train.

The youngest child was being pushed in a go-cart which became wedged between the tracks and ties. When they heard the train bell and whistle the two older girls panicked and tried to push the jammed go-cart out of the way, not thinking to lift the baby out of the vehicle and run to safety.

Runs To Help

Mr. Steele, who had stopped his car at the Woodroffe Avenue crossing for the train, noticed the children and immediately ran to their help. He pushed the older girls down a slight embankment then lifted the go-cart and baby clear just as the speeding locomotive rushed past.

In the excitement Mr. Steele neglected to obtain the names of the children but he did give them a severe reprimand about trespassing on the railway tracks before he returned to his car for a slight case of aftermath jitters.

"It was a close call," he admitted. "I guess the train was only 300 feet away when I got the baby and go-cart out of its way."

Mr. Steele lives at 30 Pine Street and is a house painter by trade.

31/05/1957 *Ottawa Citizen**Carleton Place**Hinchey Avenue***Train Breaks Truck In Two, Driver Unhurt**

A train-truck level crossing smash tore a truck into two pieces but left its driver unhurt Wednesday evening.

James T. Willmott, 26, of 138 1/2 Forward Avenue, driving a heavy dump vehicle, started to cross the CPR tracks at Scott Street and Hinchey Avenue about 6.30 p.m. A freight train. In charge of engineer Harry Alexander, 62, of 44 Bayswaler Avenue, struck the machine.

The heavy box was ripped loose end dropped on the pavement at Hinchey but the truck itself remained upright. Damage to the truck was \$700. The train was undamaged.

Constable Bill Lupiano of No. 2 Station investigated.

09/09/1957 *Ottawa Citizen**Carleton Place*

In the worst accident of its kind to occur in Ottawa in many months, a family of three persons died in a level crossing crash near Britannia Saturday night shortly after 8 o'clock.

Dead are Robert E. Griffith, 28, his wife Pamela, 25 and the couple's three-year-old son Martin.

Harry McColl, 24, of Richmond, driver of the car, is in Civic Hospital suffering from head and internal injuries, but his condition is not critical.

Natives of Wales, the Griffiths had been in Canada only a little over a year, and had come from Fort Erie two days ago to take up residence at Richmond.

McColl drove his car directly into the path of a Smiths Falls-bound CPR freight train at a crossing on the Henry Side Road. This road runs from Highway 15 to Highway 17, and the crossing is a particularly dangerous one.

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William Y. Shorthouse, of 173 Daly Avenue, engineer of the freight train, told The Citizen on Sunday that a few seconds before the crash he noticed the automobile approaching the crossing from the south. He had no opportunity to bring the heavy freight train to a stop in time to avoid smashing into the car.

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From Bruce Chapman - this would be train #83.

09/09/1957 *Ottawa Citizen**Carleton Place**Britannia***Three In Immigrant Family Lose Lives**

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McColl drove his car directly into the path of a Smiths Falls-bound CPR freight train at a crossing on the Henry Side Road. The road runs from Highway 15 to Highway 17, and the crossing is a particularly dangerous one.

The driver of the auto was thrown clear in the crash, but the Griffiths were pinned in the wreck age. All three died instantly,

Robert Griffith was a baker by trade, and he had obtained a job at a Richmond bakery where McColl has been employed for some time.

The four persons had left Richmond early Saturday evening, McColl planning to drive the newcomers around the city for their first good look at the Capital.

William Y. Shorthouse, of 173 Daly Avenue, engineer of the freight train, told The Citizen on Sunday that a few seconds before the crash he noticed the automobile approaching the crossing from the south. He had no opportunity to bring the heavy train to a stop in time to avoid smashing into the car.

Nepean - Gloucester Constable John Rogers, who investigated the accident, had considerable difficulty in establishing the identity of the victims.

McColl was unconscious for some hours after the crash, and members of the Griffith family had no identification on their persons.

The Griffiths had no relatives in Canada, and police during the weekend were endeavoring to locate either relatives or friends in Wales. The bodies are presently in the morgue at Civic Hospital.

Capton to picture

THREE DIED IN WRECKAGE Members of the Griffith family, in the Ottawa Valley for only a short time, were out to have their first good look at the Capital when the car in which they were riding was involved in a crash with a CPR train at a level crossing near Britannia. Dead are Mr. and Mrs. Robert E. Griffith and their three-year-old son Martin. Driver of the car, Harry McColl, 24, of Richmond, is in Civic Hospital where authorities say his condition is not critical. He was thrown clear in the crash. Photo by Newton

Halt Train To Avoid Snow Plow

A CPR passenger train a flagged down shortly before it would have struck a Nepean Township snowplow, stuck on a level crossing near Stittsville Saturday afternoon.

Sefton Nesbitt of Richmond was plowing a sideroad when the grader equipped with a wing plow began to slide down the shoulder of the road as he was crossing the railroad track. When he tried to back up, the heavy grader turned over side ways into the ditch, leaving its front end and the wing plow blocking the railroad track.

Neither Nesbitt nor his 16-year-old son Garry, who was with him, was hurt.

Nesbitt ran to a nearby farmhouse and telephoned to Reeve Aubrey Moodie of Richmond, then hastened back to try to extricate the upset grader.

Reeve Moodie ordered a heavy winch truck from Stittsville which sped to the scene.

Meanwhile Mr. Moodie had telephoned to the CPR station to ask that the passenger train, known to be due within a short time, be held until the grader was removed from the track.

18/07/1958 *Ottawa Citizen**Carleton Place***DERAILMENT IS AVERTED**

Possible derailment of the fast Toronto-Ottawa CPR passenger train at a West End crossing last night was averted when a passing motorist spotted a broken rail and notified railway officials.

The damaged rail was replaced in time to allow the Ottawa-bound train to continue its trip without delay. The motorist drove away without identifying himself.

He had stopped at the level crossing for a Smiths Falls bound freight train when he noticed about 10 inches of track had broken off.

The regular evening passenger train from Toronto travels that particular section of track at a high rate of speed.

13/01/1959 *Ottawa Citizen**Carleton Place**Roosevelt Avenue***30 Foot Toss****Train Hits car Injuring 3 Men**

Three men were injured one of them critically yesterday as the CPR's sleek, stainless steel "Canadian" plowed into an automobile at Roosevelt Avenue near Scott.

In fair condition in Civic Hospital is Leo Laflamme, 49, of 231 Clarence Street. He has chest, head and possible abdominal injuries and was on the hospital's critical list until this morning.

Suffering a fractured leg and other injuries, but in satisfactory condition is Maxime Poitras, 34, of 38 Courcellette Street, Hull. Also with a fractured leg and lacerations is Gervais Poitras, 37, 137 Maisonneuve Street, Hull.

The luxury trans - continental train with domed bar car had just pulled out of Ottawa station after dropping Russia's new ambassador to Canada Amasasp Aroutunian and his family who rode the train from Montreal.

The train demolished the late model car, flinging it 30 feet along the right of way west of Roosevelt Avenue spilling bodies as it went.

Damage to the diesel engine driven by William Shorthouse of 173 Daly Avenue was not sufficient to hold up the train more than half an hour.

The three men were returning from a construction job at Bells Corners when the mishap took place shortly before 5 p.m.

Leo Laflamme, the most seriously injured of the three was driving the car at the time.

Gervais Poitras told police he was sitting in the front seat beside Laflamme with his brother Maxime in the rear seat.

As they approached the crossing adjacent to Scott Street they failed to see the train and did not hear either the bell or the horn, he said.

Saw Train Too Late

Maxime did see the train at the last moment he said, and yelled to Laflamme to step on the gas and beat the train across he was afraid if the brakes were applied the car would skid into the engine on the icy roadway.

The train hit the car almost dead in the center and two of the men were spilled out onto the side of the track while Maxime Poitras was pried out of the wreckage.

Four witnesses who either lived nearby or were passing at the time told police that they had heard both the horn and the bell of the train being sounded shortly before the smash.

There are no wig-wag signals at the crossing.

23/02/1959 *Ottawa Citizen**Carleton Place**Hinchey Street***Truck Slides Into Train; No One Hurt**

A coal truck driver and his helper escaped injury when their vehicle skidded into a slowly moving freight train at the CPR Hinchey Street level crossing Saturday morning.

The diesel freight with engineer Eugene Piche, of 167 St. Laurent Blvd., was delayed 20 minutes.

Bernard Sylvestre, 20, of 37 Garland Ave., driver of the truck, said he applied his brakes but skidded on fresh snow. The front of his truck caught the side of the locomotive.

Britannia Guard Killed by Train .

By Dave Struthers Citizen Staff Writer

A railway crossing guard died instantly last night when he was hit by a train as he leaped to warn teenagers away from the RR gates at Britannia Park.

Employed by the city as a special guard at the crossing leading to Lakeside Gardens, Alexandre Synek, 68, of 498 Somerset West, had been on duty at the crossing for the past three summers.

He stepped from his shack as a Dayliner hitting better than 55 miles per hour whistled for the pier crossing.

He managed to pull down his north gate then tried to race across the track to shut the opposite barrier witnesses said.

The elderly man apparently either slipped or was a bit slow getting across, police indicated.

Hurled 118 Feet

The left side of the cab of the streamlined diesel car struck him at the hip and hurled his body 118 feet down the track.

The train had Ben Chapman of 84 Hinton Avenue as engineer.

A group of teenagers bound for a special class on life saving had just stepped off the Britannia streetcar on the south side of the crossing as Synek started his fatal dash.

Between trains the gateman sat in a small sentry-like shack on the north west side of the tracks.

"He must have been a bit slow getting out of the box when he heard the dayliner and only got one gate down," a policeman said.

Seeing the youngsters on the south side of the track where the right of way parallels the tram track he dashed to shut the other gate and stop the youngsters.

"He seemed to slip he was almost across the track when the front of the train slammed him," Gail Gordon, 17, of 262 Parkdale told police.

Gail was walking with Angelina Szepa, 15, and three other girls all bound for the life saving course.

Sgt. King Ackland and Const. William Lytle Investigated at the cen of the 7.20 p.m. accident.

Coroner Dr. W. T. Kendall said the man died almost instantly.

An inquest is expected.

A retired railwayman Mr. Synek leaves two sons, Oscar of 498 Somerset Street, an engineer with the Canadian Pacific, and Camille of 46 Nelson Street.

Funeral arrangements are incomplete.

The fatal accident again points up the urgency of early federal government action to make available about \$12,000,000 for the second phase of the NCC railway re-location program.

Under this plan, which will take five years to complete, the CPR main line passenger train service will be discontinued on the line through Britannia Park and over the Interprovincial Bridge between Ottawa and Hull.

That part of the CPR tracks from West Ottawa station west to Churchill Avenue will be kept in use for local freight service purposes.

Commenting on the accident City Recreation Commissioner J. A. Delude said he hoped for an early relocation of the CPR line.

"The crossing splits the park and we are hoping to hear the train line will be relocated soon," he stated

"I am most sad over the death of Mr. Synek a most reliable man for us he has been a great help out there," he went on.

"I understand negotiations are to start with the aim of moving the railway lets hope It will be moved soon."

19/05/1959 *Ottawa Citizen**Carleton Place**Acres Side Road*

Grid Star Jumps Clear As Train Wrecks Car.

Former Ottawa Rough Rider quarterback Hal Ledyard, 27, jumped from his stalled station wagon seconds before it was destroyed by a speeding diesel locomotive Saturday.

Ledyard, who lives at 10 Donna Street, City View, landed in a deep ditch as the two-unit train struck his machine squarely on the right front door.

He was taken to Civic Hospital for treatment of minor cuts and bruises and shock, but was not admitted.

The accident occurred at the CPR crossing on the Acres side road, connecting Highways 15 and 17. half a mile west of the City limits. There is no warning signal at the crossing.

Ledyard told Nepean-Gloucester police constables Peter Monette and Wilf Mahoney he had seen the train approaching and had put on his brakes, but his car slid onto the crossing. He said he tried to move his machine away, but the motor had stalled.

"I made a couple of attempts to get it going, but it wouldn't start," he said. "I knew I wasn't going to be able to get it moving, so I jumped. Even at that, it was close. The train was right on top of me."

Engineer Harry Barber, of 71 Holland Avenue, operator of the westbound Brockville Dayliner, said he saw the blue station wagon slide onto the tracks. He said he had been sounding his whistle for the crossing, and redoubled his blasts when the machine did not move off his right-of-way.

The collision bent the station wagon into a right angle, completely demolishing it. Damage estimated at \$1,000 was done to the front end of the train, which was held up for almost two hours.

"At first, it was believed Ledyard had been struck as he leaped from his vehicle. Witnesses said he appeared in a semiconscious state although still on his feet. But hospital doctors said he was suffering only from shock, and that the injuries from his fall were negligible.

Ledyard is still on the roster of the Rough Riders but has not been invited to training camp and it is understood the club is trying to make a deal for him. He previously played with the University of Chattanooga and San Francisco 49'ers.

Like a turtle with a wooden leg, the afternoon pool train to Toronto limped through Hull and then proceeded to loaf her way to Toronto. It was the first time I had travelled all-diesel on the so-called fast afternoon train to Toronto.

No. 263, with diesel power was comparable to some "Slow Train to Yesterday".

A diamond-stacked wood burner would seem no more absurdly out of date in 1959 than does the present nineteen-thirties schedule. They are going to Toronto today almost a full 60 minutes slower than they were doing 28 years ago.

You get wartime speed at 1959 prices; parlor car seats have now gone up to \$2.50.

The CPR diesel stalled around with her outmoded schedule at Carleton Place and Smiths

Falls, and she operated at retarded time all the way to Brockville. There she waits a full 25 minutes. The train takes two hours to go 75.2 miles.

So, after being treated as country cousins by both railways in and out of Brockville (Montreal passengers travel 127.1 miles while we Ottawa folk go only 76.2 miles) on we

go to Toronto, we'll get another agonizing lay over at Brockville en route back to Ottawa.

The diesels today do no better than Sir Henry Thornton's high wheelers back in 1930. Since pooling, the CNR has gone "ahead" backward - with infinitely faster power.

It was exasperating to see those mighty diesels loafing through their 30-year-old time card. Both railways play it cosy, with a sneer for the passenger.

What is needed on the Toronto run is to cut the time by an hour. They take six hours and 15 minutes now; the CNR did it on their own rail, via Harrow Smith, in five hours and something, back in 1931. The CPR pretty much matched it via Tichborne on their old "Royal York"

I suggest the railways change and save the Ottawa people from dying a slow death on this devious, dreary, delaying journey.

The CPR does it on a pooled service from Montreal to Quebec, while the CNR does the same on the Montreal-Toronto run. Pick one line, then cut the schedule to 4 1/2 hours. They can do it easily.

If a quarter century ago they could do the job with a hand-fired, coal job, you would think they could do better now for the travelling public instead of offering this railway relic.

22/07/1959 *Ottawa Citizen**Carleton Place**Scott Street*

Scott-Driveway Lights In Use

Long-sought traffic signal lights went into operation at three o'clock this afternoon at Scott Street and Island Park Drive.

The new lights serve a dual purpose. They not only govern traffic flow at the intersection but give warning of approaching trains on the CPR right-of-way north of Scott Street.

When a train approaches a crossing, all lights at the intersection will go red, and at the same time, arrow signals will operate to direct the east-west flow on Scott Street.

To further expedite traffic at this point, Patricia Avenue becomes one-way southbound street, from its connection at Island Park Drive through to Mailes Street, one block south of Scott Street.

28/11/1959 *Ottawa Citizen**Carleton Place**Ottawa West*

Stop sign relocated at Bayview and Scott

In an effort to prevent tie-ups of the CPR lines, a stop sign at Bayview and Scott has been relocated, Traffic Engineer Thor Neilsen said today.

Twice recently the Canadian, CPR crack trans-continental train, has been stopped by traffic piled up across the railway tracks at Bayview and Scott. Mr. Neilsen said the stop sign was formerly located 45 feet away from the railway tracks. Because of traffic pileups it was lifted and re-located at a point 57 feet away from the nearest line of the tracks. In addition a large sign was erected well in advance of the stop sign to give motorists ample warning of the stop sign's location

Motorists Stopping

Motorists have also been stopping on the tracks at the Parkdale Avenue crossing. The crossing is protected by a wig-wag signal and the traffic flow is controlled by lights at Scott and Parkdale.

But on a number of occasions the Canadian was stalled by cars parked right on the tracks.

Mr. Neilsen said he had received no complaints about the crossing. He said it is one of the oldest crossings in the area and added that little could be done about it.

"We warn motorists not to stop on tracks," he said. "How can we stop them when they are warned by lights and wig-wag signals."

12/12/1959 *Ottawa Citizen**Carleton Place**Woodroffe Avenue*

TRAIN RIPS TAILGATE BUT DRIVER UNHARMED

An unidentified truck driver escaped death by inches when the tailgate of his truck was snapped off by the CPR Canadian this morning.

The accident occurred at the Woodroffe Avenue level crossing. The driver of the truck left the scene after surveying the damage but was later found by city police. Jack Ethier, 24, of Hamilton, said his dump truck was being pushed by another and was on the track when the warning flasher came on. He jumped to safety; the other truck got clear under its own power.

The Canadian was delayed for approximately 15 minutes but received no serious damage.

18/01/1960 *Ottawa Citizen**Carleton Place**Roosevelt Avenue*

January 9 when Walter Amisson, 40-year-old Hull man, lost his life when his car was struck by a train at the railway crossing at Scott Street and Roosevelt Avenue.

Drivers View Blocked at Crossing Says Jury

A coroner's jury last night divided the blame for a train-car collision which caused the death of Walter Amisson, at the CPR Roosevelt Avenue crossing on January 9.

After nearly an hour's deliberation the jury under the formanship of John Sylvain, 211 Blackburn Avenue, brought in a verdict criticising the leaving of construction equipment adjacent to the railway. They also held that the deceased contributed partially to his own death "by driving his car while his abilities were impaired by alcohol."

Amisson was killed when struck by a double dayliner of the CPR on the Brockville-Ottawa run.

Coroner Dr. W. T. Kendall heard 16 witnesses.

The jury recommended steps to avoid such accidents in future. Their verdict read in part:

"We feel that such accidents might be avoided if construction equipment was removed, far enough from railway crossings or intersections to give an adequate view of approaching trains or traffic."

Evidence at the inquest indicated that the view at the fatal crossing was impeded by shovels and embankments where a water main excavation was being made along the CPR right of way and a detour existed.

Several witnesses said they heard the train sound its horn before the accident occurred.

The car was thrown 35 feet by the impact, while the driver was hurled 104 feet to the platform of an unused station near by.

Engineer Kenneth W. Cope, 732 Byron Avenue, said he passed a whistle post a quarter of a mile from the crossing. He sounded the usual crossing warning and turned on his bell. He reduced speed by some 20 miles an hour.

"I did not see the car until I was about 25 feet away," he said. "He seemed about to make it across alright but then slowed down. I kept the horn blowing and applied the brakes. My headlight was on. It was about 4.30 p.m."

At the time of the impact the engineer said his speed was under 50 miles an hour.

Rough Detour

Police Constable Emmett Ryan, of the city police said he visited the scene of the crash shortly after the accident. He crossed the same crossing in the same direction as the deceased.

"The detour was rough," he said. "I had to proceed at about 15 miles an hour. To see the oncoming train I would have had to turn almost around and look through the left rear window. It would be difficult to see an oncoming train under the circumstances."

19/05/1960 *Ottawa Citizen**Carleton Place**Ottawa West yard***Boy Falls From Train, Breaks Jaw**

A seven-year-old Ottawa boy suffered a broken jaw and head cuts early last night when he lost his footing on a coal car in the CPR's West End yards and fell to the ground below.

Police said Raymond Simser of 7 Piney Street, was playing with other youngsters on a string of freights in the yards when he fell. The child was taken to Civic Hospital and required 10 stitches to close head cuts and the fractured jaw. He was admitted for observation.

Const. Robert Wilkins of No. 2 Police Station investigated.

16/07/1960 *Ottawa Citizen**Carleton Place**Ottawa, Broad Street***Man "Fair" After Being Hit By Train**

An elderly man escaped serious injury late yesterday when he was struck by a freight train in the CPR yards, west of Broad Street

Eli Boileau, 69, of no fixed address, was taken to Civic Hospital by Exclusive Ambulance after the accident which occurred shortly after 5 p.m.

He sustained forehead lacerations and last night his condition was described as fair.

Police said Boileau apparently failed to understand a warning shouted by yardman Peter Belanger, 2419 Clementine Boulevard.

He failed to step clear in time and the slow-moving freight car hurled him to the ground.

The accident was investigated by Const Carmen Gifford.

26/09/1960 *Ottawa Citizen**Carleton Place**Bayview Road***Family OK After Car Hits Train**

An Ottawa family escaped injuries Saturday afternoon when their car hit an eastbound CPR passenger train at a level crossing near Scott Street on Bayview Road.

Rosaire Burelle, 25, of 79 Melrose Avenue, told police he was driving south on Bayview Road with his wife and two children and did not hear or see the train until he hit it.

Mr. Burelle said he was travelling about 15 miles an hour and engineer Stan Patterson, of 706 Churchill Avenue, said the train's speed was 10 miles an hour at the time.

The car bounded off the train and came to rest on the east side of Bayview Road. Damage was restricted to the front end of the 1957 vehicle, amounting to about \$200.

This level crossing has been the scene of several such accidents in the past. There is no warning signal.

Constable Richard Abbass of No. 2 Police Station investigated.

07/11/1960 *Ottawa Citizen**Carleton Place**Britannia***AT BRITANNIA Auto Strikes Train, 1 Dead**

One of the injured in the Britannia train-car crash died just before press time. Two men were seriously injured and a child bystander cut by flying debris when a car was struck by a CPR dayliner at the Britannia Road crossing about 10.30 this morning.

Residents of the area said they heard the train whistle and the wigwag signal ringing at the time of the accident but the car had driven into the train. The two men were taken to Civic Hospital by Exclusive Ambulance and the child removed by a police car.

Sitting On Box

The little boy was sitting on a battery box about 10 feet from the track, to watch the train go by. He was struck by some material from the car after the impact.

Controls of the signal were smashed off but the signal was functioning after the accident. The train, which bore a large scrape down its right side, continued after a delay of two hours.

Investigation was conducted by Sgts. Ellard Miles and William Cowan and Constable James Reynolds.

CAROLE JONES

Fast Dayliner Kills Girl, 6

Six-year-old Carole Callan Jones, of 205 Island Park Drive, was killed about 4 p.m. yesterday when struck by a fast-moving CPR dayliner at a level crossing on Island Park Drive just north of Scott Street.

A daughter of Mr. and Mrs. Lloyd J. Jones, she died of head injuries in Civic Hospital some 3 1/2 hours after the accident.

A spokesman for the Champlain Home Owners' Association said the dayliner was travelling at 60 miles an hour but a CPR spokesman stated the speed was 40.

Heard Screeching Of Brakes

The allegation was made by J. R. Anderson, esstutive officerr of the Champlain Home Owners' Association, who lives at 276 Island Park Drive.

Mrs. Anderson heard the sudden screeching of the train's brakes and went out to see the little girl dying.

The CPR spokesman said it has definitely been established that the speed of the train at the time of the accident was 40 m.p.h.

He said the intersection is a protected crossing. The bells were ringing and the lights were on and there was a school patrol on the spot at the time.

City Stymied

The city has exhausted every possible means to have train speeds at level crossings reduced. Alderman Murray Heit said today.

Alderman Heit, chairman of the civic trains speed committee, said that last August he, with city solicitor Gordon Medcalf, appeared before a board of railway transport commissioners appealing for a speed of 45 m.p.h. at level crossings.

He said the railways were adamant in their refusal to cut speed at level crossings. They held trains were on schedule and speeds could not be reduced and schedules maintained. The board of railway transport commissioners rejected the city's application for reduced train speeds.

The youngster was on her way home from Hilson Avenue School when hit by the onrushing east-bound train. Among the first at the scene was her mother, who had come to meet her with a car.

Crossed Safely Once

Directed by a school patrol at Scott Street, Carole had just made one safe crossing of the tracks when her mother passed her in the auto.

The girl was struck as she tried to recross the tracks to join her mother, who was busy parking the car on Patricia Avenue near Scott Street.

Mrs. Jones did not witness the accident.

Engineer Dalbert Payne, of 151 Spadina Avenue, vainly applied the brakes when the youngster suddenly appeared in front of the train. It stopped 725 feet east of the crossing.

Whistle Blew

Conductor Clyde Taman, of 638 Gilmour Street, said the train whistle was blowing as it neared the crossing, which is guarded by flashing red "wigwag" signals.

Born in Ottawa, Carole was in Grade One at Hilson Avenue School. Her mother is the former LeNor Callan.

Besides her parents she leaves a brother, Craig, 17, and a sister, Brenda, 15, both students at Fisher Park High School.

Mr. Jones is vice-president and general manager of R. A.Beamish Stores Company Limited.

13/12/1960 *Ottawa Citizen*

Carleton Place

Island Park Drive

Jury Attaches No Blame In Girl's Train Death

Six-year-old Carol Callan Jones was wearing a fur-lined hood over her head when she was killed by a CPR dayliner November 17, a coroner's jury was told last night.

"I don't believe she ever heard or saw me," said engineer Delmer Payne, of 153 Spadina Avenue.

A daughter of Mr. and Mrs. Lloyd Jones, 205 Island Park Drive, Carol was struck at the crossing on Island Park Drive north of Scott Street. She died a few hours later in Civic Hospital

Attach No Blame

Last night's jury attached no blame in the fatality. Like some other recent juries, though, it called for a reduction of train speeds in the city to "the speed limit for other vehicles".

Engineer Payne testified his engine was travelling at 40 miles per hour as he approached the crossing, sounding his horn and warning bell from a quarter-mile away.

Inside the city, he said, engineers have instructions not to exceed 45 miles per hour. At some crossings, lower speeds are specified, he added.

Evidence was that the wigwag warning signals at the crossing were also working at the time of the accident.

Recrosses Tracks

Sgt Kingsle'y Ackland of the Ottawa police said the girl had already made one safe crossing of the tracks on her way home from Hilson Avenue School.

She was struck as she re-crossed the tracks to rejoin a school patrol on Scott Street, where her mother had arranged to meet her with a car.

Still Alive But Serious

Train Hits Woman Pedestrian

A woman pedestrian survived a close brush with death yesterday as the Island Park Drive Scott Street level crossing almost claimed another victim. Mrs. Helen McGregor, 48, of 394 Bronson Avenue, was struck by a diesel locomotive, then dragged 36 feet. She was seriously injured, but Civic Hospital officials believe she will live.

The accident occurred at exactly the same spot where six-year-old Carol Callan Jones, daughter of Mr. and Mrs. Lloyd Jones, of 205 Island Park Drive, was struck and killed by a CPR diesel November 17.

Stumbled Into Train

Witnesses said Mrs. McGregor appeared to either jump or stumble into the path of the locomotive. The sidewalk crossing over the rails has large gaps where a foot might become tangled and possibly stuck.

Two city aldermen said that, although they believe the crossing is under the supervision of the National Capital Commission, they would personally inspect the accident to see whether the sidewalk crossing was particularly dangerous.

City police said speed of the train was not a factor in yesterday's near fatality.

Not Fast Train

Mrs. McGregor was hit by a CPR shunting locomotive, which was drawing a boxcar, a tanker and a caboose. Engineer Oscar Synek, 51, of, 498 Somerset Street West, said he was moving between 20 and 25 miles an hour, and brought his train to a stop in less than 90 feet.

The train operating between Ottawa West and Britannia, was moving west to the Independent Coal and Lumber Co. Ltd. siding. Mrs. McGregor was walking south.

Mr. Synek a CPR employe for 34 years and an engineer since 1950, said Mrs. McGregor seemed to "jump or fall, rather than walk", into the path of his locomotive. He said he saw her for some time before the accident, and said she appeared to be looking all around her.

Woman Saw Engine

He said she glanced in the direction of his train several times.

Engineer Synek said he had "no idea" what happened at the last instant, when Mrs. McGregor hit the front of his locomotive.

He said he yelled "she's going to go right in front of the train" to his fireman, Conrad Gratton, 36, of 330 Lafontaine Street, Eastview, then lost sight of her.

Mr. Gratton also was unable to see the actual impact from his position on the left side of the cab.

First man to reach the injured woman, after the train stopped, was brakeman Mike Zaroski, 52 of 18 Armstrong Street

"She was semi-conscious but her face and head were a mess", Mr. Zaroski said. "I didn't know how bad she was, but I did what I could to help her."

Mrs. Mc Gregor was taken to hospital by Exclusive Ambulance.

Dragged

Police believe they woman became entangled in the stairs at the front of the diesel and was dragged, rather than knocked, completely across Island Park Drive. Sgt A. D.- McConnell and Constable Emmett Ryan headed the investigation.

Two aldermen who have taken an active part in trying to eliminate level crossing accidents, Mrs. Cecile O'Regan and Dr. Murray Heit, expressed shock that the Island Park-Scott crossing had come so close to claiming its second life in less than a month.

"It's terrible", Mrs. O'Regan said. "I remember an accident some years ago at Woodroffe where a woman got her foot caught in between the rail and a sidewalk and was killed by a train. This crossing at Island Park Drive must certainly be checked.

"It's awful that two bad accidents should happen so close together at the same pedestrian crossing. Perhaps it should be investigated to see whether a gate for pedestrians could be put up there and perhaps at other busy crossings elsewhere."

Dr. Heit, chairman of the city's train speeds committee, said he would also inspect the crossing personally.

"It's the only thing to do. If a danger exists there, it must be eliminated."

30/12/1960 *Ottawa Citizen**Carleton Place**Britannia*

Four persons were killed shortly before noon today when their car was struck by a CPR passenger train at the McEwen Avenue crossing in Britannia.

The wreckage was carried for 1/4 of a mile west along the tracks.

One of those killed has been tentatively identified as George Stead, 62. the other victims were a woman, another man and a boy. They have not been identified.

The accident occurred at 11.15 a.m., when the CPR four-coach train was bound for Brockville from Ottawa.

The crossing has no lights or signals.

The impact of the crash welded the 1950 Pontiac to the front of the diesel and cutting torches had to be used to detach it.

Body thrown from car.

Mr. Stead's body was thrown from the wreckage 100 yards from the crossing, and the bodies of the other three persons were removed when the train came to a stop.

Considerable damage was done to the front of the train.

The train engineer was Stan Patterson, of 706 Churchill Avenue, who was also the engineer when Kenneth Sparks was killed at the Britannia Road crossing November 7, 1960.

The car was travelling north across the track.

Other members of the CPR crew, all Ottawa men, included: W. Nevins, fireman; J.E. Murphy, conductor; J.E. Craig, trainman and W.E. White, baggageman. The train consisted of a diesel engine, baggage car and three coaches.

The four bodies were taken to the Civic Hospital morgue.

Coroner Dr. W.T. Kendall was called to the scene and pronounced all the victims dead.

Further report in the next day's paper:

No Thanks from Mother

Alert Yardman Pulls Tot from Train Path

A two-year-old child was snatched from possible death in front of a crack CPR passenger train by a fast-thinking railway worker at the Ottawa West station Tuesday afternoon.

Merland Bennett, 36-year-old CPR yardman, was standing near the Bayview Road crossing as the westbound Canadian came over the bridge from the Hull side of the Ottawa River.

Playing On Tracks

As the train neared the west end of the platform, Bennett saw a small child playing on the tracks in the path of the train.

Horried, Bennett rushed over to grab the child.

The tiny tot, between two and three years old, got up and started to run away from him, westward down the track, in the same direction as the train was moving. Before Bennett could reach him, the child had stumbled and fallen down between the rails. Bennett scooped up the scared youngster and jumped to the north side of the tracks, as the gleaming train picked up speed and continued on.

Grabbed By Mother

After the train had passed, an excited woman whom the child called "mother," grabbed the youngster from the railwayman and, without waiting to thank him, led the infant off toward Wellington Street.

A CPR spokesman said that while the train was not moving faster than five or six miles an hour at the time, it was beginning to pick up speed for its trans-Canada run westward.

He said it was "very alert action" by Mr. Bennett who ran ahead of the train to pick up the fallen child.

He added that Mr. Bennett who lives on his farm at Breckenridge, Que., has "great respect for trains," having lost part of his right hand in a yard accident in July, 1958.

Mr. Bennett is married and has two daughters, Linda, 5 and Mary, 2.

16/02/1961 *Ottawa Citizen**Carleton Place**McEwan Road*

Jury Urges Crossing Protection

A coroner's jury last night recommended that all railway crossings in the city be protected with mechanical warning devices.

Meanwhile it urged that stop signs be erected at all unprotected crossings.

The jury was inquiring into the death of George Edward Stead, 77, of 60 McEwen Avenue, whose car was hit by a westbound train at the McEwen Avenue CPR crossing December 30.

Also killed in the crash were his wife, Ethel, 66, and their two foster children Gerald Davis, 11, and Robert Falls, 10.

No Blame

The jury offered no explanation for the accident, which occurred at an unprotected crossing around 11 a.m. However, it cleared the train crew of any blame, noting that the crew had taken "all possible precautions".

Fireman Willbert Nevins said the car approached the crossing slowly, as if it were about to stop. When it failed to do so, engineer Stanley Patterson vainly applied the train's emergency brake.

Mr. Stead was hurled from the car by the crash. Like his three passengers he died instantly.

03/03/1961 *Ottawa Citizen**Carleton Place**Westboro*

Landmark Gone

Disappearance with out a trace of the old CPR station at Westboro brings nostalgic memories to oldtimers like Stanley Hutton . . . now over 80. Mr. Hutton remembers when Ottawans used to "take the train" home to Westboro from downtown before there were trams and buses.

Saturdays the platform of the little brown building would be crowded with passengers awaiting transportation to summer cottages at Britannia.

Thousands of winter travellers have stomped in from the icicle-trimmed platform to warm themselves at the pot-bellied stove in the waiting room while the operator in a green eye shade clicked a busy morse key. The last years were years of degradation for the familiar old building.

It stood silent and empty, its windows shattered by unfeeling youngsters of a new generation, its walls covered with their lurid messages.

"It's all gone now, sighs Mr. Hutton.

20/09/1961 *Ottawa Citizen**Carleton Place**Ottawa West*

First step is taken to fill in Nepean Bay.

First step has been taken on a co-operative city-national Capital Commission project to fill in part of Nepean Bay for park and recreation purposes.

The Nepean Bay project, requiring about two years to complete, will provide a causeway to be used as the eastern approach to the new Ottawa River Parkway from Fleet Street and Bayview Rad.

The city has taken action to secure necessary approval from the Public Works department, under the Navigable Waters Act, to construct the Nepean Bay Causeway using rock fill from the city sewerage construction scheme now under way.

The NCC has already started preliminary work on the Ottawa River Parkway from Parkdale Avenue to Island Park Drive.

The current NCC national capital \$20,000,000 railway relocation scheme will result in a general cleanup of the present CPR tracks and old round house in the Nepean Bay area.

The CPR crossing from Ottawa to Hull, via the Prince of Wales Bridge, will remain to provide the only railway link between Ottawa and Hull with the disappearance, about four years hence, of the railway crossing of the Interprovincial Bridge.

18/01/1962 *Ottawa Citizen**Carleton Place**Ottawa West*

Caption for picture of Bennett holding a child in front of CPR 180x

Merland J. Bennett, CPR switchtender of Breckenridge, Que., will receive the Carnegie Hero Fund Commission medal for his act of bravery last Feb. 14. Mr. Bennett grabbed three year-old Robert McKenzie seconds before a train would have struck him as he lay between the tracks where he had fallen. The child, son of Mr. and Mrs. Robert F. McKenzie of 36, Melrose Ave., had wandered onto the tracks and Mr. Bennett saw the train approaching at about 12 miles per hour. Here Mr. Bennett and Robert re-enacted the event, for the benefit of a photographer. (See also page. 3).

Heros Medals Awarded

The first Carnegie Hero Fund Commission medal for bravery to be awarded to an Ottawa district man since 1942, was announced by the Commission's manager, David B. Oliver, in Pittsburgh, today.

A Carnegie bronze medal and \$500 cash will go to Merland J Bennett, 36-year-old CPR switch tender, of Breckenridge, Que. Mr. Bennett saved three-year old Robert McKenzie from being killed by a train at Ottawa West station last Feb. 14.

Robert's parents are Mr. and Mrs. Robert F. McKenzie, now of 36 Melrose Ave. Mr. McKenzie is a CNR express motorman.

Commission assistant manager Donald G. Sink said it will take four to six weeks to have the medals struck at the US. Mint at Philadelphia. The medal and cash award will be presented to Bennett by a senior CPR official at a later date in Ottawa.

More Medals Expected

"It is probable that we will have more Canadian awards this year than during the past 10 years," Mr. Sink told The Citizen.

Gave Award

There was only one award in Canada each year from 1954 to 1960, with the exception of 1956 when there were two. Five awards were made to Canadians in 1953 and none in the years 1952 and 1951.

29/03/1962 *Ottawa Citizen**Carleton Place**Ottawa West*

Medal For CPR Hero Of Rescue

The last chapter in an exciting story that began on Feb. 14 last year, will unfold here Friday when Merland J. Bennett, 36-year-old CPR switch tender of Breckenridge, Que. receives a Carnegie Hero Medal for his act of bravery.

Mr. Bennett snatched three-year-old Robert McKenzie seconds before a train would have struck the child as he lay between the rails at Ottawa West station. The young son of Mr. and Mrs. Robert F. McKenzie of 36 Melrose Ave. had wandered onto the tracks and Mr. Bennett rescued him as the transcontinental train approached only yards away.

CPR assistant general manager G. W. Miller of Toronto will present the Carnegie bronze medal to Mr. Bennett who earlier received a Carnegie Hero Fund Commission cheque for \$500 in recognition of his outstanding heroism.

31/03/1962 *Ottawa Citizen**Carleton Place**Ottawa West*

CARNEGIE HERO AWARD

CPR assistant general manager G. W. Miller of Toronto and three-year-old Bobbie Mc-Kenzie, admire the Carnegie Hero bronze medal presented by Mr. Miller Friday to Merland Bennett (centre), who saved the young lad's life on Feb. 14, last year. Bennett, a 36-year-old CPR switch tender, from Breckenridge, Que., snatched the infant son of Mr. and Mrs. Robert F. McKenzie of 36 Melrose Ave., from the tracks as a transcontinental passenger train was passing the Ottawa West station. Mr. Bennett earlier received a \$500 cash award from the Carnegie Hero Fund Commission for his heroic act. Citizen-UPI Staff Photo

21/06/1962 *Ottawa Citizen**Carleton Place*

Operation of trains on the CPR trans-continental line through Britannia will end in 1965 with completion of necessary railway intersection facilities at Bells Corners. This line will be used from Ottawa West station west to Churchill Avenue for industrial freight for a few years until industries there can be re-located. The freight trains will use the CPR Pres-cott line for access, backing in west from the station.

01/08/1962 *Ottawa Citizen**Carleton Place*

Driver's 'Drive' Really Railway

An Ottawa motorist found parked and asleep on CNR [sic] tracks at Scott Street last night told police he had a flat and just pulled into "this driveway" to get off the road.

Police from Number 2 Station were called to the Ottawa West CPR Station at 2 a.m., by a passerby who said, "Someone's trying to drive up the tracks in a car".

Arriving on the scene Sgt. Tom Glenn and Const. Desmond Sloan found three tired gentlemen asleep in the front seat of the car blocking the Shawville shunter.

Police wakened the men, sent two of them home to bed and took the driver of the vehicle to the police station for questioning.

Charged with driving while his licence was suspended is Percy Beaudry, 62, of 371 Stewart St.

14/03/1964 *Ottawa Citizen**Carleton Place**Scott Street*

Friday 13th crossing crashes kill five

A 22-year-old taxation employee was killed in a Scott Street level crossing crash at Tunney's Pasture Friday afternoon, seven hours after a car-speeder collision on Wood-roffe Avenue which killed four men.

George William LeBel of 563 Chapel St. was killed when the car he was riding in was struck by the westbound Canadian Pacific transcontinental train at Ross Street.

Shortly after 9 a.m. yesterday, which was Friday 13th, Willis White, 60, of RR 2 Bells Corners, Antoine Per-rier, 48, of Moose Creek, and John Passaw, 29, of Renfrew were killed when their light track car was struck by an auto.

A fourth man, James Knox McLean, 59, of 3011 Base Line Rd., died in the Civic Hospital about 6 p.m.

The Scott Street mishap was preceded by a number of coincidences which contributed to the crash.

A fire drill at 4.10 p.m. sent income tax employees home seven minutes earlier than usual.

LeBel, with Edward Lane, IS, of 702 Chapel was walking towards the bus stop when Rolf Posma, 22, of 187 Second St. stopped his car and asked the pair if they wanted a lift.

"As Rolf started up he and Bill were joking about something. Rolf had his head turned towards Bill.

"The next thing I knew we were about five feet from the tracks and I saw the train and heard the whistle. Rolf stopped the car but it was on the tracks. He tried to put the car in reverse but the gears jammed and the car wouldn't move forward or backwards. He swore.

"I sat there and waited for the train to hit. I grabbed onto something in the back of the car, I don't know what it was. It w as only about a second or two from the time I saw the train until it hit.

"I sat there and watched the train hit. It spun the car around in a circle."

"I got out of the car and looked around for Bill. I couldn't see him but Rolf was about 20 feet away beside the tracks.

I ran down to see if he was still alive.

"Bill had been thrown about 10 feet. His head had struck the curb. He was dead when I got to him," he said.

Lane was treated at the hospital for minor injuries. Posma, badly shaken up, was admitted for observation but his condition was reported as good.

Testimony at inquest prompts adjournment

Testimony by three railwayman into the Friday March 13 death of a 22 year-old taxation employee caused an Ottawa coroner to adjourn a Monday evening inquest.

"Because of confliction, we're going to have to get more witnesses including the city solicitor and a host of others," said Coroner Dr. W. T. Kendall. The inquest jury had heard seven of 26 witnesses called by the Crown to testify in the death of George William Lebell of 568 Chapel St., killed after the car he had accepted a ride in was struck by a transcontinental train at Scott Street and Ross Avenue.

Three of the witnesses, including engineer William Shorthouse of 1 Daly Ave., fireman Frank Alexander of 1220 Carling Ave. and CPR assistant-superintendent W. J. Koehn of 1212 Meadowlands Drive, had testified as to the train's speed and rules governing it within the city.

All three said the train was limited to 35 miles per hour until it reached the city limits at Parkdale Avenue.

Dr. Kendall objected, saying the city limits extended farther than this.

'Something wrong'

"Holland Avenue is the geographic centre of the city of Ottawa, yet the city limits as far as the railway is concerned is one block east of this street," he said. "There's certainly something wrong here."

Mr. Koehn said the railway had established the city limits at Parkdale as the result of a Board of Transport Commissioners order of 1918, issued when Parkdale Avenue was the city's western limit.

"It's up to the city to apply to the board to change its order extending the city limits sign on the right-of-way," he said.

Mr. Koehn testified that, as a result of the loss Avenue fatality, the board had "as a matter of course" issued a "slow order" of 25 miles per hour over the crossing, west of Parkdale Avenue.

Engineer Shorthouse said the train usually proceeded at about 10 miles per hour as far as Ottawa West, then increased its speed to between 20 and 22 miles an hour.

Traffic heavy

He said traffic was heavy at all crossings in the city's West End on the day of the accident.

Earlier, Dr. Maxwell Klotz, chief pathologist at the Ottawa Civic Hospital testified that the victim died of a fractured dislocation of the neck that "caused death almost immediately."

The inquest continues tonight.

Inquest told of five minute ride to death

The eye-witness account of a five-minute ride that ended in the March 13 death of a 22-year-old taxation employee was unfolded on the second night of a coroner's inquest Tuesday.

I had overheard Rolf (Posma) I say he was going uptown after work and I asked him for a lift after we got out of work," said Edward Lane of 25 Adelaide St., an auditor with the government's taxation division at Tunney's Pasture.

Rolf Posma was the driver of a 1956 Volkswagen in which George William LeBel was a passenger when it was struck by a CPR transcontinental train Friday, March 13, near Ross Avenue and Scott Street.

LeBel was killed in the crash just five minutes after he and Lane had accepted a ride from Posma.

"We got in the car about 100 feet from the railway crossing," said Lane. "I got in the back seat and Bill got in the front.

"It was the first time I got paid and there was a lot of excitement. Bill had turned around, talking to me, and I had mentioned to Rolf that he change the radio station as we crept along in the bumper-to-bumper traffic.

Glimpsed train

"As he switched the station, I saw the train about 150 to 200 feet down the track," said Lane. "I didn't really see it, I just caught a glimpse of it.

"I didn't say anything," he said. "Then Rolf looked up and saw it.

"He put on the brakes and the car stopped on the track while I watched the train coming."

"Rolf was trying to get it in reverse, I heard it grind, I looked down at the gearshift and up again and I knew we were going to get hit then.

"After the train hit us, I jumped out the left hand side of the car and my first thought was to find Bill and Rolf.

Lying near tracks

"I saw Rolf lying near the tracks, went down to see if he was all right and saw Bill. I bent over him, opened his eyelid, and knew then that he was dead," he told the jury.

Posma, testifying under the protection of the Canada Evidence Act, told the inquest of the events he remembered concerning the crash.

"All I can remember is being hit."

"I can't say I panicked," he said. "I thought I'd have enough time to put the car in reverse and back up."

He told the jury that he had heard the train's whistle for the first time when it was about 50 to 60 yards away.

"All I can remember after we were hit was being carried away on a stretcher," Posma said.

3 days in hospital

He spent three days in hospital with a fractured collarbone and multiple cuts to his body. Lane was uninjured.

The inquest also heard 12 witnesses describe what they saw. Most were fellow workers. The inquest resumes this evening.

All parties get blame in railway track death

In a three-page handwritten verdict, an Ottawa coroner's jury has blamed all parties involved in the March 13 death of 22-year-old taxation employee William LeBel.

Coroner Dr. W. T. Kendall termed it "the longest verdict of my career."

The recommendations

After two hours and 40 minutes of deliberation, the jury recommended Wednesday night:

- That specific warning systems at both the Holland Avenue and Ross Avenue CPR crossings be established.
- That sidewalks for pedestrians be provided north of the tracks on Ross Avenue.
- That Ross Avenue be widened from its present 28-foot width.
- That the city of Ottawa specifically petition the Board of Transport Commissioners to bring railway regulations up to date and adopt uniform city limits.

LeBel died when the small car in which he was a passenger was struck by a CPR transcontinental train near Scott Street and Ross Avenue.

Sent home early

The accident happened five minutes after the government's taxation department was sent home early because of a fire drill.

The jury said the events "combined to produce a set of circumstances which made disaster almost inevitable."

Dr. Kendall referred to it in his address to the jury, before they retired, as "almost an act of God."

"We find that the operation of the train and the condition of its emergency equipment were in conformity with the required standards," the jury's verdict stated.

"However, the train crew sensed that traffic across the tracks was unusually heavy and under the circumstances the engine driver could well have throttled back and braked the train to slower speed immediately after passing Holland Avenue.

"He knew there were no warning lights at Ross Avenue and he saw the continuous stream of traffic over the track at Ross Avenue, which indicated that something unusual was taking place, since normally the traffic over the crossing at that time was limited."

'Conditioned'

The jury also said that a number of drivers had become "conditioned" to crossing the tracks without paying attention to the railway traffic.

The jury also blamed the Department of Public Works for not providing adequate warning safeguards for personnel at the crossing; the passengers "who contributed equally to the inattention of the driver;" and the driver himself.

"The driver of the vehicle cannot be absolved of his responsibility to operate the vehicle with due caution under the circumstances," the jury said.

"The driver had taken none of the usual precautions to insure the safety of the vehicle and his passengers when approaching the crossing."

The jury found that LeBel died of a fractured dislocation of his neck "by being flung from the right-hand front seat of the car." It noted that the use of safety belts could "possibly have been instrumental in avoiding the fatality which occurred."

09/05/1964 *Ottawa Citizen*

Carleton Place

Acres Side Road

Youths 'freeze' on tracks as train bears down

An 18-year-old youth with a sparkling new diamond ring in his shirt pocket Friday afternoon nearly didn't get to present it to his intended that night.

John W. Martin of 1771 Hutton Ave. was driving happily along Acres Sideroad with four teenage companions when his not-too-new car stalled on a level crossing.

A CPR westbound passenger train was bearing down with its lights flashing and horn hooting.

What happened next was best explained by John. "We panicked," he said.

With John on the front seat were William Hoag, 17, of 585 O'Connor St. and Diane Smithson, 17, of 3430 Carling Ave. In back were Diane's sister, Lynda, 16, and Lyn Murdock, 15, of 224 Grandview Rd. John was driving the girls home from school.

Not all doors on the car worked properly which added to the tension and confusion as all five scrambled to get out.

"I was dumbfounded. I couldn't believe it," said Lyn.

Got school books

Lynda said she thought the car wasn't in any danger and stayed long enough to collect all her school books. After everyone was out, the two boys tried to push the car across the tracks but it was still in gear. John ran to shift it out of gear but they still couldn't budge it.

When the big diesel was only yards away "we froze, we couldn't move," William said. "We just stood there looking at the train."

Outbound trains have started to pick up speed by this point and are usually travelling at 50-miles-plus an hour. Acres Sideroad is only one block from where a milk truck driver was killed in a level crossing crash last Monday.

Dove into ditch

Just in time, the youths dove into a ditch and were able to see the diesel catch the front end of the car "and toss it higher than the train."

William was cut on the head by a flying piece of metal and the car's heavy generator landed within inches of John's head.

The first thing John thought of when the car landed was the ring. It was in his shirt which lay on the front seat.

When he presented it to Ada Boselli of 507 Chapel St. Friday night he had more than one reason for having his heart in his month.

Lynda summed up the feelings of all when she said: "From now on we go either by bus or bicycle."

31/10/1964 *Ottawa Citizen*

Carleton Place

Stittsville

Cycling carrier boy dies; hit by train at Stittsville

A 15-year-old Stittsville boy died in the emergency ward of the Civic Hospital Friday night three hours after he ran his bicycle into the side of a train.

Gordon Donald McRae, son of Mr. and Mrs. Wendell McRae and a Citizen carrier boy, cycled into the side of the westbound CPR Canadian as it passed through Stittsville at 4.28 p.m.

Gordon had been proceeding south on Main Street with his paper bag over his shoulder and pedalled alongside several cars stopped for the oncoming train.

Then, as he neared the track, he looked back over his shoulder at a chum behind.

The train crew, unaware of the mishap, did not halt the train. Gordon died of multiple injuries.

Ontario Provincial Police Const. Lloyd Logan ordered the train stopped at Chalk River, about 100 miles west. Engineer of the train was Gerald Greenham of 185 Hinton Ave., Ottawa.

Train slams auto, 2 die

A Brockville bound CPR train slammed into the side of a car at the Scott - Northwestern Avenue level crossing yesterday, killing a 29 -year -old mother and her youngest son and injuring a second child.

Mrs. Shirley Levesque of 61 Sherbrooke Ave. died en route to hospital, just minutes after she was removed from the front of her battered car. She was found with the auto's windshield frame wrapped around her neck.

Son dies in hospital

Charles, three, died in Civic Hospital this morning. He was removed from the back seat of the car, which was pushed 115 feet down the track.

Adele Leblanc, three-year-old daughter of Mr. and Mrs. Rheel Leblanc of 45 Sherbrooke St., the third occupant of the car, was thrown 60 feet by the impact. She was found lying in grass beside the track and taken to Civic Hospital for treatment of multiple bruises. Her condition is not serious. The Northwestern Avenue level crossing is not equipped with warning lights or wigwag.

The accident happened at 4.45 p.m. and witnesses said engineer Vernon Dier, 53, of 36 Armstrong St. blew the whistle and rang the bell loudly.

CPR officials said the train's speed was 38 mph.

Shortly before the impact Mrs. Levesque had left the home of fellow Bell Telephone operator Mrs. Doreen Foley of 211 Northwestern Ave.

Coroner Dr. W. Thomas Kendall said an inquest will be held.

The husband and father of the victims, Charles Levesque, is employed by the department of mines. There are two surviving children; Danielle, eight and Pierre, six.

11/12/1964 *Ottawa Citizen*

Carleton Place

Stittsville

Slow down orders to train crews after crossing death

An error in judgment contributed to the death of a 15-year-old Stittsville cyclist who ran into the side of a train at the Stittsville crossing Oct. 30, a coroner's jury found Thursday night.

Donald Gordon McRae, son of Mr. and Mrs. Wendell McRae, pedalled into the side of the CPR transcontinental Canadian as it travelled west through Stittsville at 65 miles an hour.

Dr. Maxwell Klotz, pathologist at the General Hospital, said the boy died of severe internal injuries.

The jury recommended that train speeds through Stittsville be reduced by 20 miles an hour. They also urged that warning signals be sounded one-half mile from the crossing instead of the present system of starting to blow a train's warning whistle one-quarter mile away.

Gerald Greenhara of 195 Hinton Ave., Ottawa, engineer of the train with which Donald collided, said that since the accident engineers have been under orders to pass over the crossing at 25 miles an hour.

Mr. Greenham said he was not aware of the accident until the train made its regular stop at Carleton Place, 13 miles west of Stittsville.

J. D. Smith of Stittsville said he had been driving along Main Street in Stittsville the day of the accident, and stopped for the train when he saw a boy on a bicycle cut across in front of his auto.

"It all happened so fast I didn't have a chance to see whether he saw the train and slowed down for it or not," Mr. Smith said.

Donald, a Citizen carrier boy, had just picked up his papers for delivery from their drop-off point a few hundred feet from the tracks.

The jury's report carried a rider that if their recommendations were impractical a crossing gate should be stalled.

Rail crossing tragedy

Jury urges 25 mph limit

A coroner's jury, alarmed at the speeds at which trains are allowed to travel through the city, recommended Tuesday night that a train speed limit of 25 miles per hour be established in residential areas.

The inquest into the death of Mrs. Charles Levesque, 29, was told that speeds of 45 mph in residential districts and up to 75 mph inside the city limits were permitted.

It was the second time in a week that a coroner's jury has called for reduction in train speeds. Acting on the death of a boy at a Stittsville crossing, a jury recommended Thursday that speeds be reduced to 20 mph while passing through Stittsville.

The Levesque accident is one of at least six area railway-crossing collisions that have taken the lives of a minimum of 15 people in the last year.

Mrs. Levesque died in hospital Nov. 4 of multiple injuries after the car she was driving was hit broadside by a Canadian Pacific passenger train at a level crossing on Northwestern Avenue between Premier and Scott Streets.

Her son Charles, age three, was also killed in the collision and another child, four-year-old Adele Leblanc, daughter of Mr. and Mrs. Raoul Leblanc of 45 Sherbrooke St., was injured.

The only warning at the crossing is wooden signs on both sides of the track.

Distraction cause

The jury found that the cause of the fatal accident lay mainly in the distraction of Mrs. Levesque's attention from the railway crossing.

The inquest found that a major cause of her distraction could have been a multiple intersection just 100 feet north of the crossing where Premier Street and Northwestern Avenue intersection.

The jury felt that the heavy S o'clock traffic on Scott Street, just south of the tracks, may also have drawn her attention.

The five - man jury recommended that flasher signals with bells be mandatory at all level crossings within the city. The findings also suggested that the intersection where the accident occurred be straightened out to eliminate funneling of five lanes of traffic into two at the crossing.

Several witnesses who saw the accident said that Mrs. Levesque was driving very slowly and looking straight ahead when the train slammed into the side of her 1958 model car. Whistle heard

George Smith of 306 Keyworth Ave. said he was travelling west on Scott Street when he heard the train whistle. He turned right onto Northwestern Avenue and stopped in front of the crossing to wait for the train to pass.

He then noticed Mrs. Levesque's car proceeding across Premier Street towards the crossing, moving very slowly. She was looking straight ahead.

She drove onto the tracks and the train hit the car on the driver's side throwing it into the ditch.

Engineer of the train involved, Vernon Dier, of 36 Armstrong St. said that his speed shortly before the accident was just under 35 mph.

He said he noticed Mrs. Levesque's car approaching the track very slowly and "I thought she was stopping. But when we got up real close she seemed to speed up. I threw on the emergency brake and then the train hit the car."

It took the train 640 feet to stop which Mr. Dier claims is less than usual.

Mr. Dier also said that just before he put on the brake he had a glimpse of Mrs. Levesque. "She was looking straight ahead, he said.

Loud blast

Other witnesses stated that the train's whistle was blowing loudly for some distance before the crossing and could be heard clearly.

Samuel Degagne, who lives right across from the crossing at 1752 Scott St., said he was in his kitchen when he heard the train's whistle. When he got to the front of his house the train was still some distance from the crossing.

He also observed the Levesque car approaching the tracks. "It was running very slow," he said. "I could have walked faster."

Coroner Dr. W. T. Kendall was critical of the Northwestern Avenue's southern approach to the crossing which makes a swing to the left and joins up with the northbound lane.

He also felt that a signal device was needed at the crossing, which is used by a great many government workers coming to and from Tunney's Pasture.

Thor Neilson, director of the city's traffic engineering department, told the inquest that a survey of the crossing had been made in late 1959 or early 1960 and it was decided that flash signals weren't required.

He said the factors which require the installation of signals at a track, such as poor visibility and heavy traffic, weren't evident at this crossing when the survey was taken.

Such signals, he said, were the joint responsibility of the city, railway and board of transport, who share the costs. Any one of these three departments can take the initiative towards installing warning signals and the others would likely follow.

12/01/1965 Ottawa Citizen

Carleton Place

'Slow trains city'

The city will ask the Board of Transport Commissioners to put an immediate slow-speed order on trains on the Scott Street railway line.

Cost \$500,000

The city has learned it would cost close to \$500,000 to guard the 16 Scott Street level crossings with wigwags, flashing lights or other mechanical protective devices.

"I don't see how we can justify that expense for a line which is scheduled to be abandoned in 18 months," said Mayor Don Reid.

The trains now have a 45 mile-per-hour speed limit between Bayview Road and Woodroffe Avenue.

Con. Murray Heit said the traffic committee last year asked the commissioners to order slow-speed on the line but met with no success.

'Try again'

"Then we should try again and make the request from board of control," said Con. E. D. Webber. "A slow-speed might be part of the answer."

When the traffic committee made its request, a spokesman for the Board of Transport commissioners said most level crossing accidents were caused by cars hitting the side of trains, rather than by locomotives hitting cars. He doubted if the speed of trains made much difference in such cases.

Board of control is concerned over the number of fatalities at unprotected Scott Street crossings. The board asked for a report on the cost of protection and was told mechanical signals would average \$30,000 each.

The cost of level crossing signals is shared by the municipal and federal governments.

20/01/1965 Ottawa Citizen

Carleton Place

Northwestern Avenue

Scott Street will get train signal

A flashing warning signal will be installed at the Northwestern Avenue level crossing of the CPR's Scott Street line.

The signal, to cost \$15,000, was approved by board of control Tuesday. The city's share of the total price will be \$1,200.

A recommendation to close off the nearby Carleton Avenue level crossing to traffic was deferred, for several days, at the request of Con. Ken Fogarty.

The warning signal will protect the Northwestern crossing for 13 months, after which time railway traffic on the line is expected to cease.

The board, worried about level crossing accidents on the Scott Street line, has asked the Transport Commissioners to put a "slow speed" order on all trains. The board has not yet received a reply.

Driver leaps clear as train hits car

A wrong turn on to a railway track parallel to Scott Street almost cost a Gatineau Point man his life last night.

The car became stuck on the track at 10.45 p.m. where it was struck by an east-bound passenger train shortly after its driver had jumped to safety.

Guy Drouillard, 31, of 4 Carmel St., who was unfamiliar with Ottawa's west end, drove onto a side track running off the main railroad line on Roosevelt Avenue. He proceeded along the spur until he came to the main section of track that runs parallel to Scott Street.

Because the track was covered with snow, he didn't realize he was on the line until it was too late. His car became stuck partially on the track.

When he saw the oncoming train, which was travelling at 40 m.p.h., he jumped clear. About \$1,000 damage was caused to his vehicle.

Mr. Drouillard was shaken by the experience as was the train's engineer, Vernon Dier of 36 Armstrong St.

He was engineer of the train which struck a car along the same track last Nov. 4, killing 29-year-old Mrs. Charles Levesque and her three - year-old son, Charles.

Mr. Dier wasn't at the controls of the train when it hit Mr. Drouillard's car. Fireman Frank Alexander of 1220 Carling Ave., had taken charge a few minutes before the accident.

The passenger train, coming from Toronto, was delayed about 45 minutes.

26/03/1965 *Ottawa Citizen**Carleton Place**Woodroffe*

6-year-old west end boy killed by freight train

A six-year-old boy was killed by a moving freight train before the eyes of his sister as he was returning to school just before one o'clock Thursday noon.

Jeffrey Gerald Allard, son of Mr. and Mrs. Gerald Allard of 75 Aylen Avenue, was struck down within 75 yards of his own home. He died instantly from head injuries.

Jeffrey's father said his daughter told him his son was being chased by a dog at the time of the accident and didn't see the train.

Mr. Allard said his son had just left the house a few minutes before with his three sisters one his twin on the way to Woodroffe Public School six or seven blocks away.

"They always went that way," said his father. "They were always cautioned to watch for trains. We sent them that way because there is such a heavy truck traffic on Woodroffe Avenue."

Mr. Allard didn't see the accident or know about it until his eldest daughter came screaming home saying that "Jeffrey was hit by the train."

His father rushed out of the house and picked the boy up "only three feet from the track."

The freight train, east bound from Smiths Falls, did not stop until it reached Ottawa West station when Engineer Chester Shellborn was told of the accident.

"We didn't see any children on the track at all," said the engineer. "It was quite a shock when the yardmaster told us a child had been killed."

He said the train was travelling about 35 miles per hour at that point on the line. He described this as the normal speed for the area.

With him in the cab of the engine was Fireman Elwood Sloan, 35, of 1016 Connery Ave.

The dead boy was in Grade 1 at school. He was one of two sets of twins in the family. With him at the time was Deborah, his twin; Brenda, 8; Patricia, 10; and two neighboring children who also were returning to school.

His father said the children always left home "in good time so they wouldn't be late for school."

Police said there were two holes in the fence and a path across the tracks which pedestrians used as a shortcut.

31/05/1965 *Ottawa Citizen**Carleton Place**Hinchey Avenue*

Car hits train, 4 persons injured

Four young people Sunday night narrowly missed adding to the death toll .from car-train collisions in the Scott Street area.

All four were injured when the car they were travelling in collided with CPR's east-bound Trans-continental passenger train.

The accident occurred at a crossing on Hinchey Avenue where warning wig wags are in operation.

Most seriously injured was Lyette Barrette, 16, daughter of Mr. and Mrs. Ronald Barrette of 214 St. Anne St., Eastview. She received a fractured thigh bone and is reported in satisfactory condition at Civic Hospital.

Admitted to hospital

Claude Lamothe, 20, driver of the car, suffered head injuries and was admitted to hospital for observation. His brother Gerard, 19, was treated and released. They are the sons of CPR conductor Lionel and Mrs. Lamothe of 51 Whitburn Cres., in Nepean Township.

Lise Lepage, 18, daughter of Mr. and Mrs. Adrian Lepage of 127 Carruthers Ave., was admitted with facial lacerations and bruises.

The car was travelling south towards Scott with its four occupants when the collision occurred.

The right front of the car took the main force of the impact and the vehicle was spun around. It smashed into a "no parking" sign and tore through a fence, coming to rest upright and facing west in a lot on the east side of Hinchey, about 40 ft. from the point of impact.

Train engineer Gerald Greenham, 55, of 198 Hinton Ave., said the train was not going over 25 mph at the time.

Path over tracks safer route, inquest told

A short cut across railroad tracks because it was safer than walking on the street ended in death for his son, a father told a coroner's inquest Monday night.

Jeffrey Allard, 6, son of Mr. and Mrs. Alexander Allard, of 76 Aylen Ave., died from skull fractures that resulted in severe brain damage after being hit by a train March 25.

He was using a path across the railway tracks, east of Woodroffe Avenue, to the Richmond Road when he was killed.

Residents in the area commonly use the pathway and it was considered safer by some parents than Woodroffe for their children.

Woodroffe had no sidewalks and since the new Ottawa River Parkway opened was heavy with traffic.

Mr. Allard testified that tandem trucks hurtle along Woodroffe at 40 mph and called it "a death trap for children."

Because of this he thought the path across the tracks was safer for his children than Woodroffe.

Speed up urged

The jury recommended that the city's school sidewalk program, already in progress, be speeded up. Construction of sidewalks on Woodroffe below Richmond Road started last week.

Also recommended in the verdict was that railway tracks inside the city be protected by page wire fencing similar to that used on the Queensway.

Canadian Pacific Railway associate roadmaster Kirk Martineau of Carleton Place testified that since 1961 the stretch of fencing blocking the pathway in question had been repaired every spring and fall

But, Mr. Martineau, added it was always torn down shortly afterward. In one instance, the fence and a "No trespassing" sign had been taken down the day after being erected.

The path ran from the end of the street where the dead boy lived, across the tracks to Richmond Road.

Children used it to get to Woodroffe Public School, situated on Woodroffe south of Richmond Road, where the dead boy was in Grade one.

Freight train

Evidence indicated that the boy ran or walked into the side of the eastbound freight train.

Elwood Sloan of 1016 Connery Ave., engineer on the train, said he blew the whistle at a point just east of Woodroffe, about 700 feet from where the boy was hit.

Neither he nor any other members of the crew knew that the boy had been hit until they reached Westboro Station where they were told of the accident.

All the members of the train's crew testified that they had not seen any children in the area of the pathway.

Jeffrey's sister, Patricia told the jury that her brother was running ahead of her with his twin sister Debra on the path towards the track.

She saw the train pass and then saw her sister crawling away from the track. It is thought that Debra was hit by the flying body of her brother.

Returning to school

The children were on their way to school after lunch when the accident occurred at about 12.40 p.m.

It wasn't usual for a train to be using the track at that time. The train involved was about five hours late.

Dog theory in death I

Was young Jeffrey Allard being chased by a dog when he was struck by the train and killed March 25?

The question didn't come up at Monday's inquest into his death, but it was one theory offered when the accident occurred.

Just before Monday night's inquiry, a Toronto lawyer representing the Canadian Pacific Railway went to the scene of the accident to familiarize himself with the area.

While there, a big collie charged at him, forcing the lawyer to retreat.

Reports when the accident occurred said that his twin sister Debra said she saw him being chased by a dog just before he was hit by the train.

Train kills boy, aged 10

A 10-year-old boy running away from a barbershop after a haircut was struck and killed by a Canadian Pacific Railway passenger train Tuesday at 5 p.m.

Jimmy Oliver, son of Mr. and Mrs. Jim Oliver of 2648 Regina Ave. was killed instantly when bit by a 50-mph westbound train, just west of the Britannia Road crossing.

Just before the accident he had run from a barber shop on Howe Street which parallels the railway line.

Ran out earlier

The youngster had bolted from the same shop shortly before while waiting to get his hair cut but had returned and allowed the job to be done.

He had an infection on the back of his neck and apparently feared it would be injured during the hair cutting process.

Engineer of the train in-volved Verner Dier, 45, of 967 ; Wellington St., said he didn't see the boy until he was 10 feet away from the engine.

It was the fourth accident Mr. Dier has been involved in since last November while engineer on a train.

The Scott Street line and its continuation out to Britannia has been the scene of numerous fatalities since its installation and has one of the highest railroad fatality rates in the country.

A coroner's jury earlier this year recommended that page wire fencing be installed along railway tracks inside the city.

There was no protective fencing to prevent Jimmy Oliver from crossing the tracks where he met his death.

The boy's body was carried 140 feet by the engine's cow catcher before it fell off into the north ditch beside the tracks.

Engineer Dier told police that the train's whistle was going at the time of the impact.

Train speeds in Ottawa

The Board of Transport Commissioners has rightly decided to limit the speed of trains to 35 mph at all unprotected crossings on the section of the CPR's Carleton Place Subdivision lying within the city limits.

While this stretch of track is due to be abandoned next year as part of the railway relocation program, it is necessary to take into account the heavy traffic now moving over the crossings and on streets adjacent to the track. It is to be hoped that the board also sees fit to approve the installation of some form of automatic signal protection on the most dangerous of the crossings. Several serious accidents have occurred at level crossings in this area in recent years.

The city should take particular note of the points made by the federal board in rejecting Its bid to have the speed within Ottawa reduced to 35 mph.

The commissioners said that their investigation of thousands of crossing accidents had given them "no sufficient reason to believe that a general reduction of train speeds to 35 mph in urban areas , would actually reduce crossing accidents." And they felt that Ottawa should not be treated any differently than any other city with about the same population. (The speed of trains over unprotected crossings within this city is voluntarily Mmitted by the railways to 45 mph.)

This does not mean that the city should hesitate to ask for reduced train speeds when it believes that the circumstances warrant such action. But it should do much more than at present to bring about the installation of signal protection at crossings in Ottawa and its environs. Under the Railway Grade Crossing Fund legislation, a municipality is required to put up only 12 1/2 per cent of the approved cost of automatic warning signals.

Kendall sparks inquest 'crusade' for crossing safety

An angry coroner said Tuesday night he would fight for his jury's recommendations in Toronto, if necessary, to lessen the danger from rail traffic through Ottawa.

Dr. W. T. Kendall made his pledge as he called for strong recommendations following an inquest into the death of James Oliver, 10, son of Mrs. Rita Oliver, of 2648 Regina St.

The jury found that the boy died instantly when a Canadian Pacific Railway train struck him just west of Britannia Road last June 15.

The jury's recommendations stated:

The railway company should erect fences "to protect juveniles from having access to the rights of way for at least 600 yards in either direction from a level crossing."

The company should maintain fences as much as it does tracks, also the property within rights of way next to level crossings. This would "insure that existing fences are erected and in good condition and that all trees, bushes or other obstructions in the vicinity of such crossings are removed."

Since the railway speed limit in Hull is 15 miles per hour, "the board of transport commissioners or other responsible bodies should be urged to reduce the speed of all trains operating in Ottawa to 15 miles per hour in the interests of public safety."

Agencies owning land next to railway rights of way should "be urged with the railway companies themselves to assume their proper responsibility and define their areas of jurisdiction so that fence construction and maintenance would result in adequate protection to citizens."

Dr. Kendall congratulated the jury for the recommendations returned after 1 1/2 hours of deliberation.

'Shifting of responsibility'

"For over 25 years," he had told the jury "there has been considerable shifting of responsibility along this stretch of railway, and not only concerning fencing and road crossings.

"The parties concerned always resolve their arguments. They usually agree costs are fantastic, and nothing is done."

He said the CPR runs through "almost half of Ottawa at a more or less unrestricted speed."

Proper fences are lacking in many places, and the blame must go to the city, National Capital Commission, public works department and board of transport commissioners, as well as railways, stated Dr. Kendall.

"It is a mumble-jumble, continually," he said, "and we just close our eyes to it and let it go."

"The fact that the federal government is supposed to be moving that main line means nothing to me," he said. "They've been doing that for 25 years."

He said he would take the jury's recommendations to authorities in Toronto.

"If hull - a whistle - stop compared to Ottawa can have a 15 mile per hour speed limit," said Dr. Kendall, "then I see no reason why the Board of Transport Commissioners can't lower the speed limit in Canada's capital."

Following the inquest, a railway spokesman commented that the law requires fences along tracks only to keep cattle off, not to protect children. "A fence doesn't stop them," he said.

He added that Hull has a lower rail speed limit because of the great number of road crossings, and trains don't give warning whistles there as they do in Ottawa.

Evidence during the inquest was that James Oliver had approached the railway track from a shopping centre on the northwest corner of the track and Britannia Road.

Fence down

Witnesses said a wire fence on the north side of the track had been trampled down for years and children and adults often took short cuts across the track.

Kirk Martineau, of Carleton Place, CPR assistant road-master, testified there was no fence along the south side of the track there.

"This has been the responsibility of the city since Ottawa took over the Electric Railway company," he said. "There hasn't been a fence on the south side in over 10 years."

The CPR fence, he said, had been in good repair after regular fall maintenance there last year, but that construction of the shopping centre through the winter had helped beat it down.

Unable to stop

Engineer Vernon Dier said the diesel unit and five coaches were 10 to 15 feet from the boy when he saw him. He threw on the emergency brake, but the train did not stop for 1,100 feet.

Cst. Gerald Egan said the right front corner of the train struck the boy, throwing him for 140 feet.

Members of the jury were G. W. Greene, 556 Coronation St.; T. W. O'Brien, 528 Fenhill St.; Harvey Harris, 1014 Fisher Ave.; Gordon Fyfe, 1327 Ave. "R", and Andre J. La-pointe, 1323 Ave. "S".

Rail subway overhaul under way

Work has started on reconstruction of the subway on Highway 15 where it passes under the CPR line just west of Bell's Corners.

Motorists using this route will find a detour on the highway in operation during the winter.

The detour will be a level crossing over the rail line, which will also be a detour, with a flashing light signal and bell to warn traffic.

The rail line detour will permit removal of the present subway and construction of a new subway, without interference by traffic on both routes.

When the work is completed next spring, highway traffic will begin using the new subway which will eliminate two dangerous curves in the road.

The rail line will be replaced over the new subway and the level crossing will be discontinued.

It is understood the CPR line will be joined with the CNR main line just north of Bell's Corners, and from this point, trains will enter the city and the new union station, expected to be open by next July.

Youth held after train stabbing

Ottawa police charged a Lachine teenager Thursday night with the July 29 stabbing of Emilio Penetta, 18, of 50 Preston St., at the Ottawa West railway station.

John Schofield, 18, of 938 Twenty-fourth Ave., Lachine, was arrested in a restaurant by Montreal police Wednesday.

Schofield was brought to Ottawa by Detective Sergeant Norm McGee and Detective John Aldrich.

The wounded youth and a friend, Larry Gagner, 17, of 1460 Chatelaine St., were returning from New Brunswick by train when they argued with two other youths who were using offensive language before a woman and child.

When Penetta and Gagner left the train at the Ottawa West station, the other two youths followed them. Gagner told police one of them pulled a knife and stabbed Penetta. He was in good condition this morning at the Civic Hospital with stab wounds to his left forearm, right leg, chest and abdomen.

TEENAGER PAYS PIPER

A youth firing a gun who hit the pipe being smoked by a CPR employee in a moving train Aug. 6 was fined \$50 in magistrate's court this morning.

"I wasn't shooting at him," said Richard Baird, 16, of 357 Dominion St.

Donald St. Denis, of 420 Parkdale Ave., was in the lead engine of a freight train bound for Ottawa from Smiths Falls when the B-B pellet hit his pipe. Magistrate Sauve ordered the gun confiscated.

Court heard of fight and stabbing

To resume a fight that had started two hours earlier on a train, Emilio went behind the old Ottawa West CPR station with a Montreal youth shortly after noon July 29.

But the Montreal youth surprised him by pulling a knife, Penetta testified Wednesday.

Penetta countered by picking up a rock and throwing it, he recalled. But he missed and in the ensuing fight was stabbed four times.

Testifying at the trial of John Schofield, 18, for stabbing with intent to wound. Penetta said the fight had started when the train was a short distance out of Montreal.

He had objected to a friend of Schofield's using obscene language with ladies present in the railway coach. Schofield had taken up the argument, said Penetta, a student at Ottawa Technical High School who lives at 50 Preston St.

Needling kept up

As the journey continued Schofield "kept on trying to annoy me turning around and saying things," Penetta told assistant Crown attorney D'Arcy Finn.

This resulted in a shoving match at one point when Schofield stood to put something on an overhead rack. "

I stood up and asked him if he wanted to fight right now," said Penetta. "Then I pushed him."

The scuffle was stopped, but the angry words continued. When Penetta and a friend, Larry Gagne, got off the train at the Ottawa West Station they were followed by Schofield and his friend.

"Schofield said he still wanted to fight. I was getting fed up, so I said okay," Penetta testified.

Penetta said he followed Schofield towards the back of the station when Schofield stopped and turned around.

"I saw a knife in his hand my reaction was to pick up a rock," Penetta said.

He threw the rock and lunged forward trying to grab Schofield's knife arm, Penetta said.

But Schofield lifted his arm and stabbed Penetta in the chest.. Penetta picked up a small rock and threw it. Then he looked down at his chest to check the wound, he said.

As he did so, he saw Schofield coming at him with the knife. He put up his right arm to stop it. He was hit with the knife which went through the fleshy part of his arm, said Penetta.

Schofield came at him again and Penetta lifted his knee, which got cut. Then Schofield stabbed him again in the chest.

Penetta turned away from Schofield and walked towards the station. "I wasn't worried about anything more that could happen to me," he explained.

The two chest wounds caused Penetta's left lung to collapse, testified Dr. F. N. Brown, a specialist in general surgery at the Civic Hospital who examined him.

Both these wounds were one-half inch wide and two inches deep. In addition the flesh at the knee was cut to the bone. Penetta spent nine days in hospital and is fully recovered.

Defence attorney Arthur Cogan was expected to begin his cross-examination of Penetta today as the trial before County Judge A. E. Honeywell and a General Sessions of the Peace jury continued.

07/02/1970 *Ottawa Citizen*

Carleton Place

Stittsville

Locomotive destroyed by flames

CARLETON PLACE (Special) Passengers aboard a Canadian Pacific train were delayed about an hour here Friday when the main locomotive caught fire and burned.

The fire was spotted in the leading engine of the westbound Canadian as it travelled through Stittsville.

It continued to Carleton Place and shunted the burning unit into a siding. Remainder of the train was driven clear.

Members of the volunteer fire department here battled the blaze for more than an hour but the locomotive was gutted. There were no injuries.

Exact damage has not yet, been determined but is expected to run into tens of thousands of dollars.

Town Fire Chief Caldwell Wilson said .the fire appeared to have started in electrical wiring and spread to fuel oil.

A replacement locomotive was brought in' from Smiths Falls and the train continued its Trans-Canada journey.

29/05/1973 *Ottawa Journal*

Carleton Place

Gov't to do cost study of Ottawa area GO-train

By MIKE GILLESPIE Journal Toronto Bureau TORONTO (Staff) - The provincial department of transportation and communications has agreed to carry out a cost survey of operating a high-speed GO-Train service from Almonte, Carleton Place and Smiths Falls into Ottawa.

The proposal, which Lanark MPP Doug Wiseman is pioneering as a possible solution to a growing commuter congestion problem facing Valley commuters to Ottawa, has been described as the key to a revitalization of the numerous "bedroom towns" west of the capital.

Initial indications, however, from similar surveys taken in other areas, are that it could cost commuters as much as \$4 a day return to travel into the city

- if they lived in Smiths Falls.

In the Metro Toronto area, GO-Train service costs commuters about 4 cents per passenger mile.

If the service was to cost as much in the Ottawa Valley, Carleton Place and Almonte commuters would pay more than \$2.50 a day return to travel downtown.

"Those costs to Smiths Falls might kill the proposal right there," Mr. Wiseman said Monday. The MPP said many residents from that town are involved in car pools which often cost even less than the service bus lines can provide.

The MPP says, however, that such a system could be a lifesaver to the federal government in view of its plans to build a satellite city for 60,000 southeast of Ottawa.

By supporting a GO-Train service west of the capital, the revitalized rural communities could easily handle the population envisaged for the new satellite community.

"Not only would it help the federal government, though," said Mr. Wiseman, "it could also give a lot of people a chance to live in a smaller community and lot do want to try it."

The MPP said a major segment of the labor force in Smiths Falls, Carleton Place and Almonte commute to jobs in the city every day. But every day the problems related to just getting to their jobs are increasing with the rush-hour chaos in downtown Ottawa.

The importance of planning a GO-Train service immediately is obvious, says Mr. Wiseman, since plans will soon be underway for a rapid transit system in the city and the GO-Train would have to be linked into such a scheme.

The MPP says three or four trains could run during the rush hours, making stops at such centres as Carp, Stittsville and Kanata. Arnprior could also be linked into the system too, he feels.

A fast train service between Ottawa and the rural towns would also coax far more city-residents out into the country for recreation- bringing far more tourist dollars into small town coffers, says Mr. Wiseman.

Trainload of memories

CARLETON PLACE (Special) Local residents will be waiting for one particular train to arrive next weekend with more than the ordinary feeling of excitement.

For the train - which pulls in at 11.45 a.m. next Sunday and Monday - will be drawn by a steam engine, and for older residents, it will, bring back memories of their days with the Canadian Pacific Railway.

Many Carleton Place natives spent their lives working for the CPR.

The old train will carry 300 passengers from Ottawa for a three-hour stay in Carleton Place.

Once here, visitors will be entertained by a guided tour of the town swimming at Riverside Park, old-time music and other features.

A carnival will also be held in the town park here over the Canada Day weekend.

The train service, co-organized by the National Capital Commission and locomotive buffs, will make the trip every Sunday during the summer.

26/06/1973 *Ottawa Citizen**Carleton Place*

NCC's little engine that will

They thought it could, they thought it could, they thought it could.

But the big old steam engine the National Capital Commission selected to inaugurate a 1973 tourist run to Wakefield couldn't because of a track washout.

The NCC has a little engine that can - and will, starting Sunday - make weekly runs to Carleton Place and back.

The 1912 steam locomotive owned and restored by the Ontario Rail Association in Brampton will leave on its first run at 10.30 a.m. Sunday, arriving in Carleton Place at 11.30.

After a two-hour layover there, the five-car train will be back in Ottawa by 3.15 p.m. It can take 250 passengers at a time, at \$5 for adults and \$3 for children.

Tickets are available at the information kiosk in Confederation Square. Special trips will be made Monday and Labor Day, Sept. 3.

03/07/1973 *Ottawa Journal**Carleton Place**Carleton Place*

Railwayman's Heaven

Engine 1057 on the Carleton Place run

By CATHY McKERCHER Engine Number 1057 205,000 tons of coal-burning, puffing and chugging steel brought the age of steam back to the Ottawa Valley during the weekend.

Dubbed the Mississippi Express, old 1057 and seven cars made the inaugural run of the National Capital Commission's weekly summer excursion. More than 275 persons crowded the platform of the Ottawa Station at 10.30 a.m. Sunday in spite of the gloomy weather to climb on board for the hour-long ride to Carleton Place.

The ride was repeated Monday.

The vintage 1912 locomotive pulled five public and two private cars along the tracks at a sedate 25 m.p.h., chugging impressively and blowing its whistle at every crossing.

Passengers leaned out the windows to wave and smile at the crowds that lined the tracks at every settlement, even enjoying the thick black smoke from the engine which sent soot into every part of the train.

And as the engine picked up speed, so did the sun.

Residents of Carleton Place came out in full force, to greet the train as it pulled into the station, many recalling the days when the town was one of the major stops on the CP Rail route.

"We're all very excited about this," said Mayor Eldon Henderson in a welcoming speech to the passengers.

Urban Affairs Minister Ron Basford, the guest of honor of the trip, replied that he had had "a wonderful time."

"This will be the first of many successful runs," he said.

To the last time Mr. Basford rode on a steam train was when he was a child in Manitoba about the same age as his four-year-old son Daniel who came along the ride.

Passengers and residents alike celebrated the train's arrival by listening to an old-time fiddler, watching antique car and farm machinery displays, buying balloons for the children, and taking bus tours from the station to swim at Riverside Park.

Mr. Basford, NCC and CP Rail officials and special guests ate lunch on the train, in a 1927 "director's day car" named the Mount Stephen.

CP Rail official Dave Peters said the car which was panelled in Russian Walnut and fitted with a bar and balcony at the rear cost \$74,000 when it was built and is worth more than \$500,000 today.

It was taken out of storage for Sunday's trip, along with an antique "business car" complete with brass beds to rest on during the return trip to Ottawa.

The five public cars and engine 1057 are owned by the Ontario Rail Association. They were brought to Ottawa by the NCC for the Mississippi Express which will run every Sunday during the summer.

The engine, built in 1912, was used in the Algoma District until 1959, then transferred to Ontario District, based in Owen Sound. It was manned by a crew of five. The cars are the type used by Ontario railways during the 1930s not very different on the inside from ones used today.

The NCC had hoped to use the historic locomotive owned by the National Museum of Science and Technology for the weekly excursions, but on inspection. It was found, to be not up to the trip.

It has been sent to rail association headquarters in Toronto to be repaired, and may not be on the tracks again until after Sept. 1.

Next summer, the NCC is planning to operate two routes for the steam trains the Mississippi Express and one to Wakefield, Que., provided public response is good. Mr. Basford says he was surprised to see the number of persons who came just to take pictures and record the sound of Sunday's train. "This just shows how popular steam engines are," he said.

The passengers certainly enjoyed the ride. Many bought souvenir postcards and engineer's hats available in one of the cars.

NCC spokesmen said, sales of tickets which cost \$5 for adults, \$3 for children, or \$15 for families, will help cover the costs of the trip

But the train will run at a loss this summer. Officials would only say this is an "undisclosed sum."

Another NCC success

His face withheld those blatant grins of triumphant self-satisfaction, but Dave McIntosh must have felt well, extremely comfortable when old 1057 slowed to a halt at journey's end Sunday.

The run had been flawless, on time no less, and the National Capital Commission celebrated another success in its cause to maximize leisure. Mr. McIntosh, officiously titled adviser to communications policy for the NCC had supervised the year-long effort in pulling it off. A little self-aggrandizement seemed not at all out of context.

About a week ago, St. Jean Baptiste Day to be exact, he was still out looking for wood to light the restored 61-year-old engine.

Then, too, there was the problem of finding the anthracite coal. It was finally imported from West Virginia.

A train. Most of all the NCC needed a train. Thanks to the Ontario Rail Association, it was able to rent old 1057 and five cars, which would do the trick nicely.

\$30,000 deficit

If the initial success of the summer excursions continues, the NCC next year will use locomotive 1201 now being restored for the National Museum of Science and Technology. In addition, the NCC will have to purchase its own cars.

The experimental operation will run a deficit of around \$30,000, estimated Mr. McIntosh, despite the income from tickets at \$5 each. Some \$50,000 from the operating budget set up the project.

Whoa Whoa. Toot returns to railroad

By Paul Workman Citizen staff writer

Morning sunlight danced a bit of a jig on the stubby black smoke stack of old 1057. With gusto, the engine belched great clouds of steam as onlookers admired her vintage sleekness.

The 1912 locomotive, christened Port Credit 1057, was about to make its first of many summer excursions to Carleton Place. The round-trip train rides, leaving Ottawa station every Sunday morning and returning by mid-afternoon, are sponsored by the National Capital Commission.

If an engine could grunt happiness, old 1057 surely would have done so as its load of about 300 passengers boarded the seven cars in two. Instead, long, reminiscent blasts of the steam whistle sounded her worth.

Watchdog crew

Up front, the volunteer watchdog crew from the Bytown Railway Society jumped into the baggage car for the hour-and-a-quarter ride. At the end of the line, the dignitaries, among them, Urban Affairs Minister Basford, his wife and son, took their places in the posh, crapedet [sic] VIP coach. Right on time, bellowing a thick cloud of black sooty smoke, the refurbished relic eased its way out of the yard.

As it passed through the countryside at a steady 25 miles per hour, the curious lined back yards and railway crossings to watch the procession chug by. Herds of cattle ran frightened as the whistle screeched.

The locomotive and cars used on the trip belong to the Ontario Rail Association and have been rented by the NCC for the summer.

No. 1057 was built in December, 1912, by the Montreal Locomotive Works and spent most of her days in Northern Ontario hauling for the CPR out of North Bay, Sudbury, Schreiber and Mactier. In 1956, she was transferred to southern Ontario and finally retired - pushed out by the Diesel age in 1960, after grubbing around the yards at Havelock, Ont.

She was sold to the Regal Stationery Co. in Toronto and remained there for 10 years until bought by H.W. Hansen of Chicago. The Ontario Rail Association purchased her from Mr. Hansen this year for part of a typical 1930's branchline railroad they're setting up at Georgetown, Ont.

The cars in the train, painted in the old maroon of the CPR, glory in such names as Chinguacousy, Esquesing, Glen Williams, Terra Cotta and Credit. Forks. They were built between 1919 and 1930.

The 31.8-mile route to Carleton Place is in itself a casual history lesson. It passes the home of Captain Bradish Billings, built in 1826, now within city limits but originally a half-day's ride away by horse; Bells Corners, an important stop to the military settlement at Richmond; and Stittsville where some of the stone for the Parliament Buildings was quarried.

The coach riders enjoyed it immensely. Wearing his gray-striped engineer's hat, Mr. Basford suggested Canada's two leading railways should go back to steam.

He and the other special guests Carleton Place Mayor Eldon Henderson, MPs and NCC officials stood on the rear platform waving gaily to hundreds of people as 1057 ambled by. It was a sentimental journey for Mr. Henderson. He was fireman on the very same 1057 years ago out of Galt.

At Carleton Place a good 750 of the townsfolk were waiting to greet the train. They entertained during the two-hour layover with a show of antique cars, a country and western trio and an old steamer of their own.

After replenishing her water supply and turning around on the wye, 1057 started back for Ottawa station right on time.

Up front in the baggage car, without soft chairs and iced drinks to pass the time, the half-dozen Bytown Railway Society members were titillated by the trip. Their job as train marshals had been relatively easy, since a regular crew of CPR engineers, firemen and brakemen had commandeered the locomotive.

No it was just a dandy day to enjoy a hobby.

"It's like a dress rehearsal," said 46-year-old Al Craig. "If it's a shambles, the play will be all right."

Work of art

He'd been up since 6.30 that morning lending a hand to fire the engine. He insists he's one of the "nutty" ones.

The closest he ever came to working on a train was loading 60-pound containers of fish onto cars in Winnipeg years ago. But to him, a train, especially a train like the 1057, is art.

The whistle blows. "Music," said Mr. Craig showing lots of grin.

"We real nutty ones have records of those things. Sit in the living room and listen to them. Drives the wife up the wall.

"I've got a terrific record called Steam Under Thundering Skies. It was taken down in Tennessee in February, 1960."

A measure of scepticism must have been showing. "You just can't imagine anybody sitting and listening to that, eh?" said Mr. Craig. "When you're a railroad nut, you're a real nut."

Whoo..Whoo Week four and old 1057 was jam packed

The National Capital Commission enjoyed its fourth successful weekend for the steam train excursion as 296 people rode the rails from Ottawa to Carleton Place and back.

Children, some not old enough to walk, joined adults of all ages to fill every available seat in the train.

Hundreds of people lined the 31.6-mile route waving to friends and strangers, taking pictures and standing open-mouthed as the Credit Valley Locomotive 1057 passed.

Armed with cameras and tape recorders, onlookers stood on cars, sat on roofs of houses and fences and pulled their cars off the road for a glimpse of the 61-year-old locomotive.

Greeted with waves

Children greeted the Credit Valley with waves, occasional shouting and always a smile. When the adults weren't waving, they were focusing their cameras.

A car even dared to out-toot the blasts from the vintage engine, but placed a poor second.

Blasting its whistle and bellowing clouds of black sooty smoke, the locomotive appeared incongruous as it passed newly constructed highways, \$40,000 homes with swimming pools, partly finished apartment buildings and white and green oil containers, which stand out like blisters in the level country fields.

Only the occasional weather-beaten fence and distant farms gave the feeling of riding in the early twenties.

The train travelled under roads and over highways that weren't built, let alone conceived, 60 years ago.

While all agreed the excursion was wonderful, the ride meant something special for each individual.

In comparing Sunday's ride with others she took many years ago, Vera Smith of Ottawa said: "The seats are different. They're more comfortable."

Meharu Ohlsen, a six-year-old boy who moved here with his family from Ethiopia a year ago, said: "It made me happy."

Found it fascinating

John and Margaret Simpson of Alta Vista found the ride so fascinating they are planning another in August.

"The NCC should do it every summer," suggested Mrs. Simpson.

The ride brought back memories for Mrs. Simpson travelling to Toronto in a day coach, seeing the Prairies eight times and a journey to Kingston sitting in a wicker chair.

At Carleton Place passengers were treated to music by a country and western band and a ride to Riverside Park in a school bus and a horse drawn cart for picnicking and swimming.

The train, which belongs to the Ontario Rail Association and is rented by the NCC, took passengers through Ellwood and Wass Junctions, Bells Corners, Bells Junction, Stittsville and Ashton before reaching its destination

27/07/1973 *Ottawa Journal**Carleton Place*

Excursion may be hit by strike

CARLETON PLACE (Special) Resident and town officials are hoping that the present Ontario rail strike will be over in time to allow the steam passenger excursion train to operate this Sunday.

Arrangements have already been made for a British double-decker bus to transport passengers between the station here to Riverside Park, located on the Mississippi River.

A pipe band will also be on hand to welcome passengers to Carleton Place and an orchestra playing old-time music will play at the station during the 2 1/2 hour stopover.

10/08/1973 *Ottawa Journal**Carleton Place*

Rail strike takes steam out of NCC excursion

Sunday's steam train excursion to Carleton Place has been cancelled because of the CP-Rail strike, the National Capital Commission announced today.

Tickets purchased for this week's ride will be honored on the first train run after resumption of normal rail service, or refunds can be obtained at the place of purchase.

The excursion is run by the NCC and the National Museum of Science and Technology, but the engine is driven by CP-Rail employees.

24/08/1973 *Ottawa Journal**Carleton Place*

Steam train excursion cancelled

In light of the national rail strike, the National Capital Commission has announced it has had to cancel its steam train excursion to Carleton Place this Sunday.

An NCC spokesman said refunds on tickets may be obtained from wherever the tickets were purchased or they may be saved and used Sept 2 if the rail strike is over.

Again depending on the strike situation, the commission is planning three excursions next weekend to run on Saturday, Sunday and Monday.

Tickets are to be available Monday through Thursday next week at the National Museum of Science and Technology on St Laurent Boulevard and Friday and Saturday at the NCC information booth at Confederation Square

31/12/1973 *Ottawa Journal**Carleton Place*

1057

Steam came back into its own with the re-opening of the Ottawa to Carleton Place weekend run. Operated by the NCC, Engine 1057, built in 1912, pulled five public and two private cars along the 30 mile track at a sedate 25 m.p.h. belching black smoke and blowing its whistle at every crossing. While re-establishing the popularity of steam trains, the new run also prompted the NCC to announce a new route to Wakefield, starting in 1974.

12/12/1977 *Ottawa Citizen**Carleton Place*

Boy dies in snowmobile - train crash

Fourteen-year-old Daniel Welch, of 102 Orville St., died when struck by a westbound Canadian Pacific passenger train as he attempted to cross the tracks just north of his home on the 10th concession.

Police said the snowmobile had stalled on the tracks and the boy was struck by the train before he was able to jump clear. The accident occurred at 2:25 p.m.

12/06/1979 *Ottawa Citizen**Carleton Place**Carleton Place*

Town off the track

CARLETON PLACE (Special) Steam Train 1201, which in the past had included Carleton Place on its summer excursions on occasion, will not be making the trip to the town this year unless an arrangement can be made with the National Capital Commission.

A CP Rail spokesman said that the Wakefield run could be possible because the NCC have at their own expense installed facilities for servicing the train, whereas no such services prevail on the Carleton Place route.

When the train visited Carleton Place in the past, hundreds of local poured into the station area and the town made many special events available to offer entertainment to the travellers.

Motorist only bruised in crash with train

A Kanata man escaped with bruises after his car struck a VIA Rail passenger train Tuesday at a CP Rail crossing on Moodie Drive, just north of Hwy. 7 in Bells Corners.

Hugh Irvine, 41, of Rutherford Crescent, said later he didn't notice the flashing warning signal as he approached the crossing on his way home for lunch about 12:30 p.m.

When he slammed on the brakes, his northbound car slid into the engine of the westbound, four-car Transcontinental train, which was travelling about 40 kmh.

The impact spun his 1985 Pontiac into another car which had stopped at the crossing moments before Irvine came along.

The VIA train, which was on its way from Montreal to Sudbury, was delayed 25 minutes. There were no injuries to passengers and the engine wasn't damaged.

The crossing was without safety gates.

Irvine said he noticed some cars stopped in two lanes at the crossing, but believed they planned a left turn.

When he realized the reason was a train, it was too late.

Following the crash, Nepean police charged Irvine with careless driving under the Highway Traffic Act.

The CP line where Tuesday's accident occurred is used by the Transcontinental, which travels at much lower speeds than the maximum 145-kmh used by Toronto-bound trains.

06/02/1986 *Ottawa Citizen**Carleton Place**Moodie Drive*

Motorist fined for crashing into VIA train ;

A Kanata man who escaped with only bruises after his car struck, a VIA Rail passenger train last month, pleaded guilty to careless driving and was fined \$128.

Hugh Irvine, 41, of Rutherford Crescent, 5, had not noticed the flashing warning signal as he approached a CP Rail crossing on Moodie Drive, just north of Hwy. 7 in Bells Corners.

He was charged under the Highway Traffic Act with careless driving.

30/08/1986 *Ottawa Citizen**Carleton Place**Carleton Place*

Couple, grandchildren die in pre-school outing

CARLETON PLACE An Almonte couple and their two grandchildren were killed Friday afternoon when a Sudbury-bound VIA Rail passenger train smashed into their car at a level crossing three kilometres east of here.

Dead are Stanley John Taylor and his wife Joan Norma Taylor, both 64, Caroline Moxley, 6, and Graham Moxley, 4.

The youngsters were the only children of the Taylors' daughter Jill and her husband Robert Moxley, of R.R. 1, Almonte.

Const. Neil Fennell of the OPP's Perth detachment said the accident occurred at 12:55 p.m. Friday while the Taylor car was travelling south towards Hwy. 7 on County Rd. 17.

Travelling at about 110 kmh, the train hit the car broadside and dragged it about 20 pole lengths down the track.

The cause of the accident is still under investigation, and no decision has been made about an inquest. Driving conditions were ideal, with clear skies and a dry, paved road.

Fennell said the car was so badly smashed that it took police and Beckwith Twp. firemen several hours to get the victims out.

The children's aunt, Susan Moxley said the four were headed for a drive in the country.

"They were going to stay the night at their grandparents as a final treat before the beginning of school.

Beverly Smith, manager of Via Rail's Ontario public affairs, said the train involved was VIA's Transcontinental No. 1.

It left Montreal Friday morning and was bound for the west coast. None of the 150 passengers were injured.

Undamaged, the train resumed its trip around 4:30 p.m.

The engineer, pale and shaken would say little about the tragedy. "They just drove in front of us, that's all I can say," he said before driving away.

Hours after most of the wreckage had been towed away, people were still arriving to survey the crash site. They found it still strewn with pieces of wreckage, including a headlight, part of the car's front grille and pieces of the dashboard.

Fennell said this was the first he's ever heard of a fatal accident at the crossing, which is indicated only by a white wooden sign.

A Carleton Place resident, who declined to be identified, said it was not a tricky crossing. "It is a level crossing. You can see quite a ways both ways. What more can they do?

09/09/1986 *Ottawa Citizen**Carleton Place**Carleton Place*

Man's hearing impairment may have caused fatal car-train accident

Canadian Transport Commission officials believe an Almonte man's hearing impairment caused the car-train accident that killed four people Aug. 29 near Carleton Place.

Stanley John and Joan Norma Taylor, both 64, and their grandchildren Caroline, 6, and Graham Moxley, 4, were killed when a Sudbury-bound VIA Rail passenger train smashed into their car at a public crossing, which is marked only by a white wooden sign.

"Mr. Taylor was a handicapped driver with a hearing impairment," said Bill Bell, an Almonte resident and engineer with the transport commission.

"It looked to us to be a relatively safe crossing with little or no problems."

Although the investigation into the accident has not been completed, Bell said Canadian Transport Commission officials believe Taylor's hearing impairment may have prevented him from hearing the oncoming train.

Investigators are also returning to the scene to check reports that a cornfield might have impaired his view of the train from one angle, he added.

A Perth OPP spokesman said an inquest will be held but a date has not yet been set.

In the wake of the accident, Bell is helping to organize a seminar to be held Friday by Operation Lifesaver for about 900 schoolchildren in Almonte.

Roger Cyr, national director of the railway safety organization, will speak to schoolchildren at G.L. Comba public school, St. Mary's separate school and Nais-mith Memorial school Friday. He hopes his messages about safety, along with a presentation by CN security police on vandalism and trespassing, will help prevent similar accidents.

CN security police will also attend the seminars to discuss problems such as trespassing and vandalism.

Operation Lifesaver is responsible for public education campaigns on train, car and pedestrian safety, engineering at train crossings and inspections and police enforcement.

Mother's plea for safer rail crossing answered by jury

CARLETON PLACE - On behalf of four lost loved ones, Jill Moxley made a poignantly written plea to her peers Wednesday, asking them to help prevent the kind of accident that killed her parents and children.

Four hours later, a coroner's jury answered her, calling for immediate improvements at the level crossing near Carleton Place where the four were killed Aug. 29 when their car was struck by a VIA Rail train.

"We will never know why my parents failed to see the train that killed them," the Almonte-area resident wrote in a letter read at the inquest.

"... What really matters is that everything possible be done to prevent accidents such as this."

Moxley's parents, Almonte residents Stanley John Taylor and Joan Norma Taylor, both 64, and her two children, Caroline, 6, and Graham, 4, were killed at a train crossing marked only by white wooden signs.

The jury made six recommendations, the first being that flashing lights and warning bells be installed immediately at the crossing, which is on County Road 17, about 600 metres from Hwy. 7.

The jury also called for stop signs or reduced-speed signs at level crossings in rural areas, expanded public education and regular inspections of traffic counts and visibility at the crossings.

An engineer with the Canadian Transport Commission, Ian Naish, said after the inquest the jury's recommendation may speed up the process of getting lights and bells installed.

Ottawa resident Richard Moxley, whose brother Robert is married to Jill Moxley, said he was satisfied with the jury's work.

"I think the whole process was a good one today ... a step in the right direction."

The inquest was told the passenger train, which had left Ottawa for North Bay, was travelling at about 110 kmh and had sounded its whistle before crossing the road.

OPP Const. Lloyd Phillips testified the car was struck above the left front tire. It was a cool, sunny day at about 12:55 p.m.

He said there were no signs that the driver, Stanley John Taylor, had tried to brake or make a sudden turn, suggesting that Taylor simply did not see or hear the train.

Phillips also testified that Taylor had a severe hearing impairment caused by nerve damage inflicted during the Second World War.

The inquest also heard that Taylor's view of the train may, have been obscured by a large field of tall corn that bordered the track.

In her letter, in which she apologized for not attending, Moxley wrote:

"My father's hearing was impaired but my mother's was exceptionally good. All the speculation in the world is possible but none is good enough."

Moxley concluded her letter by saying:

"It is unbearable to lose your children and parents like this. It is even more unbearable to think that the authorities could sit back after such a tragedy and not at least try to prevent it from happening to someone else."

19/09/1987 *Ottawa Citizen**Carleton Place**Ashton*

Passengers escape injury in VIA train, truck collision

The locomotive pulling The Canadien, VIA-Rail's cross-Canada train, derailed Friday near the Ottawa Valley hamlet of Ashton, forcing 64 passengers to take buses to Ottawa and Montreal after a two-hour delay.

Const. Gary Couture, of the Perth detachment of the Ontario Provincial Police, said the train's engine was knocked sideways off the track but remained upright at a slight angle. The cars were not damaged and none of the passengers, mostly tourists on the train which left Vancouver on Sept. 15, were injured.

A semi-trailer driven by Ronald Boal, 39, of Ashton, was crossing the tracks at 7:15 p.m. at a private crossing owned by Cavanagh Construction, when the back end of the truck's empty flat-bed collided with the locomotive pulling six passenger cars.

A VIA spokesman said the railway provided two buses to Ottawa and Montreal. A bus with 40 passengers left about 9:40 p.m. for Dorval. A second bus left later for Ottawa with 24 passengers.

Cavanagh Construction workers provided a truck and a grader to unload the baggage from the train onto the buses.

24/06/1988 *Ottawa Citizen**Carleton Place*

Bridlewood Pedestrian crossing delayed

A pedestrian railway crossing linking Shetland Park with southern sections of Bridlewood won't be constructed until spring.

Kanata planner David Krajaefski said it will take at least eight months to order and install a grade-level crossing off the Palamino Drive park.

Once installed, the crossing will have a sign, flashing lights and a bell to warn pedestrians of approaching trains.

Krajaefski said a CP passenger train uses the section of track twice daily.

Krajaefski said Coscan Development Corp. would have to wait three months for project approval from the Canadian Transport Commission.

The crossing will be built at Coscan's expense. Coscan is developing some 600 units in north Bridlewood.

30/11/1989 *Ottawa Citizen**Carleton Place**Ashton*

Truck-train collision

Frank Somerville, 43, of Lanark, was killed Wednesday afternoon when the truck he was driving hit the side of a VIA train about 15 kilometres west of Ottawa. Passenger David

McIntyre, 19, of Lanark, was in satisfactory condition at Queensway-Carleton Hospital, Police said the truck failed to stop at a level crossing on Ashton Station Road.

Save tracks for commuter trains: mayor

Carleton Place Mayor Melba Barker is trying prevent the railways from ripping up two rail lines they plan to abandon Jan. 15.

She hopes the lines will someday be used for commuter trains.

Canadian Pacific's line between Nepean and Carleton Place and Canadian National's line between Nepean and Arnprior are to be abandoned.

"It's a very real concern to all of us that we're going to see the possibility for the future destroyed," said Barker. She thinks that in another decade the growing population of Carleton Place will be able to support a railway.

But if the tracks are ripped up "the land would likely be sold, and that would be it."

Carleton Place Council has endorsed a report released this week by a group of commuter rail advocates from Kanata, Carleton Place, Ramsay Twp. and other west-end communities that urges the province to intervene to save the tracks on both lines.

It also asks the ministry of transport to study the possibility of commuter trains similar to the GO system in Toronto.

Carleton Place is now asking Kanata, Almonte, Perth, Smiths Falls, Arnprior, and the townships of Ramsay, Beckwith, Goulbourn, and Drummond, to support the commuter train idea.

All except Kanata have given preliminary support to the idea, Barker said.

Kanata Council voted against the idea in November when 50 residents whose houses back on the railway tracks protested the trains would be noisy. Kanata Aid. Judy Hunter, once the prime mover behind the commuter rail idea, dropped out of the group promoting it after the 50 residents complained she wasn't representing them.

Barker said all responses to the Carleton Place appeal will be forwarded to Ontario Transport Minister Bill Wrye, who has established an intermunicipal committee to study future prospects for abandoned rail lines in the province.

Gary Rice, of Ramsay Twp., who helped draft the report endorsed by Carleton Place, said ministry officials invited the commuter rail promoters to submit their ideas.

But they warned him commuter travel was a regional government responsibility, and Ottawa-Carleton is served by the transitway.

The report proposes that commuter trains be linked to the transitway.

29/12/1989

Ottawa Citizen

Carleton Place

Ashton

Driver survives train crash

For a split second Thursday, Todd Sterritt didn't think he would live to see 1990.

As his car slid towards a westbound VIA Rail train, the 19-year-old Almonte man didn't think he had a prayer.

His small car hit the moving train but Sterritt walked away from the collision. He was treated at Carleton Place and District Memorial Hospital for minor cuts.

"It's amazing he wasn't killed or seriously injured," said Const. Neil Fennell of the Ontario Provincial Police in Perth.

Sterritt said he was going to get gas for his snowmobile when the collision occurred at about 1 p.m.

"You can't see the crossing because of bushes. When I got around the bushes, it was too late. I heard the horn of the train, hit the brakes and slid right into it.

"I guess I was meant to see the new year," Sterritt said.

A month ago, Frank Somerville of Lanark was killed at the same unprotected level crossing, on Ashton Station Road, 15 kilometres west of Ottawa.

30/12/1989

Ottawa Citizen

Carleton Place

Ashton

Crash survivor blames brush for obstructing view of railway tracks

Todd Sterritt, 19, who walked away from his demolished car after it struck a VIA Rail train Thursday, says brush impeding a driver's view of the tracks should be cut to prevent a similar mishap.

Sterritt said he didn't see the train nor hear a whistle as it crossed the Ashton Station Road "until it was too late. I hit the brakes and I rammed the train."

The Almonte man was at home Friday nursing his cuts and bruises and thanking his stars he's alive to talk about the mishap. His car, a subcompact, is beyond repair.

Sterritt attributed his walking away from the scene of the wreckage to wearing his seatbelt.

Only a month ago, the driver of a truck was killed at the same junction.

Police said Friday that they still haven't been able to talk to a passenger who was injured in that crash.

Ontario Provincial Police in Perth, who investigated both accidents, said there has been no move to have the brush cut down.

19/01/1990

Ottawa Citizen

Carleton Place

Carleton Place

CP derails town's hope of setting up commuter line

Hopes of establishing a commuter train between Carleton Place and Nepean were derailed Thursday when CP Rail began lifting sections of the abandoned route.

CP spokesman John Cox said sections at each end of the line that runs between Carleton Place and Bells Corners were being dismantled and lifted.

The action came just three days after the last VIA Rail passenger train passed through.

Cox said the rest of the job will be contracted out as soon as tenders are chosen.

The National Transportation Agency granted CP's application for abandonment because the route was "uneconomic," Cox said.

"It's not generating enough traffic to cover its own costs," he said.

Ottawa-Carleton is negotiating with CP to buy the corridor for future transportation or utility purposes. But planning commissioner Nick Tunnacliffe said the region has no interest in buying the actual rails since it has no short-term plans for the corridor.

Gary Rice, a long-time advocate of a commuter rail service, said the tracks being torn up were in "excellent condition."

Rice helped draft a proposal endorsed by officials in Carleton Place, Smiths Falls, Almonte and other communities stressing the benefits of a commuter rail service.

The proposal is being examined by the Ontario Ministry of Transportation.

The report asked the ministry to conduct a feasibility study of the commuter rail service.

Rice believed the province would inform Carleton Place whether the study would be conducted before CP decided to lift the line.

But Cox said all levels of government had the chance to intervene and did not.

Rice said highways from Carleton Place to Ottawa are overcrowded, resulting in an increased number of accidents and deaths.

He predicted that as the population in rural Ontario increases, the situation will get worse.

Caption to photo. End of the line. CP Rail workers begin pulling track on the abandoned route.

CP Rail derails commuter plan

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Cox said the National Transportation Agency granted CP's application for abandonment because the route was "uneconomic."

If a commuter train ever becomes a reality between Ottawa and Carleton Place new tracks will have to be laid.

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Cox said the provincial government and all other forms of government had the chance to intervene and did not.

Rice said highways from Carleton Place to Ottawa are overcrowded, resulting in an increased number of accidents and deaths. He thinks as the population in rural Ontario increases the situation will get worse, and said most progressive cities have an intermodal transportation system to combat this problem.

He called the lifting of the line a "tragic and heart-breaking" event.

Caption to photo: End of the line: Crew pulls spikes at Carleton Place.

27/06/2009 *Stittsville News**Carleton Place**Stittsville*

All aboard: Railway display at library

All aboard, the railroad's back in Stittsville.

Or at least the next best thing - photographs of the way it was as well as a collection of railway artifacts and memorabilia.

It is all at the Stittsville branch of the Ottawa Public Library thanks to two staff members from the Goulbourn Museum, Tracey Donaldson and Brianne Kerik, who prepared the exhibit and display which is now occupying the ArtSpace wall and accompanying display cabinet at the library branch.

Everyone interested in the railway history of Stittsville as well as Ashton and Richmond is urged to drop in and view the exhibit and display to get a feel for the important role that the railway played in the history of these Goulbourn communities. This exhibit and display on the history of the railway in Goulbourn will be on view at the Stittsville library branch until Wednesday, August 5.

02/07/2009 *Almonte/Carleton Place A* *Carleton Place**Carleton Place*

New Chamber office in former train station officially opens

Bob Hawkins remembers his ride on the last passenger train to ever stop at the former CP station in Carleton Place, ON. "I took my grandson Ryan and we went to Arnprior. He was just a little lad - only four years old," a smiling Hawkins told the Record News EMC. "It was sad to see it (passenger rail service) go." The date was Jan. 14, 1990 meaning the Hawkins' train trip occurred nearly 20 years ago. Only weeks after the last passenger train passed through the community the tracks, which connected Carleton Place and nearby Ottawa, were torn up. It's a move that remains controversial to this day, especially in light of the current trend toward expanded commuter rail service from suburbs, including Carleton Place, into the centre of the nation's capital. The official opening of the sections of the former station which will now house the town's 'Visitors Centre', along with the Chamber offices, touched off a wave of nostalgia. Many of those who came to the opening were there to see how the structure has changed in the two decades since it was last used as a railway station.

Early Days: When railways ran through Hintonburg and Mechanicsville

By Dave Allston

The Northeast corner of Kitchissippi has always been an industrial center with railways, mills, lumber yards and manufacturing firms. It's what came to this area first. The people and the houses followed.

Those days are nearly gone, with only a few physical remnants remaining. In February, Ottawa's Built Heritage Committee voted unanimously to designate what was recently the Orange Art Gallery. Built in 1925, this building served as the offices for major eastern Ontario lumber firm W.C. Edwards.

Early growth and the development of west Centretown, Hintonburg and Mechanicsville can all be tied back to the arrival of the trains. You wouldn't know it today, but the area all around Tom Brown Arena, City Centre, Bayview and east to Booth Street and north to the Ottawa River, was the site of sprawling, complex, massive early railway operations.

Riding the rails

The Canada Central Railway opened a line running west from Bayview to Carleton Place in 1870, while the St. Lawrence and Ottawa Railway opened a branch off their Prescott line to Bayview from about where Heron meets the Airport Parkway (now the Trillium rail corridor) a year later. The arrival of these lines meant building stations, platforms, roundhouses, offices, stockyard pens, storage buildings and coal chutes.

Lumber and manufacturing companies jockeyed for real estate near the tracks, anxious to have access to shipping lines via a short siding off the main. These same companies, and the railroads themselves, fought for land nearby to lay out subdivisions to enable their workers to live close to work. Hence a community like Mechanicsville was established in 1872.

Not long after, the Quebec, Montreal, Ottawa and Occidental Railway opened a line across the Ottawa River in 1880 via what is now the Chief William Commanda Bridge that came into Bayview. Three years later, the Canada Atlantic Railway extended their line from Elgin into Bayview, and finally J.R. Booth's Ottawa, Arnprior and Parry Sound Railway opened a line from Bayview west to Arnprior in 1893.

Some of this infrastructure still lives buried underneath the fields and grounds, surprisingly well preserved as we found out in 2016 when an archaeology team working at the Trinity site next to City Centre uncovered the original turntable, engine house and roundhouse. Sadly, it will soon be removed as contaminated ground to make way for the condo development.

Long-time residents will recall that where Tom Brown Arena now stands was where the CPR roundhouse stood until it was demolished in April 1968. Across the street, where the Bayview LRT station now is was roughly where the original Ottawa West passenger station stood.

Proximity to the railways brought some major firms, none more significant in our area than J.R. Booth and his mills and lumber piling grounds.

Nearly the entire tract of land north of the Somerset Bridge between the Trillium line to Preston Street was owned by Booth to maintain his massive piles of lumber. Where the City Centre tower now stands was Martin & Warnock's Dominion Flour Mills, and a little to the south, where the Orange Monkey is was a large match factory.

All of these lumber facilities were wiped out in the great Ottawa-Hull fire of 1900, and again in 1903 when Rochesterville was decimated by a second blaze. Booth relocated to what is now the Carlington vet homes. This left behind a large open piece of land. The W.C. Edwards Company took over what is now the City Centre property.

Building industry

In Hintonburg, there were many early industries that were built around the railway. The -Mason mill — later Shephard and Morse - was a large operation along the river that is now Bayview Yard and the approach to Lemieux Island. Not to mention Zagerman's Lumber and Supply - now Merkley's across the road from 1930 onwards.

The quiet residential development called Hintonburg Place just to the south of Tom Brown Arena is only a little over 20 years old, but was the long-time home of D. Kemp Edwards (nephew of W.C.) Lumber. On the opposite side of Hintonburg Place, adjacent to the Trillium line, is a small nondescript parking lot, but for many years this was the site of the Canadian Oil Company's office building and massive holding tanks of gasoline, coal oil and naphtha oil.

One important remnant of the early industrial days we still have is the Somerset Street Bridge, which also has an important relationship with the early days of west end rail.

It's hard to imagine today that the communities of Centretown and Hintonburg were once continuous, homogeneous land. The installation of numerous railroad tracks, and the later trenching of the tracks, created a massive man-made barrier between the two communities.

Once the tracks arrived in the 1870s, it essentially severed the neighbourhood from Dow's Lake to Bayview. From that point on, bridges were required over the rail to access anywhere east. A level crossing in this area was out of the question, with the volume of trains coming and going creating a dangerous situation.

A wooden bridge was constructed over Cedar Street - as Somerset Street was known in the late 19th century - to span the railway tracks below.

This was an important bridge for the community, made even more critical with the arrival of the electric streetcars in October of 1895. Hintonburg residents had been so insistent that the streetcars come to the village and use the Somerset Street bridge and Wellington Street that they separated from Nepean Township in 1893 primarily over this issue.

The great fire of 1900 destroyed the Somerset Street bridge, completely cutting off access to the east. The bridge was quickly rebuilt using iron this time, but there was also an impetus made for a second bridge, which after years of political wrangling opened in 1909 as the Wellington Viaduct. It stood until 1969 when the new Scott-Albert bridge at Bayview replaced it.