

Local Railway Items from Area Papers - 1907

07/01/1907 Ottawa Journal General

D'Arcy Scott elected mayor of Ottawa.

11/01/1907 Ottawa Journal Alexandria Central Depot

Order in Council passed yesterday ratifying agreement for the construction of a Grand Central Depot. All railways may use on reasonable terms.

18/01/1907 Eastern Ontario Review Montreal and Ottawa Caledonia Springs

There is a report in circulation to the effect that the C.P.R. will spend \$200,000, or more, the coming summer on an immense bottling establishment at Caledonia Springs.

It is said that the company intends to ship these waters in very large quantities

20/01/1907 Athens Reporter Westport

The new snow plough of the Brockville and Westport Railway was run out over the line last week. It weighs twenty tons and proved very efficient.

23/01/1907 Athens Reporter Westport Elbe

The gale on Sunday took off roofs and partly overturned the railway station at Elbe.

23/01/1907 Athens Reporter Westport

Albert Gallagher of Portland has entered an action for \$2,000 damages against the B&W Rwy. for injuries sustained in a fall on their Brockville platform.

25/01/1907 Renfrew Mercury Renfrew Madawaska

Officials of the Grand Trunk Railway say that a new round house is to be built at Depot Harbor similar to the one just finished at Madawaska, and the work is likely to start soon. In the way of equipment, the Madawaska one is very fine, there being thirteen stalls for engines, a turntable with some of the most modern mechanical devices, and a complete coaling plant. Engines drawing trains, both from Ottawa to Madawaska, and from the latter point to Depot Harbor, are now coaling at the new coaling plant, and the engineers and others interested are much pleased with what has been done. The new structures are practically all of concrete and steel.

26/01/1907 Ottawa Journal General

Hon. A.G. Blair dies.

30/01/1907 Ottawa Journal Chalk River Renfrew

Imperial Limiteds, East and West Bound Crash together at Renfrew.

A bad smash up within three hundred yards of the C.P.R. station took place at 3.30 o'clock this morning.

The eastbound Imperial Limited was two hours late and had been placed in a siding to await the crossing of the Imperial Limited going west.

It seems that the switch had been left open and the westbound Imperial Limited express dashed into the train in the siding. The result was that the two engines No. 896 on the eastbound and No. 753 on the westbound were telescoped. The two mail cars and one baggage car were wrecked.

Fireman McKnight on the westbound had his legs badly smashed and Engineer Ryan on the east-bound train was badly scalded. They were immediately removed to the Victoria Hospital, and early this afternoon were reported to be progressing favorably.

Fortunately none of the passengers on the two trains were seriously hurt, though some complained of being considerably shaken. Terror rained for a time, and the hissing of the steam and the glowing coals of the disabled locomotives made a terrifying scene. The passengers, however, were soon satisfied by the officials of the trains and nothing serious had resulted.

A gang was at once set to work to clear away the debris, with the result that the through traffic was not impeded in the slightest.

At 1 o'clock to-day the work of pulling the two engines apart was begun.

It was learned on enquiry at the Victoria Hospital that Fireman McKnight, had sustained internal injuries. With regard to Engineer Ryan it was stated that this was his first trip east.

ANOTHER ACCOUNT

Renfrew, Ont. Jan 30. - W.J. McKnight, 65 Anderson Street, Ottawa and John Ryan, also of Ottawa are in the General Hospital here badly injured as the result of a head on collision between the east and west bound Imperial Limited trains on the C.P.R. at 3.40 o'clock this morning.

The accident was due to a misplaced switch but who set it the wrong is a mystery the officials are trying to unravel now. The two engines were telescoped and two mail and two baggage cars on each train were badly smashed. None of the passengers were hurt beyond a severe shaking up or minor bruises.

Traffic was disorganized, but not completely interrupted and by 1 o'clock the two disabled engines had been separated.

The eastbound train, which was two hours late, was standing on the siding waiting to allow the westbound, also late to pass. The switch was apparently all right, but it was not, and the westbound train which was travelling at considerable speed, crashed into the other.

The engineer, J. Wilson, and the fireman, W. J. McKnight, did not see the open switch until too late. Wilson applied the emergency brakes, but by then the accident was inevitable. He stuck to his engine and by a miracle was not injured.

McKnight tried to jump, but was caught between the engine and tender and had his right leg badly crushed. His condition is regarded as serious, the doctors being unable yet to ascertain whether the arteries have been ruptured or not.

John Ryan was the engineer on the east-bound train, with fireman Bonsall. They jumped, but Ryan was caught and badly scalded about the face, hands and right leg. He is also in serious condition at the hospital.

Word was at once sent to Ottawa and Chalk River and help sent. Wrecking crews and other engines and cars were at once hurried from both places.

Mr. H. B. Spencer arrived from Ottawa early in the morning and at once took charge of operations. The passengers were detained about five hours and then forwarded in either direction.

Drs. Murphy and Connolly was summoned to the scene and arrived within half an hour of the accident. They had the injured men at once removed to the hospital after treating them temporarily. The escape of the others on the engines and the mail and baggage clerks is regarded as remarkable.

The engines, 753 and 896, were badly smashed and the property loss to the company will be considerable.

Mr. McKnight, who was 22 years of age and unmarried, lives with his parents at 65 Anderson St., Ottawa. He has been for several years in the employ of the C. P. R. His father came to Renfrew this morning to see him and convey him to Ottawa, if possible.

Railways for Pembroke

The Northern will enter along with others

Pembroke is destined to become a great railway centre. In addition to the two present railways we are getting the Canadian Northern from Ottawa and also we have two bright prospects of getting a line from Pembroke straight to Peterboro built by the Northern company to connect with their main line to Toronto which will put Pembroke in connection with Toronto by seven hours run. The C.P.R. will also run the K. & P. to Pembroke, also connect Pembroke with a line striking the P.P.J. at some suitable point. With the coming of all these roads and the prospect of cheap power in sight for manufacturers, we see no reason why Pembroke should not assume the dignity of a city in the near future.

31/01/1907 *The Equity, Shawville* *Pontiac Central*

An application will be made to the Legislature of Quebec at its next session for the passing of an act to incorporate the Pontiac Central Railway Company with power to construct a railway from Bryson, PQ, along the valley of the Coulonge River to a portion on James Bay, with such branches as may be required and with power to develop the mineral, timber, agricultural and other resources of the district to be traversed.

07/02/1907 *Kemptville Telegram* *Winchester*

A gang of men is at work putting additions to the railway bridge near Mr. F. Todd's, preparatory to the double tracking which is to be built between Smith's Falls and Montreal during the coming summer.

07/02/1907 *Kemptville Weekly Advance* *Chalk River* *Renfrew*

COLLISION AT RENFREW

A head on collision occurred at Renfrew station early Wednesday morning of last week, between two passenger trains known as the Winnipegs. The east-bound Imperial limited, No. 96, was standing in the siding when the west-bound Imperial No. 97 crashed into it. The switch leading to the main line up which the west-bound train was approaching had, by some reason or other been left open and the result was the incoming train crashed into the waiting one. The engines were locked in tight embrace and their cabs were smashed. The mail cars on the standing train were telescoped. The mail car on the east train was smashed into kindling wood. Fortunately the mail clerk was not on board or he would have been instantly killed. The passengers escaped without injury, except for a shaking up. The train crews and mail clerks escaped by jumping, except an engineer of one and a fireman of the other. One had a leg broken and the other was badly scalded. The injured men were Fireman W. J. McKnight and Engineer John Ryan, both of Ottawa.

On Sunday afternoon a train consisting of the disabled engines and cars passed through the Junction here, on their way to the repair shops at Montreal. The cars had the sides knocked out, while the cabins of the engines were knocked up sideways. The whole train looked as if it had been struck by some terrific force.

12/02/1907 *Ottawa Journal* *Alexandria* *Union Station*

GTR offer to the city. Drawing and plan of proposed Union Station and hotel. Hotel is where the station was ultimately built - no provision for CPR access to Interprovincial Bridge.

14/02/1907 *The Equity, Shawville* *Waltham*

Owing to the run on engines in this stormy time we understand the freight engine was run up this line on Monday with a plow, and on returning the latter got derailed at Aylmer. On Tuesday we had a freight however.

15/02/1907 *Ottawa Citizen* *Prescott* *Somerset Street*

SOMERSET ST. BRIDGE INSPECTED

Railway Commissioners See for Themselves.

BELL ST. BRIDGE

O.E.R. Crossing Allowed and Cost of Bridge Apportioned.

The railway commissioners this afternoon made an inspection of the Somerset street bridge in connection, with the application recently argued for an order compelling the railway companies to widen the structure.

15/02/1907 *Ottawa Citizen* *Renfrew* *Bell Street*

An order is to issue respecting the Bell street bridge, allowing the Ottawa Electric railway to cross the Grand Trunk by means of the bridge. The structure is not of a permanent character and any strengthening necessary will be divided as follows: The Grand Trunk to supply the uprights, the street railway the stringers and beams and the city the top planking. If a new structure is required the board will make another order.

20/02/1907 *Ottawa Citizen* *Renfrew* *Galetta*

BLOCK AT GALETTA

Caused by Derailement of Freight Cars in Early Morning.

The east and west bound local express trains on the Grand Trunk railway were delayed for nearly two hours this morning by the line being blocked at Galetta through the derailment of a couple of freight cars. A west bound freight consisting of about thirty cars and hauled by engine number 1367 was passing through the village at 6.45 o'clock this morning and when about half way over the switch a brake rod dropped and caught in the frog, throwing the switch open and side-tracking the rear end of the train. The train proceeded for some distance in that peculiar manner. The draw-bars held firm and the two sections were held together by one of the derailed cars, which was being dragged crosswise of the tracks. The wrecking train and crew were sent from Ottawa and had the line clear for traffic about 11.45 o'clock.

27/02/1907 *Renfrew Mercury* *Winchester* *Kemptville*

A gang of men is at work putting additions to the C.P.R. bridge near Kemptville necessary for the double tracking which is to be built between Smith's Falls and Montreal this summer.

01/03/1907 *Renfrew Mercury* *Renfrew* *Renfrew water*

The Grand Trunk evening express going west on Monday night was frozen to the track at Renfrew station through the overflow of water from the tank. It was not until a freight came along and pushed it out that it made its way westward, nearly three hours late.

MEN ROASTED TO DEATH YET NO HELP COULD BE GIVEN

Two Men and Maybe Three Lost Their Lives in C.P.R. collision at Mountain Station This Morning

A Piteous Scene as Wm. Hutchens and his Assistant Nichol Were Slowly Devoured by the Flames. The C.P.R. Express From Smith's Falls This Morning Crashed Into a Freight Train on the Same Track

Smith's Falls, March 1. A head-on collision occurred on the C.P.R. at Mountain Station at six o'clock this morning.

Two men were burned to death and there may be a third fatality. Several were injured.

No. 6 express eastbound which left Smith's Falls at five o'clock this morning crashed into a freight westbound on the same track.

The express does not stop at Mountain Station and it is said was running at the rate of fifty miles an hour when the collision occurred about a hundred rods east of that station.

The track is straight at that place and the crews were able to see the impending danger and all jumped to save their lives.

Were Successful.

In this they were fortunately successful. Engineer Daniel Hartney, of Smith's Falls, the driver of the express sustained the most painful injuries, but he escaped with the loss of three fingers. He was bruised and suffered slight injuries otherwise, as did all the crew.

A physician at Mountain attended to him at once and he afterwards went on to Montreal for further treatment. It is supposed he lost his fingers in trying to apply the brakes or reverse his engine before the awful impact came.

Engines Telescoped

The two engines were telescoped into each other and were practically ruined. The express car next the engine and the baggage car next to that received the full force of the collision.

There is a stove in each and either from these or from the lamps the wreck took fire, and in a few minutes both these cars were enveloped in flames.

The baggageman, Lesperance, had just opened the door of his car for a minute when the crash came. He was thrown through the open door and to this he no doubt owes his life.

He was scratched and scarred about the face from ploughing through the snow, but he was not badly hurt.

Less Fortunate.

The express messenger, Mr. Hitchen, and his assistant Nichol, were less fortunate. They essayed to get out of the car, but the legs of one were caught by some of the wreckage and he could not free himself, The other succeeded in getting his head and shoulders through the window of the car, but he was caught there and could get no further. Immediately these two cars took fire and the two unhappy men thus pinioned down saw the flames surrounding them, and coming rapidly nearer and nearer to them.

Cried Out in Extremity

They cried out in their extremity for assistance, and quickly the passengers and those of the crew who were able to do anything responded, but they were unable to succor them. So great was the heat from the flames that it was impossible to do much, but all that could be done was done to rescue the doomed men.

Passengers took turns at chopping at the car to free the messenger, who was partly out of the window, and an effort was made to pull him out, but he was fast imprisoned and could not be released.

Piteous Appeals

With piteous appeals for help and in sight of the horror-stricken crowd, who were powerless to save them both men were burned to death.

In the burning debris of the car there seems to be the head of a third man and it is thought there were three lives lost, though who the third one was is not yet known.

The first class passenger coach was only slightly injured and no damage was done to the rest of the coaches, One freight car only was destroyed.

Conductor Burt was in charge of the passenger train.

Unpardonable Blunder

The wreck is the result of an unpardonable blunder by somebody, which the investigation that must be held will no doubt disclose. The telegraph operator at Mountain, it is said, has been in a fainting condition since the collision, but it is not thought that he is in any way to blame.

The wrecking auxiliary went down from Smith's Falls, and Dr. Graydon and Dr. McCallum were taken down in case their services were required.

BURNED TO DEATH AT MOUNTAIN

Morning Express and Freight Train Crash Together

Two Expressmen Burned to Death in Their Car - - Passengers Escape Unhurt

A terrible; collision occurred at Mountain Station early Friday morning when the C.P.R. express for Montreal, which passes through Kemptville Junction about five o'clock, crashed into a freight train coming west.

Two men, Express Messenger Wm. Hitshena [sic], and his assistant, a man named Nichol, of Montreal, were killed and a few others injured. Of the latter none were more than slightly hurt, excepting Daniel Hartney, the engineer of the express, who lost an arm shattered and lost three fingers.

It appears from information received from the scene of the wreck that it was caused by the conductor of the freight train misreading his orders. At Winchester station, it is stated, he received the order that the passenger train was fifty-five minutes late, and was trying to make Kemptville Junction as soon as possible. The express was on the down grade and going about sixty miles an hour. The shock of the two trains was terrific, both engines were reared upright in the air. The engineer and fireman on the freight saved themselves by jumping as did the fireman on the passenger, but the latter was caught by the hand while reversing his engine.

The two engines were telescoped into each other and were practically ruined. The express car next the engine and the baggage car next to that received the full force of the collision There was a stove in each, and either from these of [sic] from the lamps the wreck took fire and in a few minutes both these cars were enveloped in flames. The baggageman, Lesperance, had just opened the door of his car for a minute when the crash came. He was thrown through the open door and to this he no doubt owes his life He was scratched and scarred about the face from ploughing through the snow, but he was not badly hurt.

The express messenger, Wm. Hutchens, and his assistant, Nichol, were less fortunate. They tried to get out of the car, but the legs of one were caught by some wreckage, and he could not free himself. The other succeeded in getting his head and shoulders through the window of the car, but he was caught there and could get no further. Immediately these two cars took fire and the two unhappy men thus pinioned down saw the flames surrounding them, and rapidly coming nearer and nearer to them. They cried out in their extremity for assistance, and quickly the passengers and those of the crew who were able to do anything responded, but they were unable to save them. So great was the heat from the flames that it was impossible to do much, but all that could be done was done to rescue the doomed men. Passengers took turns at chopping at the car to free the messenger who was partially out of the window and an effort was made to pull him out, but he was fast imprisoned and could not be released.

With piteous appeals for help and in sight of the horror stricken crowd, who were powerless to save, both men were burned to death. The first-class passenger coach was only slightly injured, and no damage was done to the rest of the coaches. One freight car only was destroyed. Conductor Burt was in charge of the passenger train. The wrecking auxiliary went down from Smith's Falls and Dr. Gray and Dr. McCallum were taken down in case their services were required. Probably for the first time in the history of railway wrecks \$50,000 worth of rolling stock was saved by the moving of car after car by passengers and others, who were organized by Mr. N.S. Dunlop, the tax and insurance commissioner and claims adjuster of the C.P.R. Mr. Dunlop saw that every car would be consumed by fire if something was not done, and he so well organized the men present that the cars were backed up and saved from destruction.

ROASTED TO DEATH
FATE OF TWO MEN IN COLLISION AT MOUNTAIN
REPORT OF DISASTER

The entire countryside is agitated over shocking news of the railway accident at Mountain, early last Friday morning. It was 6 a. m. precisely when Express Number Six, fifty minutes late and running at a rate of fifty miles an hour, crashed into the westbound freight, near the western switch, eighty rods west of the station house at Mountain. A big loss of property was entailed, several people were injured and two men were burned to death before the eyes of the onlookers who were unable to save them.

Number Six, the early morning express on which so many local people have made the journey from Toronto and western points, does not stop at Mountain. On Friday morning, it pulled out of Smith's Falls fifty minutes late. There was lost time to be made up and the train was run at a speed of over fifty miles an hour. Because of curve in the track, just west of Mountain, the crew could not see the approaching freight, until it was too late. Hugh Richmond of Smith's Falls, the fireman, and John M. Hartney of Montreal, the engineer, both jumped, the latter first throwing on the emergency brakes. As he left the cab, his glove caught and held, three fingers remaining in it. Then the collision came, head on.

The two engines were telescoped into one another and were practically ruined. They reared up at one another and interlocked, like creatures in battle. The main drive wheels of the heavy express engine, after settling back, were raised fully a foot clear of the track. The express car, next to the engine and the baggage car, next to that, received the full force of the collision. They were destroyed. Seven freight cars were demolished and their contents hurled about and smashed. (Some idea of the wreck may be obtained by reference to the views on this page.)

Following the crash, came the fire which started in the express and baggage cars. The door of the baggage car was open, when the collision occurred and through this open door baggage man Lesperance was thrown, headlong. His nose was broken and his face scraped as he plowed his way through the snow and the debris. To this lucky chance of the open door, Lesperance owes his life. The other occupants of the baggage car, Wm. Hitchins, the express messenger and J. Nicholson, his assistant were less fortunate. They tried to escape from the car, which took fire and was soon and enveloped in flames, but they could not get free. The legs of one were caught by some of the wreckage and he was pinned down. The other succeeded in getting his head and shoulders through the window of the car, but he was caught there and could not get any farther. The unhappy men, thus pinioned down, saw the flames surrounding them and rapidly coming nearer and nearer to them. In their extremity, they cried out for assistance. The crews of the trains, together with the passengers and people of the village of Mountain, did their utmost, but without avail. So great was the heat of the flames, that it was impossible to accomplish much. Turns were taken, in chopping at the car. An effort was made to pull the unfortunate Nicholson through the window, but he was fast imprisoned and could not be released. With piteous appeals for help and in plain sight of the horror-stricken crowd of people, who were powerless to save them, both men were burned to death. In the burning debris of this car were also recovered a number of charred bones, which led to a rumour that a third life had been lost. The story was generally believed and found its way into the columns of some of the leading dailies of the province. Investigation proved, however, that there was no truth in the surmise and that a dog was cremated in the wreck. The crew of the freight escaped by jumping from their train, which was then running at a low rate of speed. The passengers in Number Six got off with a few slight injuries. One man who happened to be shaving, cut his face when the collision occurred. Another wrenched his wrist a bit. Several sustained light scratches. None was seriously hurt. The only injured men among the crew of Number Six, were Lesperance, the baggage man and Hartney the engineer. The local physicians attended the latter, amputating the lacerated fingers, which he had lost in reversing to protect the passengers on his train. Hartney showed great pluck throughout the operation and, with one hand gone, offered to take the next train into Montreal.

Wrecking auxiliaries from Montreal and Smith's Falls soon cleared the track at Mountain and traffic continued unimpeded. The C. P. R. did everything they could to make their passengers comfortable and the hospitable folk of the village of Mountain were also very kind. The scene of the wreck was visited by many curious onlookers, during the couple of days following the disaster.

07/03/1907 *Chesterville Record* *Winchester* *Mountain*

Wreck at Mountain. There is already a good record of this in the accident reports. Details not taken - two long accounts.

08/03/1907 *Eastern Ontario Review* *L'Orignal*

George's Lake. It is expected that construction work will recommence here on the Canadian Northern Rly. Early in April and farmers with help and spare teams are arranging their plans accordingly

11/03/1907 *The Equity, Shawville* *Waltham*

On Friday last the locomotive of the mixed train gave out a few miles above Campbell's Bay, and it was some time before it could be got down to that point, where it was side tracked for repairs. An extra was sent up from Ottawa at night to haul the freight train to destination. Passengers who were aboard when the engine gave out came on from C. Bay to Shawville by stage.

13/03/1907 *Athens Reporter* *Westport*

On March 5 a foot of snow fell causing the B&W train to stall and the crews had to spend the night at Fortton and Athens. All day long the storm blew in from the north-east and then at night a full moon came out to present a sight of wondrous brilliance.

15/03/1907 *Renfrew Mercury* *Chalk River* *Pembroke*

The C.P.R. contemplates removing the Pembroke station to the front of this town somewhere along the track between the new and the old wharf. This would be a good move towards securing the town traffic.

20/03/1907 *Ottawa Citizen* *Lachute*

Railway Tracks in Hull City

The city council of Hull are at present taken up with the question of tracks in and about their city.

A special committee of the council met last night when Mr. Baker of the C.P.R. representative of Sir Thos. Shaughnessy was present to talk over the subject of double tracking Hull, also establishing a spur line from No. 5 ward to Little Farm. Nothing of any moment was carried out the question being deferred until a later meeting.

29/03/1907 *Renfrew Mercury* *Eganville* *Dominion Rock Products*

From the Star-Enterprise: About 2,000 cords of wood is now piled on the Jamieson quarry property, and to view it one would imagine that the supply now on hand would be almost inexhaustible. But burning day and night, the kiln will consume a lot of fuel in 24 hours and it is likely that at least 2,500 cords will be required every year.--

03/04/1907 *Renfrew Mercury* *Belleville* *Perth car shop*

From the Perth Courier: The C.P.R. car shops are being torn down, and the lumber is being used to build 40 feet more to the present freight sheds. The present doors in the sheds are being altered to suit the long freight cars now in use on the C.P.R.

11/04/1907 *Chesterville Record* *Smiths Falls*

Superintendent Spencer of the Ottawa division of the CPR confirmed the announcement that Smiths Falls would supercede Carleton Place as the terminal point and site of the CPR shops. About 200 employees of the company's shops now at Carleton Place will be moved to Smiths Falls this summer.

The mixed train coming east on Monday afternoon had a run off about a mile west of Campbell's Bay. Several freight cars - mostly containing pulpwood - left the rails, and ran along the ties a considerable distance before the engine coupling broke. A wrecking train and crew went up to the scene of the accident about an hour in advance of the express, to clear the line and to repair the road bed. The accident impeded traffic for several hours.

Derailement at Sand Point - see accident file.

Photo in edition of 17th but too poor to reproduce.

Train for West jumps from tracks.

Three men injured at Sand Point

Accident occurred at station, a little beyond Arnprior, at 4:20 this morning. Five cars on CPR Winnipeg train leave the tracks as result of broken rail.

The injured.- Details not taken

PSuch is the list of injured in a wreck on the CPR at Sand Point at an early hour this morning, in which the early west - bound train figured. It was only a lucky turn of fortune however, which brought the train around the curved embankment leading to the station before it took the leap from the tracks, that a serious wreck was not the result. Had the cars jumped a second or so sooner the whole train would have been drawn over the embankment and plunged into the Ottawa River below. Few if any of the passengers and trainmen would have escaped with their lives.

Cause is uncertain.

Advices received from Sand Point are to the effect that the wreck was caused by a split rail. This seems to be the likely explanation, but officially no cause has yet been ascertained.

It was announced at CPR headquarters in the city this morning that the real cause was not known, but that an investigation would be made at once.

The train was due to pull out of the Union Depot at 1:10 a.m., but it was considerably after that time when the start was made. The train was well filled, mostly with settlers, and men from the West, who had come through from Montreal and points for the East.

A few people got on at the station but the local officials state that most of them were returning from Ottawa to intermediate points in this vicinity. At any rate, no official record is obtainable as to whether any local people figured in the smash.

Scene of the wreck.

Sandpoint is situated 5 miles beyond Arnprior, and therefore about 55 miles from Ottawa. At that point there is a curve in the track, bending in at the station, and then bending out again somewhat in the shape of an S. The train had pulled around the first curve and was just getting into the station when the wreck occurred. Luckily for all on board, they had pulled safely past the danger point, where the embankment overhangs the river, and any deviation from the tracks would have meant instant death for practically everyone.

Those on board are certain that a defective rail must have been the cause. The engine, the tender and the mail car had got over the dangerous part, when the first of the second-class cars jumped the rails. Four others followed suit and breaking away from the rest of the train in front and behind plunged along the tracks. Of the five cars, three were second - class, one a tourist and one a first- class coach.

Luckily the train had eased down on coming around the bend into the station. Otherwise the five coaches would probably have been smashed to kindling-wood.

As it was they plunged along for some distance, tearing up a deep furrow, cutting the ties and spreading the rails. After tearing up the gravel for some distance because the cars blocked up and was thrown over against the platform at the station, where they keeled over.

The dining car and theparlour car, both of which were going straight through to Winnipeg, were left on the rails in the rear.

Passengers frightened.

The crash came at 4:20. Most of the passengers were sound asleep in their berths at the time. The suddern crash and shock, followed by the rocking headlong motion of the cars as they plunged from the tracks, awakens the frightened passengers and tumbled them out of their beds.

Pyjama - clad menclung to the first means of support and hung to save themselves, expecting at any moment to feel the cars take the plunge over the embankment. With visions of another Chapleau wreck fresh in their minds, quite a panic prevailed.

Luckily however, the only ones really injured,were the three men in the tourist car - McBride, Burn and Belanger. The first two named received their injuries in the first shock which hurled them across the car. Strangely enough both sustained injury in the same way, wrenched and perhaps broken ankles being the result.

Belanger was badly cut around the face and head. It is supposed that broken glass was responsible for his injury.

None of the men were seriously injured, however, as far as the reports received this morning go to show.

Relief was felt.

As soon as all possible danger was over, the passengers from all the cars turned out into the open. Great relief was felt when it was seen that the wreck was no worse. Many white, scared faces was seen among the crowd, however.

People from Sand Point soon crowded to the scene of the accident and considerable excitement prevailed illegible.

Story of a passenger.

The Journal was notified at an early hour of the occurrence and managed to get one of the passengers to the long-distance 'phone at Sand Point. Mr. E.J.

Brownlee of Stittsville is his name. He had boarded the train at Ottawa and was bound for Winnipeg.

He gave a graphic story of the night's exciting occurrences, from the time when they were all tumbled out of bed by the first shock.

"First thing I knew," he said, "I felt myself pitched head first into the side of the car. The coach seemed to have suddenly struck a bumpy incline and we felt ourselves going along rocking from side to side and expecting to be killed at any moment. Then the motion stopped and we all got out as fast as we could go."

"I tell you they were a pretty scared crowd," he continued, "all of them had heard of the wreck the other day and that seemed to have got on their nerves." He soon got over the shock however. "The rest of the night was spent by the passengers in the station and in the coaches."

Nearly all immigrants.

A large majority of the people on board were immigrants bound for the homesteads of the West. Most of them were men.

The train was in charge of conductor Aubrey, whose home is in North Bay. The engineer was Mr. T Chapman of this city. None of the train hands were in the cars which left the tracks.

Line was blocked.

The spreading of the rails effectually blocked the main line. There is a siding running near the station, which is used for the passing of through trains in cases of emergency. This also was blocked, however, by the fallen cars and as a result it was impossible for the trains following in the wake to get by. The Soo train was blocked up for some hours. As soon as word have been received at headquarters, two auxiliary trains, manned by wrecking crews, were dispatched to Sand Point one from Ottawa, the other from Chalk River.

The gangs got to work with a will and after a few hours effort had cleared the cars off the rear siding so as to allow the trains to pass through that way.

Narrow Escape for Passengers

In the Saturday Morning Wreck at Sand Point

If Accident Had Occurred a Few Lengths Above or Below the Station, cars Would Have Rolled to River's Edge

Sand Point, April 15. Providence was certainly kind to the passengers on the C.P.R. transcontinental No. 97, which left the tracks in front of the station here at 4.20 o'clock Saturday morning. A couple of train lengths above or below and the derailed cars must have rolled down a steep embankment to the river's edge, and what would have been the result is something one does not like to contemplate. As it was, the passengers all escaped without serious injury. A jolt, rude and unexpected, wakened the sleepers, and that was about all the damage done. Only three men required doctor's care, and in these cases the injuries were trifling. G. Belanger, of Montreal, had a cut over his eye which required a couple of stitches. and John McBride and Charles Burr, of the same city, had each an ankle slightly sprained. None were so injured that they could not mingle with the crowd which curiously watched the work of the wrecking gang.

Cracked Rail Gave Way.

The accident, which delayed traffic for twelve hours, was caused by a cracked rail giving way. The engine and baggage car passed that danger spot in safety, but when the first tourist car, laden with navvies for work on the railroad near Medicine Hat, and colonists for the West, struck it the crack meant a broken rail. This car was followed by three others with the same class of passengers, and all went bumping along the ties and ploughing up the ground. The break occurred at the eastern end of the station, and the cars which left the track smashed like matches the heavy planking and sleepers of the platform. The greater part of it was carried bodily away in broken pieces and a flying plank smashed a hole clear through the waiting room wall. The train is not scheduled to stop at this station, and the derailed trucks ploughed through the soil with the cars tilting ever more and more until the strain on the coupling was too much and between the baggage car and the passenger cars off it snapped and the released engine and baggage car sped ahead free. The balance of the train stopped dead with a jerk. Behind the four colonist cars were a first-class coach, a dining car and a sleeper. None of these lost their level, the coach being the only one to pass the break in the rail.

Wild Scramble at First.

In the cars off the track and tipped at such a dangerous angle there was at first a wild scramble, but as no danger seemed imminent this soon subsided. Some broke their way through the windows, but the greater part left by the doors, disagreeably wakened, but glad to be safe.

Word of the wreck was at once wired to headquarters and from Carleton Junction and Chalk River wrecking trains were soon on the way. Between seven and eight o'clock the wrecking gangs were at work. A gang was at hand to help those who had been employed laying new steels. Eighty-pound rails were replacing the present lighter ones, and in a couple of days Sand Point would have been reached and the defective rail would have been taken out before it had signaled its retirement from duty by such an expensive act to the C.P.R. About 8 o'clock Mr. H.B. Spencer, superintendent of the division, arrived and took charge of the operations. General Superintendent Zimmerman, of Montreal and Trainmaster D. Robertson, and other Ottawa officials arrived to see what could be done. On the special came also Doctors Mayberry and Kidd, of Ottawa, whose services fortunately were required only for minor injuries, which took them but little time.

A Temporary Track

The rear cars were pulled back into a siding and then the under structure of those derailed which projected was removed and the workmen set at once to building a temporary track around the wreck. This, however, was not accomplished until 4 o'clock in the afternoon and then the train, so inauspiciously stopped, was made up and attached to the Soo train, which had been waiting since early morning to get by for the west. With two engines coupled to the 14 cars the long train puffed pantingly forth on the interrupted journey and traffic was once again open. But all day yesterday the work of getting the derailed coaches on the track and repairing the main line went busily on.

An Eye Witness

Probably the only eye witness of the accident was Mr. James Stewart, who lives close by the station. As every patriotic citizen Mr. Stewart is interested in the immigrants to Canada. "I got up early," he said, "to see the size of the train as I understood it was to be entirely for immigrants. I was walking from my house when I heard a ripping crash and then the cars ploughed through the ground. The noise was tremendous. The passenger coaches in front I could see tipping over and then the coupling broke and the engine and baggage car went ahead like a shot.

"Some of the passengers broke through the window and got out, but in a little the most came out by the doors. After the first excitement they seemed to cool down, for some were still sitting in their seats when others came to see the trouble."

Superintendent Speaks

Mr. H.B. Spencer was greatly pleased that there had been neither loss of life nor serious injury, though regretting greatly that the accident had happened at all.

"So far as our investigation goes the trouble was caused by a broken rail," he said a couple of hours after his arrival. "Nobody was hurt at all seriously and those who were slightly injured are able to get around already. While very sorry that such an accident should happen, I am not worrying nearly so much as I would if any lives had been lost. Wrecking trains were sent at once from east and west and we will work right through Sunday to get the cars on the rails and the track repaired."

Immigrants Cheerful

The laborers and immigrants all took the accident in cheerful mood when it was found no one was hurt. They were good humored, although it rained during part of the day. and watched operations with interest. One old country man named D. Williamson took the delay very philosophically. "It sure was a big shock," he said, "but we were lucky it didn't happen lower down. One good thing the company stood us a good meal," he concluded with evident satisfaction.

Mr. J.D. Dixon, also from Merry England, was congratulating himself that he had left the upper bunk an hour before the wreck happened. He had examined the rail which gave way and was satisfied from its appearance that it had been cracked some time.

Another man was both surprised and indignant at the abrupt termination to the journey.

"H've been on the sea an' had to tike to the small boats, but such a thing as bein' stuck tight in such a blarsted way hi never see," he commented wrathfully.

18/04/1907

Kemptonville Telegram

Winchester

Burritts

There was quite an accident occurred at Burritt's Siding on Thursday last. When two trains were crossing the one going west, took the siding and when the engine was coming out of the switch on the west end the rails spread and let the engine down on the ties. No one was hurt but the accident caused quite a delay. The auxilliary from Smith's Falls was called down to put things to right. The four express went around by Ottawa.

19/04/1907

Renfrew Mercury

Winchester

Smiths Falls

The C.P.R. is to build an addition to their round-house at Smith's Falls. It is 508 feet around the curve at the back and 308 feet across the front. It will have 22 stalls for engines. The present one has 13, and the two combined will hold 35. At one end of the round-house a new machine shop, 40x90 feet will be built and alongside this there will be offices.

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.

25/04/1907

Kemptonville Telegram

Winchester

Burritts

A freight going east on Sunday, when two cars jumped the rails at Burritt's siding on the main line, caused the trains to take the siding to get by. The auxilliary came down from Smiths Falls and put things right

26/04/1907 Eganville Leader Tramway Dominion Rock Products

The Jamieson lime kiln, located just east of the village, was fired on Tuesday for the first time and the smoke of a new industry now ascends day and night. The vicinity of the kiln has undergone a complete transformation within the past year. The bush along the waterfront has been cut down and cut into wood, and "Father Byrne's" spring, rich in pleasant memories of the past has been deprived of its inviting surrounding - no longer to be a favourite resort to many from the heat and burden of the day. On the kiln premises are piled about 2,000 cords of four-foot wood, which it is estimated is a year's burning.

26/04/1907 Ottawa Citizen Alexandria Acres Side Road

CRASHED INTO A FARMER'S RIG

Probably Fatal Accident on G T. R.

AT ALEXANDRIA

Man in Serious Condi tion but Woman's Injuries Are Less.

Alexandria. April 2 (Special) The G. T. R. express from Ottawa to Montreal, struck a carriage at the dosing at 10.30 this morning, throwing the two occupants several feet off the track. The one. Mr. John St. John of Alexandria, a man about 59 years of age. was very badly Injured, and at present there is little hope held out for his recovery. Mrs. Mary Landry, the woman who was driving in the rig with him, was badly injured but it ss believed will recover, unless some Internal injuries have been received, which the physicians have not yet found out.

The two were driving across tha track on the road leading to the village, and it is believed that the long freight on the siding and piles of lumber prevented Mr. St. John from seeing the aproaching passenger train. The train was slowing down to make the station, but the speed was yet too great and the engine caught tha carriage fair, tearing it from the horse which escaped uninjured. The carriage was smashed in an instant and Mr. St. John hurled fully 120 feet into the side of the roadbed. He was picked up unconscious and carried into Mr. Wm. McDonald's house, nearby.

The injured man has his head badly crushed, his left leg broken above the knee, and his left hand and forearm mangled. The wound in the head is most apt to prove fatal. He recovered consciousness for a few minute and again sank into unconsciousness.

Mrs. Landry was not so badly injured, although thrown nearly 50 feet. Dr. McLennan was called and is attending to the injured people. Mr. St. John has been transferred to the local hospital.

Both parties are residents of this place, and the unhappy oocurrenca causes general regret.

26/04/1907 Ottawa Journal Alexandria Alexandria

HURLED HIGH IN THE AIR

Two People Hit by Train from Ottawa.

ACCIDENT HAPPENS NEAR ALEXANDRIA.

Passengers See Man and Woman Sustain Injuries. Likelihood That J. St.Johns Will Die.

Ottawa passengers who reached the Central Station at noon today brought news of a railway accident at Alexandria this morning in which the Ottawa G. T. R. passenger train bound for Montreal figured.

John St. John's, a retired former now residing at Alexandria was badly and possibly fatally injured, and Madame Letraillie, who resides in Kenyan township, near Alexandria, was also hurt.

St. John's was driving and had in the conveyance with him Madam Letraillie whom he had overtaken on the road and had offered a lift to, as he was going to Alexandria, whether she was also bound.

At Alexandria the train coming from Montreal to Ottawa and the local that goes to Montreal, cross and from what The Journal could learn they were not going at any very high rate of speed. The Ottawa engine caught the hind wheel of the carriage and both St. Johns and the woman at his side were hurled fifty feet. The horse escaped, but the conveyance was badly wrecked.

Injured Internally.

This was quite near the station and the officials there did everything possible. Dr. McLennan was at once summoned and it was found that St. Johns' right leg was broken at the thigh, that he was injured internally, and that he was cut badly about the head.

At noon he was conscious, but as he was quite an elderly man there is little hope of the doctors being able to save his life. He is well known at Alexandria and the accident caused many expressions of regret.

Madame Letraillie was also very badly shaken up, but the exact nature of her injuries could not be stated. No bones appear to be broken and her condition is not looked on as being as serious as that of St. Johns.

Trains Crossing.

At the spot where the trains usually cross there was this morning a long freight and this had to pass before the passenger train from Ottawa. St. Johns waited at the crossing, and it is thought when he saw the long freight go by he imagined the track clear. In this he was evidently mistaken, for the engine drawing the train from Ottawa struck the rig.

The Ottawans who had heard of the accident could not state the exact age of the parties, but knew that both were past middle life.

A depatch from Alexandria at noon stated that both Mr. St. Johns and Mme. Letraillie were alive yet and receiving every care, but it is feared St.John's life cannot be saved.

29/04/1907 Ottawa Citizen Alexandria Alexandria

DIED OF HIS INJURIES

Alexandria, April 27. (Special) John St. John, who was injured on Friday, when a vehicle in which he was driving was struck by a G. T. R. express on the crossing here, died on Friday evening.

01/05/1907 Athens Reporter Westport

Miss Maude Blair and Joel C. McCullough of Westport were married April 24 at the bride's home. The employees of the B&W Rwy of which the groom is a popular conductor presented them with a solid oak dining set.

03/05/1907 Renfrew Mercury Eganville Dominion Rock Products

From the Eganville Leader: The Jamieson lime kiln, located just east of the village, was fired on Tuesday for the first time.--

13/05/1907 Ottawa Journal Renfrew Bank Street

Car trucks leave rails - when crossing the temporary bridge over the Bank Street subway. the material for the new steel bridge is all ready to be placed in position..

17/05/1907 Eastern Ontario Review Kingston (CN) Moulinette

Six cars on the G.T.R. at Moulinette were derailed one day last week and much damage was done.

17/05/1907 Renfrew Mercury Eganville Dominion Rock Products

From the Eganville Star-Enterprise: Several car loads of lime were shipped during the past week from the Jamieson lime kiln.--

24/05/1907 Renfrew Mercury Eganville Dominion Rock Products

From the Eganville Star-Enterprise: A work train reached Eganville on Monday with a large gang of men who are now engaged building a short spur from the C.P.R. main line into the Jamieson lime kiln.--

06/06/1907 Ottawa Journal Renfrew Rideau Canal drawbridge

Plans are being prepared by the GTR for a new steel bridge across the Rideau Canal to replace the present structure leading from the yards at the foot of Elgin Street to Ottawa East. The new bridge will be placed a little to the south of the present one, in order that traffic may not be interrupted while it is being constructed. It has not yet been decided whether it will be a lift or swing bridge. The bridge will be made wide and strong enough to accommodate two tracks, as it is the intention of the company to have their system in Ottawa double-tracked. Cost about \$50,000 More.

06/06/1907 Ottawa Journal Ottawa Electric Bank Street subway

Car 100 left the track in the Bank Street subway.

13/06/1907 Chesterville Record Winchester

McKay and Wilford, railroad contractors are busy working at the contract they have of double tracking the CPR from Finch to Mountain Station. Of late the weather has somewhat interfered with their operations.

13/06/1907 Merrickville Star Kingston, Smiths Falls and Ottawa

The Kingston, Smiths Falls and Ottawa Railway.

Tuesdays Rideau Record had an item relative to the construction of the K S. and O. R R. by the Grand Trunk The Record says there is every likelihood that the line will cross the river this side of Smiths Falls. In this event a very slight deviation from a direct line would bring this road through Merrickville. Another line of railway would be a great advantage to the town and if the town council would bestir themselves in the matter our claims for consideration would receive due attention. There is one thing certain if we do not exert an active interest in the matter the railway people can hardly be expected to do so. Some years ago quite a considerable sum of money was raised for the purpose of a bonus to this same line of road but the promoters were not able to proceed with the construction of the track within the prescribed time and the scheme was dropped. If this railway was a good thing for Merrickville a few years ago it is worth considerably more to us to-day. In the meantime the people look to the council to take the necessary steps to obtain a hearing to present our claims, and if we may judge from what we hear on the street the council will bring a lot of criticism upon themselves if they do not act promptly.

20/06/1907 Kemptville Weekly Advance Chalk River Sand Point

ENGINEER KILLED

A railway wreck resulting in the death of Engineer James Fanning of Carleton Place occurred Friday morning near Sand Point. The section men were engaged in replacing damaged rails along the track. A rail had just been taken out to be replaced with another when a west-bound locomotive came dashing around the curve and into the open space. The track and ties were torn up for a considerable distance and the engine and a number of cars were overturned into the ditch. Engineer Fanning was killed almost instantly by being pinned under his engine. The deceased engineer was one of the oldest drivers on that division. He had lived in Carleton Place all his life. A widow and one child survive him. This is the second wreck on the C.P.R at this point this year.

20/06/1907 Ottawa Citizen Chalk River Sand Point

Investigation will be begun today into the C.P.R. wreck which occurred last Friday at Sand Point. It will be held by Mr. Lalonde, Inspector of accident for the board of railway commissioners. All the train hands and the section crew at work at the scene of the accident when the derailment occurred have been summoned to give testimony.

21/06/1907 Ottawa Journal Alexandria Carlsbad Springs

A station is being erected at Carlsbad Springs.

21/06/1907 Ottawa Journal Locksley

..steam shovel(s) are at work filling in the trestles and roadbeds on the Pembroke branch.

21/06/1907 Ottawa Journal Renfrew Bank Street

Improvements are now being made at the Ottawa yards of the Grand Trunk railway. Men are engaged relocating the main line through Bank and Elgin street yards preparatory to replacing the trestles at Bank street subway. It is expected that the work including the replacing of the trestle will take about two weeks.

24/06/1907 Ottawa Journal Alexandria Carlsbad Springs

As a result of a bad head on collision on the G.T.R. about three miles west of Carlsbad (Eastmans) Springs late Saturday, William R. Douglas of Saskatoon, Saskatchewan, a C.P.R. brakeman met a terrible death. He was pinned under a locomotive---

As a result of the accident a locomotive and three cars were ditched and from 100 to 200 feet of track torn up.

Late Saturday night, a shunting engine, which was running light, and was westbound, collided with the regular east bound freight train. Both train and shunter were travelling at a high rate of speed and it is said they came together with a terrible impact.

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The collision happened about 11:30. No. 70, the regular eastbound freight left Ottawa around 11 in charge of Conductor W. Summers, Engineer W. Cooper and Brakesman W.R. Douglas. It was proceeding at a high rate of speed as the crew understood they had the right of way and that the track ahead was quite clear. Suddenly the fast moving freight collided with a shunting engine, on its way to Ottawa, and also running rapidly. This engine had been coming from Hawkesbury, was driven by Engineer Alexander Dewar, and was on the way here to allow certain repairs to be made to it.
More.

Inquest to be held.

27/06/1907 Ottawa Citizen Ottawa Electric Somerset street bridge

Railway Commission

Case to be argued

Applicatin by the Ottawa Electric Railway for an order compelling the village of Hintonburg to pay a share of the cost of widening the Somerset street bridge.

27/06/1907 Ottawa Citizen Ottawa Terminal

Railway Commission

Case to be argued

The grand Trunk seeks an order compelling the Canadian Pacific to pay a certain sum on account of partial compensation for the use by the C.P.R. of the Central station

27/06/1907 Kemptville Weekly Advance Winchester

About fifty Italians are engaged in unloading steell here for the new line of the C.P.R.

The employees of the Ballast train are off duty at present owing to their cars being in use at Caledonia Springs where they are hauling gravel to be used in making walks at that place.

27/06/1907 The Equity, Shawville Waltham Campbells Bay water

The C.P.R. are putting up a new water tank and a dwelling house for the section foreman at Campbells Bay.

28/06/1907 Ottawa Citizen Ottawa Electric Somerset street bridge

The board also took up the application to compel Hintonburg to pay a part of the cost of widening the Somerset street bridge, but it was not pressed to a conclusion. An agreement may be come to between the street railway and the municipality and the meantime the application is allowed to stand.

Mr. C.J. Bethune on behalf of the Ottawa Electric railway said the case arose out of a right embodied in the judgment of the board ordering the widening of the bridge and which judgment stated that Hintonburg might be called upon to show cause why it should not bear a share of the widening., inasmuch as the western approach to the bridge was in that municipality. Under the agreement between the village and the company the latter had to grade the street leading to the bridge to the width of thirty feet. It had not been done just to that width but this was with the acquiescence of the municipality. However, he thought the company was willing to widen the street thirty feet but it had not been determined how much wider it should be, Till that was done he suggested the application might stand. If the cost would be slight the application might not be pressed,

Chief Engineer Mountain said the present width of the street was 24 feet. The bridge was to be widened 16 feet, making a forty foot roadway in all.

Mr. J.L. McDougall for Hintonburg thought if the case stood an agreement could be reached.

Judge Killam said that on the terms of the judgment previously given a formal order for the widening of the bridge would issue reserving the question as to Hintonburg being compelled to pay a share,

28/06/1907 Ottawa Citizen Ottawa Terminal Ottawa Central station

C.P.R. Payment to Grand Trunk

Former will Pay Interim Amount for Central Station

The railway commission yesterday afternoon asked the Canadian pacific railway to pay to the Grand Trunk an amount on account as partial compensation for the use of the Central station at Ottawa. The board, some months ago, heard argument as to the basis upon which charges for terminal facilities should be computed but no decision has yet been given. The C.P.R., however, admits liability to a certain amount and the suggestion of the board, to which the company agrees, is that an interim payment should be made for that part of the service that can be computed on a wheelage basis. The whole amount of the G.T.R. claim is about \$50,000. Over some \$45,000 of this the Grand Trunk counsel maintain, there should be no room for dispute.

Mr. W.H. Biggar for the Grand Trunk thought that pending the final order as to compensation an interim order might issue for payment on account. The Canadian Pacific admitted a liability and also that they had not paid anything. At least it should pay a portion of the wheelage maintenance. Nothing has been paid since 1902 though, as he interpreted the order of the railway commission, monthly payment unquestionably should have been made. There was no dispute as to the charge for handling local trains but rather the through trains. The C.P.R., he stated, owed the Grand Trunk over \$50,000 and he charged that company with inconsistency. On the one hand it had been pressing the G.T.R. for a settlement, while on the other it declined to make payment when formally requested to do so.

Mr. E.W. Beatty for the Canadian Pacific argued that no payment should be made till the board settled the basis of compensation. The Grand Trunk had never made a move to have such basis of compensation and only when the C.P.R. did it and the case was under consideration an interim application was made on account. The C.P.R. had repeatedly pressed the Canada Atlantic, under the old management for a settlement, but without avail. Since 1906 the G.T.R. and C.P.R. had taken it up, but owing to disagreement an application had been made to the board for an order and this had not been finally determined. Till then, he thought, no payment should be exacted.

Judge Killam expressed the opinion that as a matter of fairness the Grand Trunk should be paid that amount previously ordered by the old railway committee for the wheelage proportion.

Mr. Beatty said that if the board considered this desirable he would agree to it.

Mr. Biggar stated that the companies could readily figure out what was due for wheelage, and this will be done.

28/06/1907 Eastern Ontario Review Alexandria Carlsbad Springs

Engineer Dewar, Fireman W. Short and Flagman W.R. Smith, the train crew of the G.T.R. light engine which crashed into the New York and Ottawa freight on Saturday evening at Carlsbad Springs, killing Fireman W.R. Douglas are suspended.

An investigation was commenced Wednesday on behalf of the company by Mr. Morley Donaldson, superintendent. The proceedings were private and were taken to decide what punishment should be meted out to the men who were believed to have been responsible. Conductor Summers, Engineer Cooper and Flagman Villeneuve were present as witnesses.

Engineer Dewar is completely overcome with grief at the terrible result of his mistake. To over confidence in his ability to remember the time card is attributed the cause of the wreck. He is a man widely known and respected throughout the city. His 20 years of service have been clear of all trouble nor is there an entry opposite his name in the charge book. The sincere sympathy of many friends both on the road and in the city is being extended to him.

28/06/1907 Eastern Ontario Review L'Orignal Clarence

Clarence. The C.N. railway are busy putting up fence posts in Clarence, and the wire is a short distance east of this place.

02/07/1907 Kingston Daily British Whi Kingston (CP) Calabogie

Kingston & Pembroke Ry. Co.

TENDERS MARKED "TENDERS for station at Calabogie," will be received at the office of the undersigned until noon, July 15th, 1907, for building a station and platform at Calabogie, Ont.

Detailed plans and specifications may be seen at the office of the undersigned, Kingston, or at the office of Mr. R. Barnet, Renfrew, Ont.

The lowest or any tender not necessarily accepted.

F. Conway, Acting General Superintendent, Kingston & Pembroke Ry., Kingston, Ont.

Kingston, Ont., July 2nd, 1907.

04/07/1907 Ottawa Journal Alexandria Carlsbad Springs

Long account of the inquest into the wreck at Carlsbad Springs.

Train 1337 was making its way for Ottawa from Oxford [sic] - had a clearance from South Indian to Rideau Junction.

Inquest postponed until the next day.

04/07/1907 Ottawa Journal Kingston, Portsmouth and Cataraq

Kingston, July 4. "Accidental death" was the verdict in the case of little Hilda McGillivray, killed by a street car. The jury found that the crew did all it could to avoid the accident. As no fender was on the car, it having been removed to put on a new one approved by the government, the Jurors suggested that the old fenders be retained until new ones replaced them.

Detailed account of coroners inquest.

"We find that the late William R. Douglas came to his death in St. Luke's Hospital on June 23, 1907. The death was due to a collision of trains 70 and 1337 near Carlsbad Springs.

"We further find that the collision was due to a misreading of a time table owing to a defective light in the cab of engine 1337.

"We further believe that if the headlights had been properly displayed on train No. 70 the collision might have been averted. We would strongly recommend that all stations on the main line of a railway system be open day and night and that a responsible person should be on duty there."

Mr. Matthews, West Hawkesbury, also had two young cattle killed this week on the C.P.R. A horse was also killed near Byers crossing on the G.T.R. this week

Vakuable Animals Killed

Mr John Cumming, East Hawkesbury met with a severe loss the past week. He had a valuable ream of horses pasturing in a field bordering on the C/P/R. tracks. By some means the horses got out and on to the track and were run down by one of the C.P.R. fast trains and both animals killed. The loss is a heavy one as the team was a very fine one and valued at \$500.

There promised to be some law over some of these cases.

The GTR expects to have the permanent bridge at the Bank street subway in place this day week. In order that this may be done the change in the yard trackage consequent upon the installation of the bridge will be temporarily made. The temporary adjustment, however, will be as substantial as if it had been permanently made.

The temporary arrangement will put the company to about \$700 additional outlay, the total expenditure on the work being about \$6,000. The magnitude of the work may be gathered from the fact that in the readjustment of the trackage 21,000 feet of rails and 50 switches will be required.

The company hopes to begin next Saturday night to place the permanent bridge in place, and see the work completed by the next morning.

Letter of complaint from resident near Albert street car barns. Cars brought in late at night and lots of shunting noise. Also the windows are shut which makes a lot of noise.

Superintendent Hutcheson - some truth to this, shunting is inevitable but will stop the closure noises - windows must be closed to be washed. OER is looking for another place for a car barn outside the city.

NEW BRIDGE AT MERRICKVILLE

The C.P.R. has secured authority from the railway commission to replace the present trestle over the Rideau near merrickville with a permanent steel bridge with stone abutments, with a sudway which will have a 24-foot opening.

See PC 1907-474 of 11 March 1907

BRC order 3257 of 5 July 1907

Wants Money Back.

In 1889. the city of Kingston paid to the Kingston, Smiths Falls and Ottawa Railway Company \$3, COO for .preliminary expenses, on aceonnt of \$150,000 bonus. The road was never built and the balance of the bonus never paid. . Now the city wishes to recover the \$3,000 from the promoters of the road, who have sold their rights to the Grand Trunk, or get the latter to give credit for the amount on any aid Kingston may grant in the way of bonus

J.R. Booth is to build a siding at Latchford on the T&NO for the accommodation of cars carrying supplies for the working of his concession on the Montreal River.

Bridge now ready over subway

The Grand Trunk Railway Company has now finished its work on the Bank St. subway. Operations began on Saturday night, and the work was rushed until the work was completed. Cars were running over it yesterday afternoon. The railway officials say that it now only remains for the city and the electric company to do their part of the work.

Mr. Bronson of St. Albans is loading cedar ties for the C.N.R. at the Edwards Mills.

Early in the season the C.P.R. talked of putting down a concrete platform around their station here. Apparently, however, they have abandoned that intention, as workmen have been laying a new and heavy tamarack platform this week.

Calabogie. Preparations are being made for the building of a new station, to be situated on what is known as the island, and for the use and convenience of campers whose traffic which lasts only a few months during the summer is considered, according to reports, of more value that merchants who pay on an average of from sixty to eighty dollars per month, freight and express charges. More.

The K. & P.R. iron bridge over the Madawaska main stream is being painted this week.

Article "The Evolution of Transportation". Includes a picture of the Sussex Street station.

A large number took in the excursion to Cornwall on Saturday.

At Folger's Station

Carpenters are repairing the K. & P. RR. station here.

02/08/1907 Renfrew Mercury Chalk River Renfrew

The track at the C.P.R. station here is being raised several inches this week; and will be, it is said, only five inches below the level of the platform.

02/08/1907 Renfrew Mercury Kingston (CP) Calabogie

The contract for building the new station at Calabogie has been awarded to the Renfrew Manufacturing Company. The plans call for a neat structure - 17x60 feet, of what is known as the C.P.R. No. 4 standard station. It provides two waiting rooms - one on each side of the office; and a freight shed; all under the one roof. The architectural effect looks good.

02/08/1907 Renfrew Mercury Kingston (CP) Barryvale

What was once Barryvale station on the K. & P.R. is now nothing more than a platform. The old building was somewhat large for the place, it was unattended, and was more or less abused, until it was hardly a shelter and was considered an eyesore. So the company had it torn down. But it is not likely to be left that way. It is probable that present day officials of the road are not aware that the right of way was given free through that point by the late Messrs. Barry and Wilson on the condition that a station building was to be built and maintained there. When this becomes known, it is likely that a small but neat structure will be erected again for the shelter of passengers and the farmers who draw gristing there for shipment to Renfrew.

02/08/1907 Eastern Ontario Review L'Orignal Rockland

Mr. Johnson, who has the contract for moving houses on the C.N.R. right of way, is moving a house on the W.C. Edwards land. Mr. Dixon the fence contractor, has finished in Rockland and is on his way to Cumberland,

08/08/1907 The Equity, Shawville Waltham Shawville

The local gang of railway section men have been reinforced during the last few days by a number of Italians, and considerable track repairing has been undertaken. A new switch has been put in the yard here and it is said a new platform is to be built at the station. It is needed.

09/08/1907 Eastern Ontario Review L'Orignal

Ottawa Aug 3. - Mr. Carey, C.E. of Montreal, has been appointed by the Deputy Minister of Railways to investigate and report upon the route of the Canadian Northern short line through Eastern Ontario, and is now engaged upon the work. His report will be ready to lay before the new Minister of Railways as soon as the latter gets into official harness.

The route of the C.N.R. into Ottawa will be formally decided at the same hearing, although the Company has practically accepted the route suggested by the Deputy Minister of Railways, namely that of the Grand Trunk from the Rideau River to the Central Station.

10/08/1907 Ottawa Journal Alexandria Union Station

New plans submitted to premier for magnificent railway depot.
August 13, 1907 - station plans approved by Deputy Minister.

23/08/1907 Ottawa Journal Renfrew Rideau Canal drawbridge

Locomotive on rampage.

An unusual accident, luckily involving no loss of life, took place this morning shortly after 6 o'clock at Ottawa East.

Engine No. 451 backing west through the Grand Trunk yards to be attached to the regular daily way freight train going east, on reaching the drawbridge over the canal at Ottawa East, became unmanageable and started to back towards the river, instead of over the bridge. The engine ran off the rails and travelled nearly the full length of the bridge on the ties, ripping and tearing them badly, and finally hung with its tender suspended over the waters of the canal.

The engineer - J. McKenna and fireman - G. Johnston, vainly attempted to check their engine. The brakes seemed to be out of order and only after the application of both the air and emergency brakes was the mogul freight engine brought to a standstill.

The engineer and fireman both remained in their cab until relieved by personal orders of Mr. Donaldson, the G.T.R. general superintendent.

Three engines to the rescue.

No less than three huge engines were required to haul the runaway back to the metals, and in the meantime, for nearly two hours, traffic was at a standstill over the Grand Trunk tracks.

The back truck of engine No. 451 are somewhat damaged, the tender is smashed and the underbody of both tender and engine are pretty well tangled up.

A large force of men was quickly put to work, the ties of the draw bridge were patched up and the damaged locomotive was towed to the repair shops.

Both engineer and fireman were badly shaken up and had to go home.

Various craft on the canal, including the steamer Rideau King, were delayed for an hour or so, being unable to get under the bridge until the engine was removed.

26/08/1907 Ottawa Journal Renfrew Pembroke

New station at Pembroke

Pembroke Aug 26. The citizens of Pembroke are jubilant over the anticipation of a new station to be erected in the centre of town by the Grand Trunk Railway Company.

The company has bought out the property of several parties in town in order to increase its yard and station grounds. It is expected that with the advent of the Northern Railway to Pembroke that the new station will become a Union station for both railways.

The land which has been secured will give ample accommodation for both railways to enter the town, and will afford much better accommodation for the travelling public, as they can get on and off the train from the centre of the business portion of the town.

27/08/1907 Ottawa Journal Alexandria Chateau Laurier

Premier approves plan for hotel on Major's Hill Park.

28/08/1907 Athens Reporter Westport Newboro

The Steamer Brockville and the BW&NW Railway will run another of the popular trips Thursday and Friday.

28/08/1907 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

The Department of Railways and Canals has arranged that there shall be two tracks from the new Central depot to the Interprovincial Bridge. Deputy Minister Butler with representatives of both G.T.R. and C.P.R. companies visited the ground yesterday and it was decided that two tracks should be put in.

The G.T.R. and C.P.R. were both satisfied with this arrangement and the plans will be amended accordingly.

ANOTHER RAILWAY PROJECT

Canadian Northern Representatives Here Looking Over the Ground.

The chief engineer of the MacKenzie & Mann system of railways (The Canadian Northern), paid a flying visit to Merrickville on Saturday last accompanied by Dr. A. T. Shillington, of Ottawa, and Mr. Craig, of North Gower. They made the run from Ottawa in about two hours by automobile and spent half an hour here interviewing the Reeve on the question of railway construction.

This company is considering the building of an air line between Brookville and Ottawa and the advisability of making Merrickville a junction point of the Brockville branch with the main line running into Ottawa. This would mean a shorter railway line between Brockville and Ottawa by eighteen miles, or more, as compared with the C. P. R. lines between the same points.

Merrickville is exceptionally well located for a railway crossing over the Rideau river, and if the main line was extended to this point it would give splendid accommodation between Brockville and Ottawa and would tap one of the most fertile districts in Ontario, in addition to which a great deal of United States traffic into Canada would come in via Brockville and the Canadian Northern.

The Grand Trunk system has had its engineers examining the country between Kingston and Ottawa in connection with a proposed route between Kingston and the Capital and the most suitable route appear to be one which will touch Lyndhurst, Frankville, Merrickville, and North Gower.

We understand that the Reeve stated to the representatives of the different railway systems that Merrickville would be favorable to the granting of a bonus, provided this place is made a junction point, so that we would be given competitive freight rates. It will be some time before the route of either railway is decided upon, but the prospects to Merrickville are bright if the business men take hold of the affair and properly interest themselves. There is one thing certain and that is that there are two new lines of railway to be built to Ottawa in opposition to the C. P. R., and if we do not do everything possible to have one or both touch Merrickville it will be many years before there will be another opportunity.

30/08/1907

*Renfrew Mercury**Chalk River**Renfrew*

A Row at the CPR station.

Each year the harvesters who go through from the Maritime Provinces to the west earn an unenviable reputation for a rowdyism as they pass through the Ottawa Valley. One year before, it will be remembered, Chief McDermott received serious injury at their hands, as have also the police officers at points further up the line. Last week one of the excursions passed through Renfrew and the "Nova Scotians", as they were called, left something to remember them by. They wantonly smashed the heavy glass in Mr. Jacob Harris' restaurant and the big plate window glass had a narrow escape. More than that, as one of the Englishmen who is a corporation laborer was walking quietly along the platform - (it was the noon hour) - he was struck heavily in the face and was knocked over by one of the harvesters who, with his companions, proceeded to kick the prostrate man. At this juncture, one of the burly laborers who has been putting in a new water pipe for the C.P.R., and who had seen the wanton assault, raised his shovel and struck the offending harvester a terrific blow on the back with the implement. It cut through his clothes and made the blood fly from his back; and as the C.P.R. man was preparing to follow up the scrap face to face, and there were more laborers about armed with shovels, the harvesters deemed discretion was the better part of valor and dragged their wounded comrade into the cars. The spectators were not sorry that he had something to remember Renfrew by.

30/08/1907

*Eastern Ontario Review**L'Orignal**Rockland*

Rockland. The house moving on the new C.N.R. right of way down in the Flats is just about complete. The work of building the dump across Mill street has been stopped on account of the main water pipe. The company have to drive spikes and build a culvert.

03/09/1907

*Ottawa Journal**Chalk River**Arnprior*

THE ARNPRIOR SCAVENGER

Instantly Killed by Trans-Canada Train

WAS DRIVING OVER JOHN STREET CROSSING.

Frederick Gerbrandt's Body Carried on the Pilot of the Engine for About 300 Yards.

Arnprior, Ont., Sept. 1 The Trans-Canada train going through Arnprior on Saturday evening at a fast pace struck and instantly killed Frederick Gerbrandt, the town scavenger.

The accident happened on the John street crossing as the ill-fated man was driving over the track in his wagon, which was smashed to pieces while the horse escaped unhurt. The man's body was carried for about three hundred yards on the pilot of the engine before the train could be brought to a standstill.

Gerbrandt was a middle-aged man and leaves a wife and family. Today his remains were buried in the Arnprior Cemetery.

A coroner's inquest was begun yesterday afternoon and after taking the evidence of eye witnesses an adjournment was made for two weeks.

06/09/1907

*Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

There was a full grown male wild cat killed by the train on the C.P.R. track about 1½ miles from the station towards Montreal over the Iron Bridge on Sunday night the 25th of August. It is said that there is a whole family of them in this vicinity. This is supposed to be one of them. Mr. Chas H. Regsbeck has mounted the head of the wild cat and the boys in "Happy Hollow" say wait until the first snowfall until they get the rest with their hounds,

06/09/1907

*Eastern Ontario Review**Montreal and Ottawa*

A kind traveller on the C.P.R. between Montreal and Ottawa gave her little child her purse to play with, when the infant threw it out of the window. The purse contained considerable money, but was found the following day.

12/09/1907

*Montreal Gazette**Montreal and Ottawa**Plantagenet*

WRECK ON THE C.P.R.

Fireman John Knox Killed and Engineer Reynolds Injured.

Ottawa, September 11 (Special). A bad wreck occurred tonight on the C. P. R. Montreal-Ottawa short line at Plantagenet station, as a result of which John Knox, a fireman, lost his life. An extra left Ottawa at 6 o'clock tonight to run to Montreal with ten empty coaches. Herbert Reynolds, of Ottawa, was engineer, and it is said that the train was running at the rate of fifty miles per hour when it plunged into a ballast train at Plantagenet at about 8.16 p.m. The passenger engine and several cars were wrecked, Knox being taken out dead, and Reynolds badly, though not fatally, injured. Responsibility for the accident had not been fixed tonight. Reynolds has the reputation of being a very careful engineer. Knox was on the road only a few weeks. He resided with his mother at Blackburn, near Ottawa. A curious feature of the sad affair is that he took out an insurance policy about an hour before he left Ottawa on the fatal train. The line was blocked tonight, though a wrecking train was despatched from Ottawa. Transcontinental trains had to be sent around by way of Smith's Falls.

FATALITY .ON SHORT LINE

Fireman Blackburn Killed. Engineer Reynolds Injured.
BOTH MEN EMPLOYEES OF C.P.R.

Smash-up Occurred Last Evening By Empty Coaches Crashing Into Ballast Train.

A special train which arrived at 10.14 this morning had on board Engineer Herbert Reynolds, of Ottawa, who was severely injured in the collision which occurred about 1.15 o'clock last night on the C P.R. Montreal Short Line near Plantagenet station, 40 miles east of Ottawa, the accident resulting in the death of Fireman F. K. Blackburn, also of Ottawa.

Mr. Reynold is now at St. Luke's Hospital where he is reported to be doing very nicely. One leg is badly hurt, no bones are broken. His face is also cut and bruised to some extent, but otherwise his injuries are not thought to be serious.

The body of the late Fireman Blackburn will arrive this evening, when it will be taken to his home at Cantley, Quebec, for burial.

The accident was said to have been caused by a ballast train being on the main line track near the station where some repairs are being made, when a train of empty coaches being taken to Montreal crashed into it with great impact. The engine of the passengers special was overturned and three coaches smashed, while under the cab was found the body of the fireman, quite dead. Engineer Reynolds, who saw the obstruction in the line, applied the emergency brake and yelled to Blackburn to follow him. The fireman evidently did not hear him aright. Reynolds ran back on to the tender and when the crash came was pitched 60 feet over the fence. He was unconscious when found, but soon recovered. The rest of the crew escaped without serious injury.

When the accident happened the train was travelling at a fast clup [sic], the empties were being taken to Montreal to be used in making up an excursion train. Medical attendance was at once procured and every assistance given to engineer Reynolds. Frederick Blackburn, the fireman was instantly killed, his body being found pinned under the wreckage.. He was a new man on the road having only joined the service about four weeks ago, it is said. His home was in Cantley, Quebec, where his widowed mother lives, and it is said he was her main support.

Herbert Reynolds is well known in this city, has been on the road eleven years, and is an ocer [sic] of the Brotherhood of Locomotive Firemen. He is married and has one child.

The track was quickly cleared, an auxiliary from Ottawa being quickly on the spot. An investigation will determine the cause of the smash and who is responsible for it.

12/09/1907 *Ottawa Journal**Montreal and Ottawa**Plantagenet*

Account of wreck at Plantagenet. See accident file.

12/09/1907 *Ottawa Citizen**Montreal and Ottawa**Plantagenet*

TRAIN WRECK AT PLANTAGENET

Fireman Dead, Engineer Reynolds Hurt

TRAINS IN COLLISION

Engine of Extra East Crashed into Ballast Cars on Siding.

John Knox Blackburn, aged about twenty-two, a fireman, was killed, and Herbert Reynolds, an engineer, aged about twenty-eight, of Rochester street. Ottawa, was seriously injured as the result of an accident on the Canadian Pacific Railway at Plantagenet, a station on the Montreal short one, about forty miles east of Ottawa, about 8.15 o'clock last evening. A train of empty coaches, which were being taken to Montreal, collided with a ballast train a short distance from the Plantagenet station, derailing the passenger engine and wrecking several of the coaches. Reynolds and Blackburn were found beneath the overturned engine, Blackburn dead and Reynolds unconscious. The others of the train crew escaped with slight injuries.

It appears, from what little information could be obtained last night, that the train of ten empty coaches left the Union depot at 6.10 last evening, following the second section of the Transcontinental from the West. Reynolds, one of the most careful engineers on the road, was in charge, with Fireman Blackburn assisting him. The cars were being taken to Montreal, and the train, it is said, travelled about fifty miles an hour, making several stops on the way down. Repairs are being made to the track at Plantagenet, and the gravel train was standing on a siding near the station, which is on the left side of the track going east. Just how the accident came to occur is not yet definitely known, but the train ran on to the riding, and plunged into the ballast cars with terrific impact. The crash was heard by those at the station, and the men in charge of the ballast train, and assistance was soon on the scene. The engine had overturned, and several of the cars nearest the engine were smashed.

Physicians were immediately summoned, and efforts made at once to rescue the engineer and fireman. Reynolds was first taken out of the wreckage. He was badly cut up and bruised, and it was feared that some bones were broken. He was carried to a nearby house, where medical aid was given him.

Blackburn was also found under the wreckage, but his injuries had proved fatal. Death evidently had come to him instantly.

Word was wired to Ottawa, and an auxiliary wrecking train left shortly after nine o'clock, bearing several officials of the C.P.R. News of the fatality was also sent to the relatives of the victim. The late Fireman Blackburn had only been on the line about four weeks, being one of the newest men in tne service. His home is at Cantley, Que., and he, it is understood, was the main support of his mother. He was not married.

Engineer Reynolds has been on the line eleven years, and is a prominent officer of the Brotherhood of Locomotive Firemen. He is a former Brockville man, is married, and has one child. He is a brother to Mr. D.H. Reynolds, night foreman of the Citizen.

A curious feature of the sad affair was that just before the departure of the train last evening Fireman Blackburn took out an insurance policy. He had been negotiating with a local company for some time, with a view to getting insurance, but had not attached his signature to the policy until just a few minutes before he boarded the engine on the fatal trip.

The short line between Ottawa and Montreal was blocked completely, and transcontinental trains had to travel by way of Smith's Falls.

13/09/1907 *Eastern Ontario Review**Winchester**Mountain*

Smiths Falls Aug 30 - An Assyrian workman named Herbert Salome, was terribly injures at Mountain Station. He fell from a gravel car just as it was starting and the bank along the track being just high at that point he rolled back on the rails. The car passed over him fearfully mutilating the lower part of his body. He was brought o Smiths Falls hospital at once where Drs. Connery and Hogan attended him. His right leg had to be amputated at the thigh and his left one just below the knee, His eye was also injured, He is resting comfortably, and bids fair to make a good recovery.

13/09/1907 *Eastern Ontario Review**L'Orignal**Rockland*

The work of moving the houses belonging to the W.C. Edwards is about completed

INQUEST PROCEEDING

Plantagenet Pitch-In Evidence before Coroner.

Plantagenet. Ont.. Sept. 20 (Special.) The inquest, adjourned from Sept. 12, into the facts surrounding the accident in which the late John Knox Blackburn met his death opened here at 10.30 o'clock today.

A searching inquiry into the details of the accident is being made by Coroner Derby of L'Orignal. The witnesses examined this morning were Mr. Thomas A. Wilson, C.P.R. yard agent; J. B. Garton, relieving train despatcher, both of Ottawa. and Mr. James F. Morrissette, station agent at Plantagenet, the place where the fatal pitch in occurred.

The other witnesses are to be heard this afternoon, after which a verdict will be rendered by the jury. C.P.R. Solicitor Curie of Ottawa is here looking after the interests of the company, while the parents of the deceased are also present.

The inquest is being held in the town hall at Plantagenet village, which is about one mile from the station. From the evidence given today it appears that there was no night operator at Plantagenet on the night of the accident.

20/09/1907 *Renfrew Mercury**Kingston (CP)**Wilbur*

For a day or two K. & P.R. engines have been coming into port in Renfrew wrong way around. This followed an interruption in traffic caused by the development of a sink hole near Wilbur. In the memory of the present staff there has not been trouble at this particular spot before. The track sank down about three or four feet for about a car's length. It proved a veritable "sink hole" for a lot of filling. On both Monday and Tuesday no trains could get across, and passengers had to transfer from one train to another at that point, but by Wednesday the trouble was remedied and trains crossed again.

20/09/1907 *Eastern Ontario Review**Montreal and Ottawa**Plantagenet*

Bad Accident at Plantagenet

C.P.R. Fireman Killed

Plantagenet, September 12. John Knox Blackburn aged about twenty-two, a fireman, was killed and Herbert Reynolds, engineer, aged about twenty-eight of Rochester street, Ottawa, was seriously injured as the result of an accident on the Canadian Pacific Railway at Plantagenet.

Reynolds and Blackburn were found beneath the overturned engine, Blackburn dead and Reynolds unconscious. The others of the train crew escaped with slight injuries.

Fifty Miles an Hour.

The train of ten empty coaches left the Union Depot Ottawa at 8.10 in the evening, following the second section of the Transcontinental from the west.

Reynolds, one of the most careful engineers on the road was in charge, with Fireman Blackburn assisting him. The cars were being taken to Montreal, and the train, it is said, travelled about 50 miles an hour, making several stops on the way down. Repairs are being made to the tracks at Plantagenet, and the gravel train was standing on a siding near the station, which is on the left side of the track, going east. Just how the accident came to occur is not yet definitely known, but the train ran into the siding and plunged into the ballast cars with terrific impact.

Blackburn Instantly Killed.

Physicians were immediately sent for, and efforts made at once to rescue the engineer and fireman. Reynolds was first taken out of the wreckage. He was badly cut up and bruised, and it was feared that some bones were broken. He was carried to a nearby house where medical aid was given him. Blackburn was also found under the wreckage, but his injuries had proved fatal. Death evidently had come to him instantly.

Ottawa Sept. 17 - Inspector McColl of the Railway Commission, is holding an inquiry into the accident at Plantagenet, on the C.P.R. last week, in which the fireman of the express, J.N. Blackburn lost his life, and the engineer, Reynolds, was injured.

Reynolds recovering

Herbert Reynolds of the C.P.R., who was injured in the wreck at Plantagenet in which Fireman John Knox Blackburn, was killed, is doing nicely in St. Luke's hospital. He was brought to Ottawa in Mr. H.B. Spencer's private car. His left leg is crushed and his nose smashed.

The dead fireman was 23 years old and the son of Mr. Andrew Blackburn, Cantley, Que.

The remains reached Ottawa at midnight and were taken to Cantley on the morning train. The funeral will be held from his father's residence to the Presbyterian church thence to the family cemetery.

26/09/1907 *Kemptville Weekly Advance**Winchester**Winchester*

RAN OFF THE TRACK

Winchester Press: While a C.P.R. freight train was passing through here at six o'clock Thursday morning, a car loaded with corn ran off the track just east of the station. An auxiliary had to be sent from Smith's Falls. The local express was delayed an hour or more.

27/09/1907 *Renfrew Mercury**Chalk River**Renfrew*

The Renfrew Manufacturing Company has been awarded the contract for the erection of the new C.P.R. freight shed, but have not yet been directed where it will be placed.

30/09/1907 *Ottawa Journal**Ottawa Electric**Hillson Avenue*

Accident on Britannia line - see accident file.

02/10/1907 *Ottawa Journal**Alexandria**Union Station*

Grand Trunk will refuse to join in any project to remove Corry block at any expense to the company. More.

03/10/1907 *Ottawa Journal**Hull Electric**Hull*

City Clerk Boulton of Hull, when asked about a rumour current that the Canadian Pacific Railway had decided to lay their proposed double track on the company's property, instead of accepting the terms offered by the Hull council, for the privilege of using the city's streets on another proposed route, stated that he placed no credence whatever in the report, owing to the fact that if the C.P.R. did so the project would necessitate the construction of a great many trestles in addition to extensive grading, and when finished would probably cost several times the amount asked for the other route by the city.

When the question was first laid before council, and the proposed route outlined, it was decided that the building of several trestles which would be required would make it necessary, that the waterworks system be lowered on several streets, and that the railway should pay the expenses of the undertaking, which was placed at \$7,500.

In addition to this the council demanded that a yearly bonus of \$3,000 be paid to the city for the privilege of using the city streets. To this the C.P.R. would not agree and since then the matter has been left in abeyance and will likely remain so until after the elections.

At any rate, it does not appear at all likely that the more expensive route over the company's property will be used.

03/10/1907 *Ottawa Journal**New York Central**Ottawa*

Cyrus J. Suffron yesterday sustained a very ugly fracture of the right leg just above the ankle and a fracture of his wrist in falling about 28 feet from a beam in the coal trestle at the Ottawa and New York Railway yards

Suffron is a carpenter and is employed as foreman for George Tomlinson, the Waverly street contractor. He was directing some work at the trestle - more.

04/10/1907 Renfrew Mercury Chalk River Renfrew

The C.P.R. surveyors are busy at work preparing the site for the new freight sheds, which are to be erected immediately. There seems to be no doubt now that the freight shed will be located just where the Wright elevator now is. -- The plan of the new freight shed, now in the hands of the Renfrew Manufacturing Company, who are to build it, calls for a wooden building on a stone foundation, 96 feet long by 40 feet wide. Of this 32 feet in length by the full width is for office purposes, the rest for storage. There will be five tracks on the town side of it, where the livery stable now stands; but these tracks will end at Railway street, from which vehicles can get down between the several sidings.

07/10/1907 Ottawa Citizen Chaudiere Argue. McCoIl

The formal notice from the board of railway commissioners has been received authorizing the G. T. R. to construct a siding from the G. T. R. line at Second avenue, along Second avenue crossing Elm street to the premises of Argue. McCoIl and Son. west of First avenue The company is given two years in which to construct the siding.

18/10/1907 Renfrew Mercury Chalk River Renfrew

Something like seventy-five men are busily employed this week in various works down about the site of the new C.P.R. freight shed. About one third of the number are with the Renfrew Manufacturing Company, who have the contract for the erection of the new freight station. The foundation, of concrete, is now well under way. Other workmen are busy under Mr. W.A. Moore, who has the contract for the removal of the Brownlee livery stables, to the rear portion of the Stafford lot on Renfrew-Plaunt street. The stable has been cut in half, and starting on Wednesday morning was out on to Railway street by night. On its hard surface the building will move along rapidly. The drive shed of the elevator has been torn down and the brick work of what was once the power house of the Renfrew Electric Co. has been nearly levelled to the ground. The little rough cast cottage lately occupied by Mr. T. J. Smith was purchased by him, and is now being moved on to a lot on Ann street purchased from Mr. O. Wright. A large gang is also busy for the C.P.R. itself, putting in sidings.

18/10/1907 Renfrew Mercury Kingston (CP) Wilbur

On Thursday afternoon the Kingston and Pembroke Railway moved the first shipment of iron ore from the Wilbur Mines to Renfrew, whence it was shipped to Sault Ste. Marie. This train load was the first shipment of a 100,000 ton contract. The Kingston and Pembroke will start on November 1st, a special train and crew to do nothing but handle the ore taking it from the mines to Renfrew. At present they are moving 350 tons a day, and when all the machinery is installed they will be able to load a train in one hour.

18/10/1907 Renfrew Mercury Westport

On July 4th last, Conductor Joseph C. McCullough, of B.W. & N.W.R., at the risk of his own life, saved a boy from being crushed to death by the wheels of a moving train. Last Saturday at Brockville he was publicly presented with a bronze medal, granted by the Royal Canadian Humane Association. Judge McDonald presided, and mayor Fulford pinned the medal on the breast of the recipient.

20/10/1907 Ottawa Journal Renfrew Concession Street yard

The Grand Trunk Railway has just about completed the entire re-arrangement of four miles of tracks in their yards at Concession Street. Some of the tracks have been raised considerably. While the work has been under way shunting had been impeded somewhat at times, but in a few days all of the sidings will be open and the work of moving trains will be greatly lessened by the new arrangement of the yard.

22/10/1907 Kingston Daily British Whi Kingston (CP) Tichborne

Tichborne Tidings
A new station is being built here.

23/10/1907 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

A C.P.R. engine used in the trestle repairing operations on the track at the north end of the Interprovincial Bridge exploded yesterday afternoon at about three o'clock, but beyond the damage to the engine there were no serious results. The place at which the accident happened is a dangerous one, as there is a drop of from twenty to fifty feet on either side of the bridge. The force of the explosion was not severe enough to cause the engine to be derailed, but it blew out the front "air drum" part of the locomotive. It was removed later for repairs.

23/10/1907 Kingston Daily British Whi Prescott Prescott

Prescott's Prosperity
The C.P.R. have made an appropriation of \$40,000 for Prescott yards this winter, and next spring \$100,000 will be spent on improvements and a new station. Those expenditures put at rest any doubts entertained that the New York Central would utilize the Cornwall bridge for their international traffic instead of Prescott ferries.

24/10/1907 Kemptville Weekly Advance Prescott Prescott

Prescott Messenger. "The C.P.R. Have made a total appropriation of \$40,000 to be spent on Prescott yards this winter and next spring \$100,000 will be spent on improvements and a new station. Those expenditures will put at rest any doubts the citizens of Prescott have entertained that the N.Y.C. would utilize the Cornwall bridge for their international traffic instead of Prescott ferries. Prescooo is growing each season as a transshipping point."

24/10/1907 Kemptville Weekly Advance Prescott Prescott

The George Hall Company will next season handle at its Prescott plant all the coal used by the Canadian Pacific railway on its entire eastern division. In order to take care of this immense business it will be necessary to enlarge the present set of derricks so that the plant will have a capacity of 300,000 tons in a single season. It will be one of the largest coal derricks on the great lakes chain.

24/10/1907 Kingston Daily British Whi Kingston (CP) Folger

The Station Finished
Folger, Oct. 23.-The K. & P. RR. station is finished and the agent, W. J. Boyd, will move into it this week.

25/10/1907 Eastern Ontario Review Lachute East Templeton

Ottawa Oct. 20. A side collision unattended by serious results, except damage to rolling stock, occurred on the north shore line of the Canadian Pacific at East Templeton on Saturday evening and furnished considerable excitement for the Montreal and National football teams, who were homewardbound. The trains coming together were the 6.20 local for Montreal and a freight. No one was injured

25/10/1907 Eastern Ontario Review L'Orignal Clarence Creek

Clarence Creek - The C.N.O. railway are progressing rapidly with the trestle work in this section.

Station and Hotel Construction Begins

City Council almost Unanimously in Favour of Grand Trunk Terms

By a vote of twenty to four Major's Hill Park Site is approved.

Sod will be broken at two o'clock today. More.

Monday 28 Oct. edition contains a description and a photograph of the ceremony. Mayor D'Arcy Scott turns the first sod. A nickel plated duplicate of the tool used by the sappers in excavating the Rideau Canal was used.

Ottawa Citizen 23 July 1938:

On October 27, 1907, Ottawa was the scene of an accident in which many people had narrow escapes from death.

A street car on the Chaudiere line crashed into a G.T.R. freight train at the Queen street west crossing. The entire vestibule of the car was crushed in, and the car turned across the tracks. It was on its way to the Chaudiere filled with passengers. Motorman Page and Conductor Brisbois were in charge. As the car came down the grade nearing the G.T.R. crossing, a long freight train was pulling out of the city. The motorman tried to apply the brakes but they failed to work. Then as the car went on down the incline, Conductor Brisbois ran back and put the brake on at the rear. He then shouted for the passengers to jump for their lives.

Many of the passengers sprang through the windows and doors but others were too slow and were still in the car when it struck the freight train. A middle-aged woman was just leaving the rear steps when the crash came, and was thrown towards the train. This was not the only narrow escape. Just at the moment when the car struck the train Motorman Page jumped. The next instant the entire vestibule was crushed in.

Thanks to the bravery of O. Sicotte, a child has been saved from death at Rigaud. Sicotte, who is a brakeman, was standing on the front of the engine in order to be able to open a switch a short distance up the line, when he saw in front of him a small girl right in the middle of the four foot way. He shouted to her but could not attract her attention. There was no time to stop the train, so without a moment's hesitation, and at the imminent risk of his own life, Sicotte, grasping the cow catcher with one hand, leaned forward, and as the engine reached the child he lifted her to a place of safety.

Brave Act at Rigaud

When the Ottawa train from Montreal left Rigaud last night O. Sicotte, brakeman of the Smiths Falls division, performed an action which saved the life of a small child, who but for his bravery would certainly have been killed.

When the train leaves Rigaud, the brakeman stands on the front of the engine in order to be able to open the switch a short distance up the line. Sicotte, standing there, saw in front of him a small girl in the middle of the track.

He shouted to her, but could not attract her attention. There was no time to stop the train so without a moment's hesitation and at imminent risk of his own life Sicotte, grasping the cowcatcher with one hand leaned forward, and as the engine reached the child he lifted her to a place of safety.

The Grand Trunk station is being much improved this week by the painters. It is now a myrtle green, up four feet from the base, drab from that to the eaves and the roof an emerald green. The Junction station has been similarly freshened.

DERAILED TRAIN.

Montreal, Nov. 7. An engine and three cars were derailed yesterday on the C. P. R. at St- Polycarpe junction. owing to an open switch. The east- bound freight took the siding where some cars were standing and consequently an engine and three cars left the rails. The train crew escaped injuries.

Parham's New Station

Work on the new Kingston & Pembroke railway station at Parham, is progressing nicely, and it will be ready for use in about two weeks, so it is expected.

Smiths Falls, Aug. 29

An Assyrian workman, named Herbert Salome, was terribly injured at Mountain Station. He fell from a gravel car just as it was starting, and the bank along the track being just high at that point, he rolled back on the rails. The car passed over him, fearfully mutilating the lower part of his body. He was brought to Smith's Falls hospital at once, where Drs. Connery and Hogan attended him. His right leg had to be amputated at the thigh and his left one just below the knee. His eye was also injured. He is resting comfortably, and bids fair to make a good recovery

KILLED IN COLLISION

Engine backed into Gravel Trains at St. Polycarpe.

By a rear collision last night at 11.30 clock at St. Polycarpe, Que., Fireman .. E. Pope lost his life.

Two G.T.R. gravel trains were working at St.Polycarpe Junction when near the station, engine No. 851 backed into engine 862. Three cars were wrecked and Pope, who was at the time between the tender and engine No. 862, was crushed. He died almost at once.

The crews of both ballast trains are Montreal men, the first engine, with crew, going to Coteau for repairs. Traffic was not delayed at all on the line, the three cars being cleared away by two o'clock.

WENT TOO FAR

Hallowe'en Trick Endangered Human Life

On Hallowe'en night at iroquois a criminally reckless act was indulged in by some party who plced a large gate on the G.T.R. track. An express train passed over it smashing it to pieces, fortunateluy without wrecking the train. A big reward has been offered for the conviction of the guilty party.

VERDICT RECORDED

Jury Practically Absolve Engineer in St. Polycarpe Wreck.

The coroner's jury at St. Polycarpe this morning returned a verdict practically freeing from responsibility the engineer in charge of engine No. 851, in connection with the death, early yesterday morning, of Fireman A. E. Pope, who was crushed between his engine and tender in a slight collision.

It seems that the engineer had had some trouble with his boiler, and this phase of the matter may be further followed up.

ENGINEER HELD TO BLAME.

Verdict in the Train Accident at St. Polycarpe Tuesday,

Another railway collision in the same vicinity as the St. Clet accident, another railway employee killed, and another locomotive engineer held responsible by the coroner's jury.

These are the coincidences between the two accidents occurring inside of twenty-four hours - the one - at St. Clet, on the C.P.R., at 1 a.m. Tuesday morning, and the other at St. Polycarpe, on the G.T.R., at 11.30 p.m. of the same day.

Tuesday night a G.T.R. ballast train, stationary at St. Polycarpe, was met head-on by another ballast train, and Fireman A. E. Hopi [sic], of Congregation street. Point St. Charles, was fatally crushed between the tender and his engine and died at 2.30 o'clock yesterday morning.

Coroner McMahon went out to St. Polycarpe Junction yesterday afternoon, and as a result the engineer of the moving train was held responsible by the jury for having neglected signals, thus bringing his engine in collision with the stationary train.

At the time of the night that the accident occurred, telegraph messages are not transmitted to Coteau station, and this accounts for the fact that no operator was at St. Polycarpe when the collision occurred.

The crews of the trains in question were working in connection with repairs which are being made to the track in that vicinity, where lighter rails are being raised to be replaced by those of better quality.

NOT CRIMINALLY TO BLAME.

Coroner's Jury Excuses Engineer for St. Polycarpe Accident.

The coroner's jury on Wednesday night decided to acquit Engineer Rudolphe Vallee of criminal responsibility in connection with the ballast train collision at St. Polycarpe in which Fireman Hope, of Montreal, was killed on Tuesday night.

Vallee was in charge of the engine attached to the moving train which crashed into the stationary one. He explained to the coroner that his engine was going tender first. His lamps had been giving him trouble, having gone out several times between Coteau and St. Polycarpe. This caused the engineer to lose his bearings, and he did not think he was so near St. Polycarpe. This, along with the anxiety because his gauge indicated low water, caused him to miss the switch and a collision was inevitable before he realized that this had occurred.

This frank statement was largely responsible for the way the jury decided to excuse the engineer.

Into the Nation

Ottawa Nov. 17 - C.B. McDonald, of Cornwall, a mail clerk on the Ottawa and New York Railway, had a thrilling experience a few nights ago. It appears that the train was pulling into Chrysler, but stopped just outside to do some shunting. Mr. McDonald, thinking that the station had been reached, stepped off in the darkness to what he supposed was the platform. In place of that he was walking off the bridge over the Nation River, and before he could save himself had fallen thirty feet to the water below. McDonald immediately cried out, at the same time striking out for the shore. Baggage man Peters, a big stout fellow, dived heroically to the rescue, but he could not swim and soon became imperilled himself. Trainman George Bowker by this time had gone to the assistance, and managed with their own assistance to get the others out. The water was chilly, and the three were exhausted when the shore was reached. They were given dry clothes and got warmed up, and are none the worse for their thrilling experience.

The old Wright elevator has been down the town streets this week in sections on wheels. It was intended to take it down the railway track on flat cars: but day after day went by and the cars did not come, so the moving is being done on low trucks mounted on small wheels. Later. The cars arrived in Thursday, and the first storey is being loaded on them in two sections.

Electric car No. 36 is "sandwiched" between car No. 35 and a Grand Trunk freight train. See accident file.

Tichborne Tidings

The painters are busy at work improving the new station.

From the Pembroke Standard. Quick delivery. On Saturday the C.P.R. were shunting a car of coal on to the National Manufacturing Company's siding, when bang went the car through the end of their tin shop, which was rather quicker delivery than the National folks bargained for. Considerable damage was done to the end of the building and the workmen in it had a narrow escape.

Chesterville - the C.P.R. has had a very large gang of men here all summer working on the double track and one cannot fail to notice the crowds on the streets in the evening.

The last vestige of the old grain elevator has now disappeared from the C.P.R. yard district, and the approach somehow looks the more attractive for the opening of the view. Standing further back, the frame work of the new freight shed has arisen on its concrete foundation, and is about ready for the roof. The siding tracks are now also being laid.

Two masked men at 3 o'clock Thursday morning threw two rocks through the ticket office window and covered the night operator, Gamble, and night baggageman Tyner, with a revolver. The robbers ordered operator Gamble to open the door. After entering the office the men were tied and the till rifled. They got about \$47 and escaped leaving the two victims bound.

Operator Gamble succeeded in releasing Tyner by untying the ropes with his teeth. As soon as released they gave the alarm to the police over the telephone.

NB. Not clear if this relates to GTR or CPR.

Rear end collision at Renfrew - see accident file.

Fire At Dalkwith
Keeps the G.T.R. Hands Busy on Railroad Property

Hawkesbury Dec. 9. - Fire originating from an unknown cause destroyed the pumphouse engine room and water tank of the Grand Trunk Railway company on Saturday afternoon. The building was a wooden structure and the flames made such rapid progress that nothing could be done to save the property. A quantity of coal and oil was in the engine room and only added to the intensity of the heat. A crowd of employes, mostly section men and residents of the village gathered around, but the flames raged so fiercely that it was impossible to get near the building. It is estimated that the damage will be about \$1,100.

Repeated in Eastern Ontario Review 13 December 1907

11/12/1907 Kingston Daily British Whi Kingston (CP)

Tichborne

Tidings From Tichborne
The new station is completed.

11/12/1907 Ottawa Journal

Renfrew

Arnprior

Wreck at Arnprior - see accident file.

13/12/1907 Ottawa Journal

Chalk River

Carleton Place

Atlantic Express In Small Collision

Struck the conductor's van of a freight train at Carleton Place.

Carleton Place Dec 13. Mo 2. Atlantic express bound east, about on time shortly before two o'clock Wednesday afternoon, struck the conductor's van of a lumber yard freight train just west of the railway bridge, near Wiliam street. In front of the van were several box cars, and into which one of these, loaded with two-inch plank, the van was telescoped. The stove set fire to the box car which was completely destroyed, but most of the lumber was saved through the efforts of the town fire brigade which reached the scene promptly.

No one was seriously injured, but a couple of gentlemen who were passengers on No. 2 and the chef and a waiter in the dining car sustained slight abrasions.

Messrs, J.F. Warren, J. Douglas, J. Black and Ed Steacy, of the C.P.R. staff and Dr. R.F. Preston, M.L.A., the railway company's physician, were quickly on hand and rendered all necessary assistance to the passengers, as did also Conductor Cameron of No. 2 and members of the train crews.

The passengers for Ottawa and other local points were transferred to Carleton Junction station for the 3.56 o'clock eastbound. Many of those on the delayed express were bound for the Old Country by Christmas sailings. The locomotives [sic] was only slightly damaged. The cause of the mishap is said to be the break of a coupling about the middle of the freight train.

19/12/1907 Kemptville Telegram

Renfrew

Arnprior

A head-on collision occurred at the G.T.R. yards Arnprior, Wednesday morning of last week. The west bound passenger train ran into the freight, telescoping the baggage car and completely wrecking it and the engine. No one was killed but the passengers received a bad shaking up. Mr. Geo D.R. Milford of Carp, son-in-law of our townsman, Mr. Geo. Ferguson, and who is well known here as a traveller for McColl Bros of Toronto, was among the passengers, but escaped with a slight shaking up.

27/12/1907 Eastern Ontario Review Vankleek

Breadalbane. What have [sic] been a serious accident took place on the Grand Trunk Ry. on Tuesday, as the 10.45 a.m. train was going up the rails spread and the coaches went for about a hundred feet on the trees. No serious damage resulted however and by 3 p.m. the train was got on the rails and proceeded to Hawkesbury