

# Local Railway Items from Area Papers - 1908

*02/01/1908    Chesterville Record    Prescott    Prescott*

The first monthly payment to the employees engaged in the very extensive improvements being made by the Canadian Pacific Railway to their yards in Prescott has just been received by the employees for the month of November, amounting to about \$7,000. It is stated that the Canadian Pacific are to spend for the above improvements some \$150,000. They are to remodel their yard to accommodate the increasing business at this point, and are building a large car slip for the new car ferry, Charles Lyon, which is being completed by the Polson Iron Works, Toronto at a cost of \$250,000, and which it is expected will be in commission transferring cars to and from the New York Central, Canadian Pacific and Rutland Railroads at Prescott and Ogdensburg next month.

*03/01/1908    Ottawa Journal    Sussex Street    St. Patrick street*

August Waunk was killed this afternoon.

Car No. 58 was travelling towards the city when the St.L. & O. train hit it. More.

*03/01/1908    Kingston Daily British Whi    Kingston (CP)    Verona*

Verona's News Budget

The water tank at South Verona is nearing completion and will be ready for operation at the end of the month. It has a capacity of forty thousand gallons. The work reflects great credit on the overseer, Duncan Nesbit

*04/01/1908    Ottawa Citizen    Sussex Street    Beechwood Avenue*

YESTERDAY'S COLLISION

Caption to top picture:

This photo shows the vestibule of the upturned street car, as it was carried 100 yards by the backing freight car

Caption to second picture

This photo shows the rack of the car from which all vestiges of the body have been torn and as it lay on the track after the collision. The roof just shows in the foreground.

These views give an idea of the effects of yesterday's wreck on the street car line in Clarkstown. They were taken for the Citizen immediately after the wreck. The accident happened at 1.16 o'clock A St. Patrick street car was coming from New Edinburgh towards the city. It was crossing the St. Lawrence and Ottawa track when a heavy freight car, which was being shunted in to the New Edinburgh yard, struck it squarely, cutting it in two and shoving it for the distance of a city block.

A number of men under Mr. Sydney Sherwood were engaged in excavating for a sewer under the crossing. A large deep trench had been made, and the earth was piled up to the height of about nine feet. The workmen saw the train coming, and shouted to the motorman. Mr. Wank, evidently thinking that the motorman would stop before he reached the crossing, stood against the bank of clay. The freight car caught the street car squarely, and shoved it right off the rails and against the banks of earth on each side of the railway, literally crowding it through a space one half the length of itself. One end of the car caught Mr. Wank and crushed him against the bank. It was all over in an instant. The woodwork of the car was completely shattered and stripped from the truck, which was shoved along the track for some distance. From the appearance of the wreck after the accident it is wonderful how the passengers were not all killed. The freight was going at a speed of about twelve miles per hour, according to the judgment of the men who saw the accident.

Speaking of the accident, Mr. Hutcheson, superintendent, said he was at a loss to know how the accident could have happened. It was the rule for the conductor and motorman to ascertain if the track was clear before crossing, he said. There was only one train on that road per day, but as it passed at no set hours the men in charge of the street cars on that line were cautioned to be on the lookout for danger at that crossing. The crossing was not considered a dangerous one, as there as an unobstructed view both ways for at least half a mile. The sun was shining in the motorman's face, and this may have prevented him from seeing the train. His attention perhaps was drawn to the workmen at the crossing and it may have been on that account that he failed to observe the train. He was so badly shaken up by the accident that he was unable to give his side of the story.

## TRAIN CREW TELLS STORY

Of New Edinburgh Crossing Fatality.

## INQUEST OPENED

Car Stopped, Started and Failed To Cross C. P. R. Tracks.

Coroner Baptie, with Crown Attorney Ritchie, Solicitor W. H. Curie, and C. J. R. Bethune, opened the inquest last night into the facts surrounding the death of August Wank, who was killed Friday in a collision between a C.P.R. freight train and a St. Patrick street car, at the crossing on Beechwood avenue. A number of witnesses were examined, and the inquiry adjourned until next Tuesday. No street car witnesses were heard, some of them being in hospital.

Several witnesses said the freight was moving "at a fast rate," the trainman said eight or nine miles, and further stated that regular signals were given, whistles sounded, and bells rung. A feature was evidence to the effect that the street car stopped some distance away, and again just on or near the C.P.R. track.

Sidney Sherwood, corporation foreman in charge of the gang, said he heard the freight whistle near the curve, whereupon witness ran and warned his men of danger. The car, when he first saw it, was stopped at the beginning of the curve about 50 feet from the tracks. Witness waved his arms, and the street car stopped with its fender on the C.P.R. rails. The motorman then apparently saw the freight for the first time, and speeded up his car, it being hit as it was dead on the center of the rails. Witness had seen no brakeman to whom he could signal, nor could he say if any bell had been rung. The C.P.R. train pushed the street car about 175 feet.

The motorman, after the accident, when met by the witness, had said.

"My God, is there no one to help me."

The C.P.R. train was going about 12 to 14 miles per hour, and the engineer was looking out the river side of the engine.

The motorman, said witness, to a juror, was watching the men at work in the drain, and did not see the C.P.R. train till about fifteen feet away, when he stopped on the tracks.

Dr. M. O. Klotz deposed to medical facts relative to death, which was due to hemorrhage and shock. The lower part of the body was badly crushed, and both thigh bones broken.

## WAS GOING FAST.

Mrs. Valido Marleau, 14 Beechwood avenue Clarkstown, an eye-witness, said that the train was going fast at the time. She had taken the motorman into her house after the crash, but was rather vague as to the latter incident, as she had seen both the train and car from the window, and then run to the door at the moment of impact.

Mrs. Mary Karney, Beechwood avenue, shed no light on the matter. She heard no bell or whistle. Mrs. Celia Normand, another eye-witness, said the "car came fast."

Mr. J. Whelan only saw the body after the accident, but a woman, another resident, near the accident, repeated in poor English the words "the train come fast." She heard no whistle or bell.

## THE ENGINEER.

Matthew Moran, C.P.R. engineer, on extra train No. 1,236, that hit the car, then took the stand. The train was one of three freight cars, with a fireman, two brakemen, and, as witness thought, Conductor Crawford. One brakeman was on the rear car, under no special orders, and gave the back up signal at the Y, and the stop signal just before the accident with the car. The latter signal came just before the crash. The bell was rung and the whistle blown. The engine was running at eight miles.

The coroner pressed for an explanation as to why the cars had backed in, to which witness said that he had to, in order to avoid going into a blind switch. He had made a running shunt, or was intending to, at the Sussex street yards.

Mr. Ritchie: "Why did you not stop your train before coming to the crossing?"

Mr. Moran: "We are not supposed to."

Mr. Ritchie: "The Railway act says you are. Mr. Ritchie then read the rule as to stopping when crossing a main junction. But witness read another rule where the absence of a flag man obviated any stop. This rule seemed to apply to the stop in question, and Mr. Ritchie proceeded as to brakes. There were air brakes on the three cars. Engineer Moran had not seen the street car at all, and besides the fireman's cry of "Whoa!" there was a definite signal from the rear, but the two came together at the instant of impact. The brakeman was about ten feet from the rear end of the car, and did not jump. Witness thought the conductor was in one of the cars, a potato car, but he was not on the train at all, it seems.

## THE CONDUCTOR.

Jeremiah Crawford, conductor, said he had to remain with the rear end of the train at Chaudlere junction.

## THE FIREMAN.

Martin O'Neil, the fireman, testified to ringing the bell at the crossing. He said the car had stopped after making the curve, and he thought was going to let the train pass. It began again, and was hit, witness crying "Whoa!" as the crash occurred.

Geo. Bennett, brakeman, was on the tender of the engine, and heard the whistles and bell ringing. The street car stopped about twenty feet away, and then started, the train being "three or four cars away" at the time. He say [sic] a man trying to stop the street car, but fail. The motorman seemed to be looking at the train.

Ed. McCarthy, rear brakeman, said both bell and whistle sounded. The car was not seen until it stopped after the curve, when it began to speed up. The train was about four cars away. It was then the stop signal was given and the cry uttered to "anyone who could prevent the accident." Mr. McCarthy said eight or nine miles an hour was their speed.

The inquest then adjourned until next Tuesday.

09/01/1908 *The Equity, Shawville* *Waltham*

The new mail service by the mixed train began on New Year's Day, and so far as Shawville is concerned, necessitates a couple of extra trips per day to the station by the mail courier Mr. C. Caldwell, who has the contract. As the bus will be used to make these trips, the travelling public who visit Shawville by this train will now have nothing more to complain of on the score of accommodation, although the uncertainty connected with the arrival of this train, will make the work of meeting it twice every day a rather time consuming job.

10/01/1908 *Eastern Ontario Review* *Alexandria*

The G.T.R. announces that in future it will not draw private cars on its fast trains between Montreal and Ottawa.

## WANK INQUEST

Conflict of Evidence as to Events Leading up to Accident

The August Wank inquest had its second hearing last night at the police court. Coroner Baptie, Attorney Ritchie, W. H. Curle, and C. J. Bethune being on the bench, and a dozen witnesses being heard. The next hearing, which was fixed for next Tuesday, is expected to be the final session.

Whether there was any bell sounded or whistle blown, or whether there was a brakeman on the freight train, seemed to be doubtful topics.

The first witness, F. E. Perney, after describing the wounded motorman's appearance and the work of rescue, went on to state his own experience. As he was walking near the crossing he heard Foreman Sherwood shout to the motorman, and, as the car still approached, witness shouted as well. The street car being less than ten feet away before the motorman saw the train, it was hit an instant later, as the motor-man began to slacken speed. The car was dead on the center of the tracks when struck, and carried away. Witness heard no bells or whistles, and thought the train was going at fifteen miles per hour. When first seen, the street car was going so slowly, witness thought it was about to stop.

## DID TRAIN WHISTLE?

Pressed for an answer, witness said he heard no bell, nor whistle, and remembered that at the time of the impact. Afterwards, he said, his attention was taken up with the train and car, and he could not say whether the whistle or any bell had sounded.

Mrs. Alice Whelan deposed to having heard the train whistle, and, on looking from her window, saw the accident.

Emile Dube, a boy, and C. Robin, both testified, the latter referring to the Young rendering plant as the "glue factory." They both said there was no brakeman on the freight cars.

Albert Roymas did not see any brakeman on the train, nor had he ever seen a conductor get out and go ahead of his car to see if the way was clear. This was done the afternoon of the accident, after it had occurred.

John Loft heard no bell or whistle before the crash, and said that the train backed in quickly and noiselessly. Witness became mixed in trying to make a diagram for the jury, using his finger to trace an imaginary plan.

Several others testified, one of whom declared that when he first saw the approaching train there was a man on top of the second box car, but the brakeman disappeared as the train came on. Still another said the train whistled three or four times, and the motorman drove his car on to the tracks.

## JURY CENSURED O.E.R. AND C.P.R.

In Connection with Crossing Fatality.

## RULES NOT HEHEDED

Car Crew Swore Crossing Regulations were Never Observed.

"That August Wank came to his death on January 3rd, on Beechwood avenue as a result of a collision between a C. P. R. freight train and car No. 58 of the Ottawa Electric Railway company. If rule No. 15 of the rule book of the Ottawa Electric Railway company, and Section 278 of the Railway act had been carried out, no collision would have occurred. We also censure the Ottawa Electric Railway company for not seeing to it that that rule was enforced, and the C. P. R. for running trains backwards on its main line at so great a speed within the city."

The foregoing verdict was arrived at, last night, after a prolonged inquiry by Coroner Baptie's jury into the recent New Edinburgh fatality. two jurors dissenting. Rather interesting evidence was given by the motorman and the conductor. The former cannot read and can write his name with a little trouble. Neither of the men, they stated on oath, paid any attention to the rules of the company regarding crossings of steam roads; and inspectors of the company, the conductor alleged, had frequently seen these orders violated..

## THE CONDUCTOR.

Conductor Emery Soubilere testified "under protection," a somewhat confusing term to the witness. On January 3, witness was in charge of the car in question. The car stopped on the curve as the trolley slipped off, and, in the meantime, as the pole was being replaced, a passenger got on. Two bells were given to start the car. Witness did not see the train backing up as he was busy collecting the fare, and watching his own car. Witness, while in the service for two years, was only a conductor for three weeks prior to the accident. However, he was quite familiar with St. Patrick street route, having traversed it for some nine months. The present rules contained one (No. 15)) to the effect that the conductor must get off his car at all steam railway crossings, look both ways and then give the "go ahead" signal, the motorman not moving till he, too, had looked and was sure his car was clear.

Did you observe this rule on the day of the accident?"

'No. I thought the motormsn could see as well as I could. I never went ahead of a car in my life at a crossing and while I was motorman, for eight months, I never saw one go ahead, either. I have gone over that crossing with inspectors on the car with me. and I never got off; nor have I ever had orders to stop and go ahead of the car."

Witness said he heard no bell or whistle before the crash; nor did he hear anyone shouting.

Questioned further as to the rules. Conductor Soubilere said the old rule book, that he had in his pocket at tho time of the accident, was at home, but it was the same as the one produced.

"You knew the rule about going forward of the car and then signalling the motorman?"

"Yes. I knew the rule, but no one ever seemed to observe it and so I did not. I never thought of the rule on the day in question."

Mr. Curie: "Are you in the employ of the company?"

Witness: "No not since the accident. I may say I was given a set of rules two years ago, and read them over."

When witness came to, after the crash, he was lying almost on top of Wank, the dead man.

Hermann Fliegel, the motorman, said he had always been in the company's employ as a motor-man, joining the service a year and nine months ago. He was given a rule book when he joined, but he did not read it. He was told by his fellows workmen as to the rules. As to the rule of stopping at steam railway crossings he did not know anything about it.

## COULD NOT READ.

The witness said he could not read, when asked why he had not read the rules. He could not write either, but said he could "get along well enough to make out on his car," and write his name. When applying for his job he had another man write out his letter and he signed it. He was never asked by a company official whether he could read or write. He bore out the evidence of the conductor as to the alleged neglect of the crossing rule. He said, too, that he had slowed up his car to pass men on the edge of the trench beside the tracks and did not see nor hear the train.

Mr. Adolphus Parker, Eardley, Que., a passenger on the street car, said he was sitting In the rear of the car when it was struck. He saw and heard nothing.

Tuesday morning about three o'clock two tramps who had been all the previous evening loitering about Lancaster station begging for help to get to Toronto obtained entrance to the GT ticket office here, annexed the contents of the till to the extent of about thirty dollars and made off with it.

Robbery at Lancaster

Lancaster, Ont., Jan. 21. This morning at about three o'clock, two tramps. Who had been last evening loitering about the town and begging for help to get to Toronto, found entrance to the G.T.R. ticket office here and secured the contents of the till to the extent of about thirty dollars, and made off with it. They will not be hard to identify as one of them has a maimed hand, which he used in begging as a plea for help.

The station agent said that at a late hour two men, who both appeared to be perfect gentlemen, though a trifle shabby in appearance, appeared at the station door and asked for shelter from the storm. He had not the heart to refuse to share his roof with them, and so they made themselves comfortable on benches and went to sleep - apparently.

They roused up suddenly and pounced on him (the station agent) when he was least expecting it. After a terrific struggle they overpowered him and took the thirty-three dollars which was in the till, leaving behind them a small amount of silver. The police are hunting for the men.

03/02/1908 *Ottawa Journal* *Ottawa Electric*

Fire Destroys Electric Car

Mysterious Affair on Holland Avenue

Loss \$3000, Covered by Insurance

Supt Hutcheson thinks some tramps got in and lighted matches.

Car No. 202 of the Ottawa Electric Railway Company was destroyed by a fire of mysterious origin at 2 o'clock this morning while standing on the siding at Holland avenue.

The car is one of the big ones used on the Britannia run and was in use yesterday up to noon on snow cleaning operations. It was then run along the track past the turn from Holland avenue to Britannia and locked. About two o'clock this morning "trouble" appeared on the line and it was known that the trolley wires were short-circuited somewhere. Cars were sent in all directions and at 2:15 the blazing car was seen on Holland avenue. It was then almost totally destroyed and nothing could be done to save it. The loss will be \$3000, fully covered by insurance.

The only explanation Superintendent Hutcheson could offer was that some tramp or other person sought shelter in the car and lighted matches.

10/02/1908 *Ottawa Journal* *Waltham* *Deschenes*

The Pontiac mixed train, due at Ottawa at seven o'clock Saturday night and which was considerably delayed by the storm, met with an accident near Deschenes at one o'clock yesterday morning, by which several freight cars were derailed and the track blocked for several hours. Showing up near the switch at the east side of the Hull Electric Company's barns, the train had scarcely passed the siding when the freight cars following the engine jumped the track and scattered their contents, which was mostly lath and cordwood, over the roadbed. Fortunately the engine and coaches in which a number of passengers were travelling remained on the track and no one was injured. Word was sent in for the wrecking train but the latter was also unlucky, for when but a short distance from the scene, it became stalled through the accumulation of snow on the tracks, and it was only after considerable delay that it forced its way through and the work of clearing of the debris was commenced.

It is thought that the derailment was caused by surplus snow packing between the rails.

13/02/1908 *Ottawa Journal* *Alexandria* *Ottawa Union*

With drawing.

The above shows what the G.T.R. now proposes for the big hotel and Central depot promised the city in return for fixed assessments for fifteen and twenty years respectively. The buildings are both considerably reduced in size from what was proposed to council first and promised by the G.T.R. authorities. More.

13/02/1908 *The Equity, Shawville* *Waltham* *Deschenes*

A broken rail was responsible for an accident to the Pontiac mixed train which was due to arrive at Ottawa at 6 o'clock on Saturday evening. While rounding a curve near Deschene a rail broke after the engine and tender had passed over it and four freight cars and one passenger car were derailed. The cars rolled into the ditch and remained there until Monday morning when they were replaced on the tracks by the wrecking train which was despatched from Ottawa. No one was injured as there were few passengers in the coach. They received a severe shaking up as the passenger coach was thrown into the ditch as well as the other cars. The track was blocked in consequence of the wreck and the express on Monday morning went to Ottawa from Deschene on the Hull Electric tracks.

14/02/1908 *Renfrew Mercury* *Chalk River* *Renfrew*

The C.P.R. freight officials expect to move into their new quarters in the new freight shed this week. It is getting the finishing touches from the hands of Mr. Jennings' staff.

17/02/1908 *Ottawa Journal* *Alexandria* *Hawthorne*

See account in accident file.

17/02/1908 *Ottawa Citizen* *Alexandria*

INQUEST OPENS

Broken Rail from G T. R. before the Jury.

Coroner Craig opened the inquest at noon today into the deaths of Engineer Parks and Fireman Martin, killed Saturday night in the Grand Trunk railway derailment. After hearing identification evidence, the jury adjourned until Wednesday night in the court house.

The broken rail was produced as an exhibit and much interest was shown in the steel. One jurymen claimed that the break was surely an old one, and drew attention to the fact that the bottom of the rail was a fresh break, while the neck of the T was apparently an old fracture. Bright spots were pointed out that might have been made by continued friction. From what could be seen the fracture was such that no man could tell of it till the rail parted. A specialist, possibly a black smith, as one juror suggested, will be on hand for the inquest. The Grand Trunk railway is ready to have a Bessemer steel expert on hand, if required.

"So far as we know," said Superin tendent Donaldson, "the break was clean and the steel perfect. No man can say how these breaks occur."

The bodies, wrapped in bandages, were coffined this morning and the funeral of Parks will take place tomorrow afternoon at two o'clock. Martin's is not yet arranged. Fully 1,000 persons have paid respect to the two dead men since Sunday morning.

The jury is as follows: A. Malloy, H. Sloan, A. Vallquette. M. McCarthy, J. Bradley, B. Gorman, P. Besserer, J. Raymond, W. J. Hliton, J. P. Burke, T. Butler, J. K. Preston, W. U. Lanipay, N. Helmer.

20/02/1908 *Merrickville Star* *Ottawa, Brockville and St. Lawrence*

Ottawa, Brockville and St. Lawrence Railway Extension . .

The bill extending the time for construction of the Ottawa, Brockville & St. Lawrence railway was reported with the usual amendments protecting municipalities in the House of Commons on Tuesday. The bill gives the company until July 1913 to complete the line.

Mr. George E. Kidd explained that the line has been surveyed and located between Ottawa and Brockville, the distance being 56 miles. It passes through Nepean and North Gower, by the villages of Manotick, North Gower and Merrickville and crosses the river near Burritts Rapids. Mr. Kidd intimated that English capital was interested in the project and that a subsidy would be asked.

21/02/1908 *Eastern Ontario Review* *Kingston (CN)* *Morrisburg*

Mr. G.E. Myers, station master of the G.T.R. at Morrisburg, dropped a key through a crack in the platform. When searching for the lost article he came across a complete set of burglar's tools including a couple of revolvers. Evidently a robbery was planned.

**21/02/1908 Eastern Ontario Review Vankleek Vankleek Hill**

An engine got off the track in the G.T.R. yard here yesterday and tied up the trains for the day. There were no morning trains at all.

**28/02/1908 Ottawa Journal Chalk River Payne**

A broken rail caused a run off and partial wreck this morning at Eganville Junction four miles west of Renfrew on the Canadian Pacific Railroad. The accident happened at 6.58 to train No. 96, known as the "Winnipeg" coming to Ottawa from the west in charge of Engineer B. Chapman of Ottawa and Conductor Ledkea of North Bay. --only injury was burns to the cook. More.

The baggage car slid down the embankment and is standing on end and the mail car, dining car and sleeper were turned over on their side. The other four coaches simply left the track and are resting on the ties. -- The engine, No. 1113 was not damaged much. More.

**06/03/1908 Renfrew Mercury Locksley Pembroke**

Conductor Roberts of the G.T.R. had a narrow escape from death last week. He was boarding his train which was moving out of Pembroke when he collided on the step with another person hurriedly leaving the train. The result was that Conductor Roberts was thrown underneath the car and only rare good fortune saved him from being caught by the wheels. Several cuts on the face are his only injury.

**09/03/1908 Ottawa Journal Ottawa Electric**

There will be several miles of new track laid by the Ottawa Electric Railway company the coming summer on the line to the Experimental Farm and George street loop. There is now only one thing standing in the way of the extension to the Farm and that is the Grand Trunk bridge on Preston street. An order for raising the bridge to permit of the passage of trolley cars below, and this order will have to be made by the Railway Commission. More.

The company has the rails on hand and will go ahead as soon as the weather permits. More

The railway company has just received the last of an order of twelve closed cars which will be available for summer use in times of great crushes but will have the equipment of open cars as last year.

**15/03/1908 Eganville Leader Eganville Eganville**

Owing to the damage by fire to the engine cab the night previous, the local C.P.R. train did not make the trip to Renfrew on Saturday morning. The fire occurred at 10:30 p.m. when the caretaker of the round-house, Mr. J. Walsh, was attending the coaches some distance away. When he returned he discovered the engine cab on fire, and is at a loss to explain how it started as he had taken the usual precautions before leaving his charge to perform other duties. A train crew came up from Carleton Place on Saturday to take the damaged engine to the shops there for repair.

**19/03/1908 Merrickville Star Brockville, Merrickville and Ottawa**

It is rumored about town that there is a probability of the Brockville Ottawa railway being started during the coming summer. We are credibly informed that a well known railway contractor has been endeavoring to buy a house in town with the idea of making this his home for a time.

**20/03/1908 Eastern Ontario Review Alexandria Casselman**

Saved by a Conductor

Ottawa March 11 - Conductor D.P. Ward, in charge of the regular incoming passenger train from Montreal on the Grand Trunk Railway yesterday, made a somewhat thrilling rescue at Casselman. Farther down the line a passenger had boarded the train intending to get off at Casselman but failed to notice the station when he came to it although the trainmen had previously called out the next stop distinctly. The train was moving off at a good rate when he discovered his mistake, and, running out, prepared to jump off. The conductor saw that the man was going to jump backwards in which case he was likely to be thrown under the wheels. Running forward, he jumped and caught the passenger as he struck the ground. An instant later he would have rolled on the rails. The conductor, without waiting for name or address, or stopping the train, swung on to the rear Pullman, after averting a serious accident. Mr. Ward was warmly congratulated by the passengers for his bravery.

**26/03/1908 Merrickville Star Winchester Burritts**

RUN OFF AT BURRITT'S

An east Bound Freight Meets With an Accident on Monday Morning

An eastbound freight in charge of Conductor Hutchins was derailed at Burritts Siding, 3 miles from Merrickville, at about four o'clock this morning. Nine cars were upset from the track but little damage was done to them, and none of the crew injured. The cause [sic] was the tearing up of a portion of the track by a train coming from the east a short time previous, which caused the rails to spread but allowed the first train to pass without derailling it. In fact there was no suspicion of any injury being caused until the eastbound train came along.

Wrecking crews were despatched! from Smiths Falls immediately and the track was cleared at noon.

Passenger train No. 6 eastbound and due here about 4.50. a.m. had to back up to Smiths Falls and continue to Montreal via Ottawa.

The Perth Local due here at 8.30 was detained until one o'clock before it could go on to Montreal.

Passenger train No. 3 westbound was only delayed about three quarters of an hour.

The damage done to freight and cars was fortunately slight but the line was blocked for about eight hours and the Merrickville and Kemptville yards were filled with freight trains unable to proceed.

The Perth local passengers were served with dinner here but by some misunderstanding the C.P.R. did not arrange for this accommodation.

**26/03/1908 The Equity, Shawville Waltham Shawville**

A petition is in circulation this week requesting the Can. P. Railway Co. to afford the shipping interests better accommodation here by the construction of standard stock yards.--

**26/03/1908 Ottawa Journal Brockville Brockville**

D. McNicholl, First vice-president of the C.P.R. accompanied by Mr. J.W. Leonard assistant general manager, paid a visit to Brockville yesterday afternoon and for three hours thoroughly inspected the company's premises.

One of the big features considered by Mr. McNicholl was the deepening of the tunnel through the town to the water front, and improvements to the wharf and buildings, which, he promised, would receive immediate consideration.

An old building north of the town, formerly used as a freight shed, he recommended, be removed.

**30/03/1908 Ottawa Journal Hull Electric**

Although apparently no nearer to securing a double track privilege over Main street, Hull, or a loop through the residential portion of that city, the Hull Electric Railway is doing what it can to improve the service and overcome as far as possible the delays now caused at the corner of Albert st., and Laurier ave. The company has spent nearly \$100,000 since last season in putting in a sub station in Hull. There is a guarantee of much better power than has been available heretofore.

Five new semiconvertible cars have been added to the rolling stock of the road. They are each 40 feet long with short longitudinal seats in the ends and cross seats in the bodies of the cars. They are all equipped with Westinghouse air brakes and are of the latest pattern for style and comfort. More.

**02/04/1908 Merrickville Star Other**

**SHORT LINE TO OTTAWA.**

Grand Trunk is Reaching Out for More Direct Route.

Montreal, March 28. The Grand Trunk Railway announced to-day that they will shortly build a new direct line from Kingston to Ottawa. The object of the line is primarily to give the company a short route between Toronto and the capital. Mr. Wm. Wainwright said the Grand Trunk was prepared to finance and build the line just as soon as the holders of the present charter get the municipalities along the line to pay certain bonuses that were voted.

We look to the reeve and council to keep in close touch with the promoters of this line and doubtless they will put forth every effort to have the line pass through Merrickville where a good river crossing can be secured.

**02/04/1908 Merrickville Star Ottawa, Brockville and St. Lawrence**

At yesterday's session of the Senate the bill respecting the Ottawa, Brockville and St. Lawrence railway was given its third reading.

**02/04/1908 Chesterville Record Prescott Prescott**

At Prescott the entire railway yard is being changed involving the expenditure of some \$200,000. A new brick station is to be built and the foundation is already under way. It will be a handsome and up-to-date structure. The sidings will hereafter accommodate some three times as many cars as formerly, but the whole yards are not to be taken up in tracks. A small pond has been filled in to give more room and it is proposed to store 150,000 tons of coal. Altogether 250,000 tons of coal will be handled during the months of navigation on the St. Lawrence River there from April 1st and this means practically 2,000 tons a day. All of which is going some.

**02/04/1908 Chesterville Record Prescott Ottawa**

The big trestle at the south east entrance to the city (is this on the approach to the Rideau River?) is to be all filled with earth and concrete supports, while the remainder of the big trestle on the Hull side of the Ottawa River at the Interprovincial Bridge is to be filled in. This will give employment to several score men and will take about six weeks. This work is to be done as a precautionary measure.

**02/04/1908 Chesterville Record Chalk River Carleton Place**

Carleton is to cease as a terminal of the Canadian Pacific Railway. After May 1, all train crews running out of Carleton Place will run from Smiths Falls through to Chalk River direct. The reason given by the company is "economy".

What effect will this have upon the busy town of Carleton Place is problematic, but directly it will mean the removal of some 250 trainmen, about half of whom were married.

They will remove to either Smiths Falls, 17 miles south or to Chalk River. The change has been under consideration for some time, but nothing in the way of definite action has been taken until now.

**03/04/1908 Renfrew Mercury Chalk River Renfrew**

The old C.P.R. freight shed on the east side of the tracks has been sold to Mr. Jacob Harris, who this week has men employed dismantling it.

**03/04/1908 Renfrew Mercury Chalk River Renfrew**

The annual distribution of seeds from the floral department of the Canadian Pacific is now taking place. More.

**06/04/1908 Ottawa Citizen Prescott**

**CONDUCTOR SLIGHTLY HURT**

An accident on the Canadian Pacific near Hartwell's Locks yesterday afternoon resulted in a partial derailment and slight injury to Conductor J. Crawford. A freight train was going over the Prescott line, when, owing to the breaking of a wheel, the van on the rear left the track and turned over on a slight embankment. In the mix up Crawford, who was in the van was shaken up and had his shoulder bruised, but not seriously. The other car remained on the track, and the blockade caused by the mishap was soon cleared away.

**09/04/1908 Chesterville Record Winchester Smiths Falls**

Among the proposed extensions which the CP company have under consideration for Smiths Falls is the enlargement of the yard at an expenditure of about \$60,000, the construction of many additional tracks and the erection of a car shop and a large stores building. This work, it is understood, will be carried out this summer.

The new CPR coaling plant which has been in course of erection here for some months, was completed last week. It contains the most modern appliances for handling coal and is considered the best on the whole CPR system. A new coal dump has also recently been put in and this, at present, contains 50,000 tons. The chute is a massive looking structure seventy feet high and is in the form of two towers connected with a bridge overhead. In each tower are two "pockets" and a big dial on the front of each registers the quantity of coal taken out each time so the engineer has only to pull down a big spout and he knows exactly how much he has in his tender.

**10/04/1908 Renfrew Mercury Chalk River Renfrew**

Last week the Mercury noted that Mr. Jacob Harris had purchased the old C.P.R. freight shed and was busily engaged in dismantling it. However, before he had far advanced in this work he sold it to the Jamieson Meat Co., who will remove it to their abattoir.

**10/04/1908 Eastern Ontario Review Montreal and Ottawa Plantagenet**

Engineer Reynold, who is wanted to give evidence at Plantagenet concerning the death of John Blackburn in an accident at Plantagenet last September, is still in hospital in Ottawa and will not be able to attend the inquest called for next week.

Andrew Blackburn the father of the deceased fireman, has settled his action for \$5000 damages against the Company, The C.P.R. has paid him \$1000.

**11/04/1908 Kingston Daily British Whi Kingston (CP) Calabogie**

**Incidents of the Day**

The K. & P. RR. company is preparing to continue this summer, the work of last season, of improving the road in general. At Calabogie there is a lot of work to be done around the new station in the way of filling in.

**16/04/1908 Chesterville Record Brockville Brockville**

Orders were received at Brockville last week that the CPR pilot engine was to be removed from that yard to Carleton Place. The company will do the shunting with their freight locomotives. The crew of the pilot will be given position on the main line should they decide to accept.

North Lanark Railway Company.

The bill which Mr. T.W. McGarry, M.P.P., has introduced into the legislature to extend the time for building the above road for five years longer, gives the following description of the course of this line, which was to be operated by either steam or electricity.

From a point at or near lot number thirteen or lot number fourteen in the second concession of the Township of Blythfield in the County of Renfrew, thence passing through the Township of Bagot in the County of Renfrew, through the Townships of Darling and Pakenham in the County of Lanark, and through the Township of McNab in the County of Renfrew, to a point at or near the village of Braeside, on the Ottawa river; thence continuing through the said Township of McNab to a point at or near the Town of Arnprior; thence continuing through the said Township of McNab, and through the Township of Fitzroy in the County of Carleton to a point at or near the Village of Fitzroy Harbour on the Ottawa River; thence continuing through the said Township of Fitzroy and through the Townships of Torbolton, March, Nepean and Gloucester in the County of Carleton, to the City of Ottawa.

17/04/1908 *Eastern Ontario Review* *L'Original* *Clarence*

Clarence. One of the trestles on the C.N.R. railway has partly given way. It will require a good many hours hard work before it is fitted up again.

22/04/1908 *Athens Reporter* *Westport*

On Monday afternoon the coach and two cars of the BW&NW RR were derailed between here and Westport and the line blocked for a few hours. Fortunately no serious damage was done.

24/04/1908 *Eastern Ontario Review* *Kingston (CN)* *Morrisburg*

St. Isidore Man Jumped off Train

Casselman April 18. - While being taken to the Brockville asylum last Wednesday John Lalonde, an insane man from St. Isidore in Prescott county, eluded his guard, and three miles east of Morrisburg, on the Grand Trunk Railway, jumped out of a window of the car while the train was going 45 miles an hour. Constable E. Chevrier, of Casselman, who was in charge of the demented man, had left him for a few minutes to wash his hands. Lalonde was hand cuffed at the time, and curious to say, no bones were broken by his fall.

The man was soon captured and he is now seriously ill in the Brockville asylum from the effects of his wild leap.

06/05/1908 *Ottawa Journal* *Chalk River* *Smiths Falls*

The long-talked of C.P.R. change making Smiths Falls, instead of Carleton Place, the terminal of the Chalk River division, has at last gone into effect, and as a result, Smiths Falls has had this week a very valuable addition to its population. Fifteen crews, or in all about eighty men have arrived here since Saturday, and it is said there are more to follow. As they are nearly all married men with families they are welcomed as a most desirable class of citizen.

As yet there are no houses to accommodate them and for the present their families will not be brought here but a big building boom is now on and by autumn it is expected there will be enough residences for all.

The C.P.R. has made this change solely on account of economy. Heretofore all the trains ran only to Carleton Place, where they were made up again for Chalk River or Ottawa, now they will run direct to these points from here.

07/05/1908 *Chesterville Record* *Winchester* *Winchester*

Two Italians working on the CPR construction were seriously and probably fatally injured at Winchester one night last week. About one hundred navies were returning to Chesterville on a string of nine hand-cars. They had gone but a short distance when the front car jumped the rails. Two of the men fell on the track and three cars passed over them.

08/05/1908 *Eastern Ontario Review* *Other*

A Company has been organized to build an electric railway from Brockville to Lanark. It is said work will begin at once.

14/05/1908 *Chesterville Record* *Chalk River* *Carleton Place*

A CPR change of great importance went into effect one day last week when the crews of the northern division, or that portion of the line between Chalk River and Carleton Place were transferred from Carleton Place to Smiths Falls.

This means that hereafter Smiths Falls is to be the terminal point, and men on that division who formerly resided at the "junction" town will of necessity have to make their headquarters there. Already fifteen crews have transferred and as this represents eight men, the greater part of whom are married and have families, it will mean a very valuable addition to the population of Smiths Falls. As yet there are not enough available houses there to accommodate the increase, and the men will not be able to move their families until autumn. A number of good dwellings will be rushed up this summer. This move was decided by the CPR on the ground of economy. With Carleton Place and Smiths Falls both divisional points, extra crews were required to transfer freight between these two places though the distance is only twenty miles. Now the run will be a direct one from Smiths Falls to Chalk River, which is only about one hundred and thirty miles.

14/05/1908 *Chesterville Record* *New York Central* *Ottawa*

Adolphe Trudeau, an employe of the New York and Ottawa Railway and a resident of Santa Clara, NY dropped dead at the Central Station, Ottawa at four o'clock yesterday afternoon. Coroner Craig states that his death was due to heart failure. Trudeau, who is a man about 55 years of age, has been a head blacksmith on the railway for about 15 years and was a trusted and much respected official. Considerable difficulty was experienced in identifying the dead man as few people in Ottawa knew him. At first he was thought to be an Ottawa man but investigation proved that it was a case of mistaken identity. Some papers found on the deceased were afterwards instrumental in ascertaining his name. His friends were at once comminuted with and his foreman will come to Ottawa and take the body home. Trudeau was hurrying to catch the New York and Ottawa train when he dropped and died.

14/05/1908 *The Equity, Shawville* *Pontiac Central*

The Railway Committee of the House of Commons on Wednesday last passed the bill of the Pontiac Central railway, which authorizes the construction of a line of railway from some point near Bryson or Portage du Fort to the town of Brockville, passing through the counties of Renfrew, Lanark and Leeds, and also running in a northerly direction (whether running up the valley of the Coulonge or Black River, does not appear from notice of application published some time ago) along the valley of the Nottaway River to the East Main River, in this province. The project outlined above seems to be of a rather mysterious character, as the promoters - whoever they are - have said very little about it, and, so far as we know, have not been soliciting any bonuses from the municipalities through which they intimate it is to run. Perhaps this will form a later stage of development. In the meantime, people (especially along the southern end of the route) will be interested to know just what the railway means, and what is the extent and character of the business it has in view. The men behind the scheme should let th epublic into the secret.

14/05/1908 *Chesterville Record* *New York Central* *Berwick*

Austin Galvin left for Cornwall where he has secured a position in the ONY station.

15/05/1908 *Ottawa Journal* *Alexandria* *Ottawa Union*

New Central station plans submitted by G.T.R. Pictures etc. More.

15/05/1908 *Eastern Ontario Review* *Vankleek* *Vankleek Hill*

A freight train on the G.T.R. got off the track here on Tuesday evening (12/5) and did not get away until Wednesday firenoon.

## Railway Blamed For Negligence

A coroner's jury at Plantagenet yesterday heard witnesses relative to the accident on September 11th last which rendered the following verdict:

"We find that the late John Knox Blackburn came to his death in a collision on the C.P.R. at Plantagenet station, on the night of September 11th, 1907, and that this collision was caused by the negligence of the said company in not having a night operator at that station, and the ballast train crew coaling on the main line when there was sufficient room for them to coal on the main siding. We find also that this has been the usual practice and we recommend that in future this be prevented."

## PLANTAGENET COLLISION

Lack of Night Operator and Ballast Crew Coaling on Main Line Blamed by Jury.

Plantagenet, May 18. (Special.) "We find that the late John Knox Blackburn came to his death in a collision on the C.P.R. at Plantagenet station on the night of Sept. 11, 1907, and that this collision was caused by the negligence of the said company in not having a night operator at that station, and the ballast train crew coaling on the main line when there was sufficient room for them to coal on the main siding. We find also that this has been the usual practice and we recommend that in the future this be prevented."

The foregoing verdict was found tonight at the inquest touching the death of Fireman Blackburn, on the Montreal-Ottawa division of the C.P.R. last fall. The jury was out seven hours. The principal witness today was Engineer Reynolds of Ottawa, who was in charge of the train which crashed into the line of ballast cars. Reynolds, who spent several months in hospital from his injuries, swore positively that the ballast train was not protected by the semaphore lights.

Leonard Derby, a medical student, son of Coroner Derby, helped to take Blackburn from the wreck, and his evidence bore out that of Reynolds. The dying words of the fireman were: "Why didn't those fellows put up the semaphore?"

## PLANTAGENET WRECK INQUEST

Jury Decides Company Was Negligent

## BLACKBURN'S DEATH

Engineer Reynolds Tells His Story of the Fatal Accident.

Plantagenet, May 18 "We find that the late John Knox Blackburn came to his death in a collision on the C.P.R. at Plantagenet station, on the night of September 11, 1907, and that this collision was caused by the negligence of the said company in not having a night operator at that station, and the ballast train crew coaling on the main line when there was sufficient room for them to coal on the main siding. We find also that this has been the usual practice and we recommend that in the future this be prevented."

The foregoing verdict was reached tonight after seven hours' deliberation by the coroner's jury in the inquest regarding the death of John Knox Blackburn, the C.P.R. fireman, who was killed in the wreck here on September 11 last. It was resumed at 11 o'clock this morning under Coroner Dr. Derby of Plantagenet. Crown Attorney Maxwell of L'Orignal; A. E. Fripp. K.C., Ottawa, representing Engineer Herbert Reynolds and G.D. Kelly, of Scott and Kelly, representing the C.P.R., were present.

The first witness called was Engineer Reynolds, of Ottawa, who was so severely injured in the wreck that he was a patient at St. Luke's hospital for eight months. Mr. Reynolds told a straightforward story and made a deep impression on the jurors. He explained fully the various orders he received on the fatal night, and swore positively that semaphore was down when approaching Plantagenet station. He also stated that a white light instead of the standard green was shown. He knew that the semaphore lights had been out of order as he had passed it a day or two previously, and knew other trains had been passing it daily. He also swore that he had instructed Fireman Blackburn to look out for the semaphore as it was on his (Blackburn's) side of the engine. Blackburn reported that the board was down and the engineer who had his train slowed up proceeded. He observed no lights whatever at the station and was given no signal until within seventy yards of the obstruction on the main line. He then applied the emergency brakes but was unable to stop his train to avoid the collision. Reynolds said in answer to a question that the conductor, trainmen and fireman were all new to this short line division. When asked why he did not stop to register, Plantagenet being a registering station, he said he did not intend to stop, although he knew the rule was to register but was seldom observed. He saw the rear end of the ballast train on the siding and he naturally thought the line was clear. He, witness, then detailed what happened, explaining fully the painful injuries received.

After Engineer Reynolds had conceded his testimony an adjournment was made for an hour for dinner.

## BLACKBURN'S DYING WORDS.

When the enquiry resumed the first witness called was Leonard Derby, a medical student, son of Coroner Derby. He said he was present at the station a short time after the accident had happened and assisted in removing Blackburn from the debris. When asked if Blackburn had made any statement the witness swore positively that Blackburn had said before he died: "Why didn't those fellows put up the semaphore?"

The next witness was Constable Raymond, who had been detailed by the coroner to make measurements of the sidings which the ballast train occupied as previous witnesses had stated that it was impossible to place the work train consisting of twenty-eight cars on the main siding. Raymond swore that he had carefully measured the siding and found a space of 1,170 feet from the crossing to the switch, which was ample room to hold the ballast train, which would not occupy more than 1,064 feet, therefore there was plenty of room to coal up without occupying the main line and the collision would have been averted. This was all the evidence offered. After the coroner had reviewed the evidence the jury retired and after a deliberation of seven hours the above verdict was returned.

The work on the Canadian Northern Railway is virtually at a standstill at the present time. The chief engineer was here this week looking over the line, and it is learned that within the coming week it will be definitely known whether they are going ahead with the line this summer or not.

The proposition of the Hull Electric Railway to the council of that city was accepted at a meeting last night subject to a few changes. More

The proposed belt line, as previously reported, will not be constructed along Chamberlin street, but rather by way of Reboul. More. It has been the custom through the need for increased facilities for freight cars consigned to any of the large companies in that city to be conveyed by way of Main street to their destination. This work was generally done at night, when the passenger service was suspended but at times the cars were transported during the day. The objections were not only based on the ground that the operations were the source of considerable noise, during the night, but it was thought by many that the street car service was necessarily delayed at times by these trains. Now, one of the stipulations of the city in the negotiations between it and the Hull Electric railway company, is that should an agreement be reached as to the improvements contemplated, that in future, no more freight cars be hauled over Main street. To this the company has agreed and the removal of a source of annoyance seems assured.

In future freight will be conveyed by way of the Belt line on other streets, the construction of which is contained in the terms submitted.



21/05/1908

Merrickville Star

Prescott

Sabourin

ACCIDENT AT SABOURIN

Brakeman Robert McPhail Thrown from a Ballast Car by a Sudden Jolt Lost Two Legs and an Arm.

A very serious accident occurred on the C.P.R. last Friday morning near Kemptville. It seems that a work train, which was distributing gravel ballast along the line, came to a standstill for some reason or other and then unexpectedly moved on again. A brakeman named Robert McPhail was standing on the end of the cars and the sudden jolt precipitated him to the ground and before he could get up again the car passed over him, completely severing two legs and an arm. He was immediately taken to Smiths Falls on a light engine with van, and conveyed to St. Francis Hospital. His right leg was severed above the ankle, his left leg near the hip and his left arm at the wrist. Drs. Hagar and Gray attended to the case and operated on the unfortunate man, His injuries were so serious, however, that he died on Saturday.

He was a native of Guelph, was about 30 years of age and had a wife and two children.

22/05/1908

Renfrew Mercury

Eganville

Eganville

From the Eganville Star-Enterprise. Messrs. Reinke & Boland this week shipped a carload of door and window frames to Algonquin Park. This is a portion of a contract received from them for the new hotel at that place and is probably the first carload of material of this nature ever shipped out of town.

May be no fatalities from car collision.

Patients doing well at hospital considering serious nature of Sunday's crash of street cars.

Citizen's first account was very complete and few more details can be added to description (the May 25 edition is missing, [possibly a holiday] but there is a full account on page ten - see next record)

Today's reports of the injured in the collision of two electric cars on the Britannia line on Sunday are more reassuring. Only two amputations have been necessary so far and all the patients who are in the hospitals have a good fighting chance. While one or two of the patients are still in critical condition, the attending physicians are hopeful that no fatalities will ensue.

Charles Byrne, who had his right leg amputated at the Protestant Hospital shortly after the accident, is in good condition today and was resting easily at noon.

The fracture to the front of his skull which caused some alarm at first has given no trouble and it is now not considered dangerous. Fred Byrne, the younger of the two brothers, was weaker when he was taken into hospital. His left leg was amputated at the knee yesterday and in addition it is fractured at the thigh and the right leg is fractured below the knee. He was very weak last night but this morning rallied considerably and was quite bright, though his condition is still critical. Miss Lena Morin, stenographer for William Scott and company, is also picking up remarkably well. She has a fracture below the left knee, the limb is rather badly crushed and there are bruises on her face and arms. She was at first considered one of the least hopeful cases but today she shows a marked improvement. Miss Driscoll's condition is also very satisfactory in spite of the fact that there is a compound fracture below the right knee and a simple fracture below the left. The others in the hospital are all making splendid progress though of course some of them will be laid up for a long time.

The opinion of the Superintendent and of the other street railway employees is that the accident was due to the motorman on the rear car endeavoring to stop the car without, in the excitement of the moment, shutting off the power. In his report on the accident he stated that he shut off the power about three hundred feet behind and then applied the brakes. When he found the brakes did not stop the car he states that he attempted to reverse but the reverse handle would not move. In order to reverse it is necessary to first shut off the power completely, then move the reverse handle and turn on the power again. The superintendent thinks that the motorman neglected to turn off the power in the excitement of the moment. The car had been in use all day and there had been no complaints.

In support of this it is said by some of the street railway men that if the power had been shut off some distance away, even if the reverse did not work, the car would not have been damaged to the extent it was by the impact. At the same time all are unanimous in Motorman Carroll being one of the most careful on the road. He had been a motorman for sixteen months, the inspectors had reported very favorably on his care and attention to duty and only the other day Motorman Leclair on the big car which was in front had remarked to his conductor on the care of Carroll.

Under the former running rules of the company the motormen were supposed to keep fifty to one hundred yards behind the car in front while running. It is understood that in future they will be requested to keep 200 yards behind.

Last evening Superintendent Hutchison [sic] stated that the list published in yesterdays Morning Citizen was as complete as he had it. There are, however, a few who received very minor injuries or shaking up. Mr. Dodtout, 227 St. Patrick Street was jammed between seats and Dr. Lambart has since been attending him. He however was able to assist the passengers who had been more seriously hurt. A. Julien, 263 Dalhousie Street, had a hand badly bruised. He was on the front of the ill fated car but jumped. Dr. Bourque is in attendance.

In the account of the wreck it was stated that thieves were busy among the debris picking up purses. This might be true of some persons but other more worthy citizens who were on the scene rescued some of the passengers valuables and restored them to the owners immediately. One man in particular was performing this act of kindness to the losers immediately after the wreck.

This is page ten of the same edition.

The injured are listed with full details. There are 17, including Motorman Carroll.

A rear end collision on the Britannia electric railway line at 5.30 Sunday resulted in injury to about 20 people. Ten are in hospital, several of them in a very critical condition. While the attending physicians do not relinquish hope, it is feared that two of the cases may result fatally as much blood was lost before the patients reached the hospital and the injured were in great shock.

The accident was caused by open car no. 260 running into the rear of the heavily built Duchess of Cornwall and York car, which had stopped. Both cars were coming in from Britannia when the big car was stopped almost opposite Barry's Hotel to let off a lineman to repair a break in the wire. The open car was coming behind at a good speed and crashed into the rear of the car in front, the motorman stating that the brake and reverse failed to work. As the front car has a heavy steel floor and is higher than the smaller and lighter car, the floor of the front one crashed over that of the open car, demolishing the end and forward seats and causing injuries to the passengers, mostly to their lower limbs. Motorman Carroll on the rear car, remained at his post, he escaped almost miraculously, with but slight injuries.

The majority of those hurt sustained their injuries as a direct result of the demolition of the front of the car, but some were hurt by falling off or junking off the rear and sides, one girl leaping on to another and breaking her arm, as another witness of the accident related.

The point where the accident happened is about one hundred feet east of Barry's hotel. At that point the track is level but just before there it there is a downgrade and beyond that an up grade. Therefore cars travel at a fairly good clip along the strip of track. There is also a bend in the track near the place, but apparently this fact had nothing to do with the accident as the motorman in charge of the rear car says he saw the front car, but did not think it was going to stop. The realization that there was to be a collision came to motorman and passengers in a flash, but the impact came before the car could be stopped or the passengers could jump.

The scene that followed the crash was one of intense excitement. The small car was wrecked by the impact, while the vestibule and rear end of the roof of the front car were smashed. The passengers who were unhurt tumbled headlong from both cars and rushed madly for safety, while the heartrending chorus of shrieks and groans arose from the wounded and the frenzied friends of those hurt or caught in the wreckage. Some cool heads, however, rallied the excited passengers and at once began the work of rescue. Many pathetic scenes occurred in the removal of the injured to the sward lining the railroad tracks, several of the women passengers in particular becoming hysterical at the thought that relatives, friends or children were among the wounded. In the meantime messages were despatched to town for doctors, not a surgeon being on any of the cars which by this time were rapidly arriving at the scene. Many of the wounded were placed on the car with which the second car collided and brought to the Protestant General hospital.

On the arrival of the big car containing the injured at the head of Rideau Street a huge crowd had gathered, the news having spread rapidly throughout the city. Scores of people hurried to the various hospitals impelled by agonizing thoughts that members of their own families were perhaps among the unfortunate passengers and when willing hands carried the stretchers from the car the crowd at the junction of Charlotte and Rideau streets pressed forward and surrounded the bearers.

Chief de la Ronde was conspicuous at this time and with detective Thos. Ryan and several officers cleared a lane through the throng to the hospital gates. The railway company had issued orders to stop all cars and a long line of trams extended down Charlotte and Rideau Streets. The crowd grew steadily, the report having gained circulation that many had been killed in the crash but the police and railway officials eventually reassured the people that nothing in the nature of a fatality had happened, and the announcement that all the wounded had been conveyed either to the hospital or their homes had the effect of dispersing many of those gathered at the hospital although many small groups remained eagerly discussing the accident and awaiting information regarding the condition of those transferred from the ambulance car to the institution.

The Citizen staff on duty for the morning paper had a busy time. All the phones were kept busy and hundreds gathered in front of the office to read the bulletins. Within a very short time after the accident the Citizen had a correct list of all who were seriously injured and was able to assure anxious parents and friends. So many were besieging the office for information that a departure was made from the rule prevailing for Sunday and bulletins were put out to relieve the intense anxiety of thousands.

At the hospital - paragraph omitted

Father speaks (of the two Byrne boys) - paragraph omitted.

Motorman's story. The Citizen interviewed Mr. Edward Carroll, 586 Albert Street, the motorman on the car coming behind. Mr. Carroll escaped with a badly cut forehead and right leg severely strained at the joints. He explained that the big Britannia car was about 150 feet in advance, until its rate of speed began

apparently to decrease. As he did not think it was going to stop he did not reverse until the cars were 75 feet apart. He then turned the reverser to utmost but whether through a defect or not, reverser, he says, failed to stop the car, as the result of which the accident happened.

Motorman Carroll flatly denied that he had his head turned and says he was watching the track all the time.

Thrown from Car - paragraph omitted

Saved Children - paragraph omitted

Why large car stopped

Motorman Leclair pulled up to allow Lineman to alight for wire repair.

Charles Caron of 97 Hinton avenue and Zephirin Leclair of 127 Dalhousie street were conductor and motorman on the Duchess of Cornwall car. In an interview with a Citizen reporter Mr. Leclair told why he came to a stop. It seems that one of the little iron fastenings from which the trolley wire is suspended had become in need of repair and a lineman was on Leclair's car for that purpose. He requested Leclair to let him off at the break and this the motorman did. He had just released the break [sic] and was on the point of starting again when the rear car crashed into his. Being comparatively light and low its floor wedged under that of the big car thus pinning some of the people beneath the wreckage. Two ladies, the motorman noticed, were held in this way. In order to release them, the trolley of the big car, which had come off, was put on again and the car moved forward. Its passengers whose injured were no worse than slight bruises rendered what aid they could to the sufferers and in this they were assisted by Messrs. Barry and Hill who live nearby and who supplied water and towels. The backs of the seats on the uninjured car were broken and those of the victims who could be taken, four women, two men and three boys were made as comfortable as possible, the others being left beside the track to await the ambulance. Mr. Leclair said he would never forget the ride that followed. When about half a mile from the scene of the accident a doctor was taken on and at the corner of Empress Avenue Drs. E. Borque and Whitton were secured while Dr. Jas Seager afterwards boarded the car. The injured were deposited at the Protestant Hospital.

The Ill fated Cars

The two cars, as they stand in the barns are mute witnesses of the terrible force of the collision. the awful wreck made of the front platform of No. 260, the smaller car, shows it a miracle that any of those who were travelling on it escaped with their lives.

Paragraph omitted - difference in height etc

Among the wreck of splintered seats and twisted brass work are ominous blotches of blood, while broken teeth were also picked up.

The larger car is uninjured save for the fact that the steps and everything underneath the rear platform as far back as the last truck has been carried away. The interior however presents a ghastly spectacle, everywhere are blood stains.

Both cars may soon be in use again as the property damage will amount to only about \$500.

Stories of eyewitnesses - paragraph omitted

Cut on face - paragraph omitted

Saw it from road - paragraph omitted

Thieves at work

The scene of the accident was littered with purses and jewelry of all kinds and it is likely that some of this will never again be seen by the owners thereof as some articles were picked up by persons unknown and carried off. The usual excuse was given that "the finder knew the owner" but this, in some cases was evidently a thin one.

The cars were all densely packed with people coming from a Sunday afternoon at Britannia. Immediately after the break in a long line of cars were held up and were kept waiting for about twenty minutes. Most of the women passengers were rather nervous, and one would not be persuaded to go on the big car. All of the ambulances of the city turned out promptly. Amongst the debris on the smashed car were teeth, boots, gloves, wearing apparel and many other things. News soon reached the city of the disaster, and all Britannia cars coming in were the object of curiosity. The track at the scene of the accident was not in any way damaged.

Final two paragraphs omitted

*27/05/1908*

*Ottawa Journal*

*L'Original*

*Rockland*

The C.N. Railway Company, who were pile driving on Mill street at the creek, have finished their work there and are moving the piledriver up Beckett's Creek, where some trestle work is being done. No definite word has yet been received as to whether the company will actively resume operations during the summer season.

*28/05/1908*

*Ottawa Citizen*

*Ottawa Electric*

A copy of the report of Mr. J.F. Wise, inspector of the Ontario Railway and Municipal Board has been received.

Extracts.

I took statements of motormen and conductors of both cars.

I secured the brake shaft and handle which were on the front end of the wrecked car. A thorough examination convinced me that the handle and ratchet were in perfect working order at the time of the accident. I also examined the controller and found the reverse cylinder worked alright. The main cylinder shaft was so damaged by the collision that it worked only as far as first notch.

Car to which the accident happened was equipped with a Peacock hand brake, I believe it was in good working order at the time of the accident. There are eighteen cars on the system with this brake which is recognized as one of the best hand brakes. The big car had Westinghouse air brake.

The front of the car where the motorman stood was occupied by passengers sitting on the front seat. In the face of imminent danger the passengers on the front seat hampered and disconcerted the motorman; he failed to keep his presence of mind and lost control of his car. This I find to be the cause of the accident.

It is important to have the motorman free from embarrassment and distraction while attending to his duties on an open car of this type as on closed cars where he is within a vestibule where passengers are not allowed to ride. I would recommend that the front seat on open cars be abolished so that a motorman in the discharge of his duties shall not be liable to have his mind distracted or his movements hampered by passengers either sitting down or standing up.

The OER is well run.

Plantagenet. The adjourned inquest into the death of John Knox Blackburn who was killed in the railroad wreck at this station on September 11th last year was concluded on Monday in the town hall here. Coroner Dr. Derby held the inquest. J. Maxwell, County Crown Attorney, Mr. Frepp for Engineer Herbert Reynolds, and Mr. Kelly of Scott and Kelly for the C.P.R. were the lawyers present.

The evidence of the former settings was read to the jury after which Engineer Reynolds was put in the witness box. He swore that he was engineer on the special train of coaches which smashed into the gravel train standing on the main line at Plantagenet station. He told of knowing that the green light on the semaphore had been broken and showed a white light. His fireman, Blackburn, noticed this and the train was slowed down. The arm of the semaphore was still showing that he (Reynolds) had a clear way. Engineer Reynolds explained that, although Plantagenet was a registering station, he had not intended to stop there because the rule of stopping at all registering stations was not observed with a train of empty coaches. He also said that the order board was not against him. He said he knew that the gravel train was at Caledonia Springs, Alfred or Plantagenet. After having slowed down at Plantagenet he observed that on the siding were flat cars loaded with gravel and not seeing any headlight on the main line, because a car ahead of the engine, he proceeded. He only got a short distance when he received a signal to stop. He applied the emergency brakes but it was too late to avert the collision.

Mr. Reynolds was in St. Luke's Hospital in Ottawa for almost eight months. On his leg, injured in the wreck, were grafted eighty square inches of skin taken from himself and ten brother engineers who volunteered to do this service for their mate. Mr. Reynolds is still unable to walk without the aid of crutches.

The court after hearing the engineer's evidence adjourned for lunch. The first witness examined at the afternoon sitting was Leonard L. Derby who was present at the wrecks and who assisted in removing fireman Blackburn from the debris. He swore that before Blackburn died he heard him say "why didn't those fellows put up the semaphore."

The next witness was Jules Raymond. He had made measurements of the tracks, station platform etc. at Plantagenet station and swore to the correctness of these. These measurements showed that there was sufficient room for the gravel train to coal on the siding without going on the main line and thus the collision would have been avoided.

After examining this witness the coroner reviewed the evidence. The jury retired and after deliberation of almost six hours came the following verdict:

"We find that the late John Knox Blackburn came to his death in a collision on the C.P.R. at Plantagenet station on the night of Sept. 11th 1907 and that this collision was caused by the negligence of said company in not having a night operator at that station, and the ballast train crew coaling on the main line when there was sufficient room for them to coal on the main siding. We also found that this has been the usual practice and we recommend that in future this be prevented."

Engineer Reynolds was accompanied by his two brothers and a large number of railroad friends.

13/06/1908 *Ottawa Citizen* *Ottawa Electric*

**TRAFFIC DELAYED**

Small Run Off on Britannia Line Tied up Street Cars.

A derailment on the Britannia line of the street railway caused a considerable delay about 7.40 last evening. One of the big open Britannia cars, No 315, on its way towards Britannia, while crossing the temporary switch just before the Somerset street bridge to take the left track, as the other track is pulled up, the rear truck jumped the rails Traffic was blocked, cars from Britannia turning back and those from the city lining up. After much delay the car was finally jacked up. No damage or any kind was done.

At 11.20 last night an open car from the Somerset street line, in coming off the post office switch, jumped the rails. The car was backed up and fell back into the rails. This was due to the spin rail being surrounded with dirt and not freely moving.

23/06/1908 *Ottawa Journal* *New York Central* *Cornwall Bridge*

Cornwall Canal burst.

150 feet of the bank torn away. Pier of bridge so undermined that it collapsed and 200 feet of bridge fell. Huge mass of tangled iron.

One of the worst breaks that ever took place in the Cornwall Canal, and certainly the most disastrous occurred this morning at the O. & N.Y. Ry. bridge just above lock 18.

About 4.55 this morning the lockman noticed a leak in the bank about 50 feet west of the bridge. At that time the water was pouring out of a hole about three feet in diameter, but in half an hour the whole bank for a distance of 150 feet or more, and 35 feet deep, had been torn through and through this channel the water was pouring down out of the canal into the river, which at this point is over 25 feet lower than the canal level.

As the level, which is one and a half miles in length, gradually emptied itself, the water from the lower level forced the gates open and flowed back into the upper level. Just about 6 a.m. the pier of the railway drawbridge, which crosses the canal at this point, was so undermined by the water that it collapsed into the gap in the bank with the bridge, which is about 300 feet long. Luckily, as there are no night trains on the O. & N.Y. Ry. the swing bridge is left open all night and there is no night watchman.

The pier is totally demolished and the bridge is a mass of tangled iron.

As soon as the Lockman discovered the leak, Lockmaster Eamer phoned news of the impending danger up and down the line, and this no doubt prevented the damage to the canal being greater.

More.

The break not only ties up traffic on the Cornwall canal for several weeks, breaks the O. & N.Y. international traffic, but also interferes with the power plant of the St. Lawrence Power as the level from which it is supplied has been lowered.

The Cornwall street railway is also out of business this morning as they were using water power from the canal. Their auxiliary will soon be going however.

More

The O. & N.Y. are unfortunate in their bridges. At the time of its construction nine years ago, two spans fell into the south channel, causing the death of fourteen men.

25/06/1908 *Ottawa Journal* *Ottawa Electric* *Experimental Farm*

The management of the Ottawa Electric Railway expects to be able to announce within a week by what route, if at all, the company will build to the Experimental Farm as this matter is now under the serious consideration of the directors. It is certain that the company will not take any steps to have the Grand Trunk bridge on Preston street removed or contribute to the cost of such removal if possible and the alternative route appears to be by Holland avenue, which would be much prettier as it would pass through some of the show places of the farm. One of the difficulties in using the Holland avenue route is that the company would probably have to purchase additional rails as it would not use the high 6-inch rails within the farm. The rails used would be the same weight, but would not expose so much surface to the rays of the sun.

*25/06/1908 Chesterville Record*

*New York Central*

*Cornwall*

The most disastrous break in the history of the Cornwall Canal occurred Tuesday morning when a leak in the bank, 50 feet above the Ottawa and New York railway bridge, and 100 yards above lock 18, rapidly grew into a big break, and carried the canal bank for a distance of 150 or 160 feet into the river 25 feet below. The rush of the water through this gap undermined the centre pier of the railway swing bridge and it collapsed into a heap. The bridge dropped onto it, and was reduced to a tangled mess of girders and rails. At 4.45 this morning just as the steamship "Samuel Marshall" had passed up, lockman Gleason noticed the water in the river disturbed, and investigation revealed a two foot stream pouring through the bank at the bridge. The lockman took immediate action to save the bank by having the water shut off above, and run out below, but the leak grew rapidly and in a short time the bank gave way from the top to bottom, the heavy stone rip rapping being swept out into the river. The pier and bridge fell at 6.10 a.m, the fall being witnessed by the lockman, and others who hurried to the scene. At seven a.m. the level was almost dry. It will probably take several weeks to repair the canal bank and restore navigation.

Mr. Weller, superintendent of the Welland Canal, has been ordered to Cornwall to take charge of the work. The rebuilding of the swing bridge, one of the largest on the continent, will take considerable time. It was 200 feet long and stood about 35 feet above the canal the main railway bridge being 65 feet above the river level. As there are no night trains on the Ottawa and New York Railway, the bridge was left open and there was no man in charge at the time of the mishap.

*25/06/1908 Ottawa Journal*

*New York Central*

*Cornwall Canal*

Work of repairing the Cornwall Canal begins.

The work of repairing, or rather overcoming the break in the Cornwall Canal at Cornwall was commenced in earnest this morning when over 200 men began work. A trench is being dug in the bottom of the canal above the break to lock 18 and in this will be raised a coffer dam which will serve the south bank of the canal until the permanent repairs are made.

The New York Central Railway's engineers are taking levels and other measurements with the view of starting the initial steps of rebuilding the wrecked bridge. Active operations will begin tomorrow.

It is understood that the wrecked bridge will be cur up or fused by electricity, an abundance of power for which will be supplied by the St. Lawrence Power Company.

*25/06/1908 Chesterville Record*

*New York Central*

*Berwick*

A cow was killed on the O&NY track north of the village by the Friday morning express. This should be a lesson to the farmers along the railway. The company have a lot of trouble in some places with cattle on the track and the farmers should not expect the train to stop for cattle. It is surprising more cattle are not caught.

*26/06/1908 Eastern Ontario Review*

*Vankleek*

*Breadalbane*

Breadalbane. The wreck that occurred on the G.T.R. here on Saturday afternoon was rather more interesting than usual and attracted a large crowd of spectators from the surrounding neighborhood.

Break at Lock 18 - 200 Feet of Bank Carried into the River - Collapse of the O. & N.Y. Draw Bridge

The worst break in the history of the Cornwall canal occurred on Tuesday morning of this

week, when a large slice of the south bank, just above 18, was washed out into the river, and the swing bridge of the Ottawa & New York Railway, which crosses the canal at this point, was totally wrecked, in consequence of the collapse of the pivot pier on which it rested. The break is disastrous, inasmuch as it ties up navigation between the lakes and Montreal, interrupting the business of the Ottawa & New York Railway, and causing the closing of the Toronto Paper Co's mills, the local cotton mills, Express roller mill, Hodges woollen mill, and making the street railway dependent on its auxiliary steam plant.

The first intimation of trouble came at 4:45 am when Lockmaster Michael Gleeson noticed

that the usually, clear water of the river was rather dirty. This suggested the possibility of a bank wreck in the canal, and investigation revealed a big leak a few yards west of the O & NY railway bridge, and about 500 feet west of lock 18. The water was pouring through the rough stonewall on the river bank, below the bottom of the canal. The leak at that time was about as big as barrel, but it soon grew; and it was not long that -the whole bank gave way under the pressure of the water. This level is about 200 feet wide, a mile and a quarter long and 14 feet deep. The bank for some distance at the place of the break was supported by a heavy dry wall of stone on the outside, with devetailed piers at intervals. The gap in the bank soon became 150 or 160 feet wide, the force of the water throwing the masonry and earth out into the river like so much chaff.

As soon as the leak was discovered Alexander Earner, the lockmaster, opened all the valves of lock 18, and telephoned to lock 19 to close all valves, at the same time asking the lockmen at the locks below him to lower their levels. Despite these precautions the rush of water through the break into the river 25 or 30 feet below was terrific, and it was not long after that the water from the level below lock 18 forced back the gates and augmented the flood by flowing westward or up stream. The torrent was around the base of the centre pier of the swing bridge, and about 6 am the pier gave way. It seemed to buckle in the middle and the bottom of the pier turned uppermost. The bridge was open or parallel with the canal, the ends resting on wooden trestles. Of course, these could not stand the strain, and the bridge, falling on the wreck of the pier, was twisted all out of shape and badly broken. By 7 am, the level was dry except for the leakage from the lock above and surface water.

The big steamer Samuel Marshall had a close call. She passed through lock 18 five minutes before the leak was discovered, but managed to get locked through 19 before navigation was suspended at this point.

The disaster was at once reported to Ottawa, and J.L. Weller, superintendent of the Welland canal, and formerly assistant to the late chief engineer, T. Rubidge, of the St. Lawrence canals, was asked to come east and take charge of the repairs, as Mr. Butler, Deputy Minister of Railways and Canals, is ill. Mr. Weller arrived early Wednesday morning, and as he is familiar with the canal, having been fully apprized of the details of the break, and knowing every inch of the canal, Mr. Weller busied himself on his journey from St. Catherines in thinking matters over, and on arriving at Cornwall had a plan all thought out to close the gap. Unfortunately, however, the state of affairs had changed during the night, as the scouring of the water cut out the bottom of the canal more than half way across, rendering the condition of repair much more difficult.

The first thing to be done was to divert the water from running into the river, and send it

down the channel to lock 18. To do this a dyke of stone and clay was put in, encircling the break. This was completed on Tuesday night, and on Wednesday morning the flow into the river was entirely stopped, and a considerable volume of water was flowing into the regular channel. A stone was blasted from the breast wall of lock 18 to allow a passage to the lower level.

Hon. George P. Graham came to Cornwall on Tuesday evening, and early Wednesday

morning a consultation was held between him, Mr. Weller, and Mr. Carpenter, Chief Engineer of the New York Central system, when it was decided, that it being impossible to close the gap within any reasonable time, a portion of the bridge of the O. & N. Y. railway, north of the channel, should be removed, and a temporary ditch dug deep and wide enough, north of the shore pier, to permit the vessels passing. . . .

To allow the canal to be filled, Mr. Weller decided to put in a crib some 100 or 500 feet long

to the full height of the bank, running northwesterly for about half its length, and then southwesterly to the bank above the break. Fortunately there was a considerable supply of timber on hand at the foot of the canal, and this was at once rushed to the spot, further supplies being ordered from Montreal. A trench was dug and the work of framing began yesterday afternoon, and at present writing quite a stretch has been put together and loaded with stone. The stone fences on the property of G.C. Smith, Montreal Road, were commandeered, and an army of teams began drawing them to the bank for immediate use. This supply, however, is only a beginning, an enormous quantity will be required, and the bulk of it will be brought in over the O & N.Y.

The New York Central will bring in a wrecking plant from the other side and will begin

taking down the spans and the steel trestles at once. Improbable as this undertaking appears, it is expected it will be accomplished in a couple of days.

At present there are about 500 men working on the repairs in various capacities, but this

number will likely be increased as room is made for them to work. The force is divided into three shifts of eight hours each, changing at midnight, 8 am, and 4 pm. Arc lamps have been placed all over the work, so that it is practically daylight all the time.

All the available teams in the neighbourhood have been engaged, but at least 100 more are required at once. This is a busy time with farmers, but the prices paid, \$4.50 for scrappers and \$5.00 for plough teams will be a very attractive proposition for owners of horse flesh.

As soon as the crib is completed and the water raised to the full height, dredges will begin

digging the temporary canal. It is too soon as yet to give any definite idea as to the time that will be required to allow navigation to be resumed. A month is roughly spoken of but at the rate at which things are going already, it would be no surprise if Mr. Weller should get his big job done in somewhat less time than that.

Under Mr. Weller, Robert McKay has general charge of the entire work during the day, with Joseph Lafleur in command at night. Frank Cummins of the canal staff is boss of the carpenter work. W. McIntosh, R.J. Gravely and John Tailon are timekeepers, and there are a number of experienced men in subordinate positions of authority. Henry McDonell of the canal staff is what might be called aide-de-camp to Mr. Weller.

There has been a steady stream of visitors to the scene of the disaster, including vessel and railway men from all points of the compass, anxious to see for themselves the extent of the trouble, and form their own conclusions as to how long traffic would be interrupted. Without exception all expressed their satisfaction at the appointment of Mr. Weller to look after the repairs, his resourcefulness and ability to tackle large problems and handle them successfully under adverse conditions, being generally recognized.

It is fortunate that the break occurred at this season, when grain traffic is lightest. Owing

to the much cheaper rates by the St. Lawrence, Montreal has been getting the bulk of the export grain from the west, but the supply is decreasing and there is not much of a rush at present. Arrangements have been made by the transportation companies with the Grand Trunk and Canadian Pacific railways to take grain at a reduced rate from the Prescott elevators to Montreal.

The Richelieu and Ontario Navigation Company is a heavy sufferer as a good deal of the

most picturesque part of their route is put out. They will bring their passengers to Prescott as usual and send them to Coteau Landing by Grand Trunk special transferring them to the streamer Rapids King for Montreal. West bound passengers will go from Montreal to Prescott on the International Limited.

The rebuilding of the Ottawa & New York swing bridge will go on simultaneously with the

canal repairs. It will take some time to remove the wrecked iron work and pier. It is said that the superstructure will be cut into pieces small enough to handle by the electric process, which will be interesting to witness.

Naturally the break in the Cornwall canal brings to the surface the plan of building a lock

above lock 20, opening into the Little River, reducing the length of the canal by several miles, and considerably lessening the risks of breaks like the present.

Plans of this lock were made some years ago, and are in the possession of the Department of Railways and Canals. It is to be hoped the government will seriously consider the advisability of building a new lock in the future.

The G.T.R. has men at work putting in another siding between Renfrew and Renfrew Junction.

New car barns.

Ottawa Electric will build a new addition.

The Ottawa Electric Railway is arranging for the construction of an extra car barn adjoining its present one on Albert Street. The capacity of the latter is taxed and it is necessary to have the car storage in a fairly central locality. A site on Queen street was first intended to be utilized but before the board of control objections were urged by property owners in the vicinity. Some options were also secured for a location off Rideau street, but some of the owners held out for too high a price. As a consequence it is now intended to built on the lot adjoining the present sheds. It will necessitate the removal of a couple of small buildings.

03/07/1908 *Cornwall Freeholder**New York Central**Crysler*

A serious accident occurred last Saturday evening at the O.&N.Y. station to Fred Prescod of Russell, formerly of Cornwall. He jumped from a passenger train, which was passing Chrysler, and landed on the steps of the platform. He was found unconscious with one leg broken.

04/07/1908 *Ottawa Citizen**New York Central*

Quick work at Cornwall.

Navigation may be resumed in about a week.--

Huge stairways have been built by the New York Central at the end of their track so that passengers can cross the break on foot or in carriages, the regular train service being kept up. The bridgemen of the eastern division arrived from Rochester, NY, yesterday, and will proceed at once with removing the wrecked span. A large force has already made good progress with the removal of the steel spans on the north side of the canal, which have to be taken down to admit of the passage of vessels through the new channel. It is the intention of the company to bring an old bridge from another part of the system and erect it temporarily over the canal, to be used until the completion of the repairs when a new structure will be built. It is expected that the temporary bridge will be ready for traffic in four weeks.

06/07/1908 *Ottawa Citizen**Ottawa Electric**George street loop*

The Ottawa Electric Railway began to use the new loop by way of George street. It branches off Sussex and goes down George and up Mosgrove street to Rideau, making a convenient turning point near the centre of the city. In the morning the Gladstone avenue cars will be rundown over the loop and in the afternoon and evening the Britannia extras. The new line will obviate the necessity of shunting at the Post Office.

09/07/1908 *Chesterville Record**New York Central**Berwick*

The farmers of this community are busy hauling stone to the O&NY station, where they are loading cars. The stone is worth 60 cents a load.

09/07/1908 *Chesterville Record**Sussex Street**Hurdman*

John B. Leary, a young Irishman, with no relatives in this country and employed as a telegraph operator on the CPR was drowned this morning. He was employed at the junction of the CPR and NY&O at the east end of the city, and this morning went to bathe in the Rideau River, nearby. He swam out into deep water and was seen to sink suddenly, having probably been seized with cramps. The body was recovered by CPR Engineer Wm. Dudley, but life was extinct.

09/07/1908 *Merrickville Star**Winchester**Merrickville*

Freight Train Wreck

Engine and Six Cars Derailed at the Station Yesterday Morning

At 3.05 Wednesday morning a freight train was pulling into the yard from Montreal. The train crew had orders to take the new double track from here to Smith Falls and in doing so they ran into an open switch derailing the engine and six cars before the train came to a stand still. About 50 yard of track and ties were torn up. Fortunately the derailed engine and cars, with one exception, did not leave the ties and the work of replacing them on the track was made comparatively easy.

The third car from the engine was thrown across the main line. On this car Brakeman Kenny, of Smith's Falls, formerly of Carleton Place, was standing when the run-off occurred. When his car left the rails he jumped to save himself and received a pretty severe shaking up but is not otherwise injured.

The auxiliary from Smith's Falls was called and by the time the Perth local arrived at 8.30, had the main line clear and two of the cars replaced on the track.

The cars and engine had all been replaced on the track at 4.30 p.m. when they were taken to Smith's.

The train was in charge of Conductor Lockwood and Engineer Kirkpatrick, of Smiths Falls. It is expected that \$2,000 will cover the loss.

10/07/1908 *Ottawa Citizen**New York Central*

Opens today

Temporary channel at Cornwall completed. Rapids King will probably be the first boat through.

11/07/1908 *Ottawa Citizen**New York Central*

Cornwall 10th. Canal opened. First steamer up was Rapids King, the Dundurn came down at 10 o'clock and general navigation will be resumed at 10 p.m.

13/07/1908 *Ottawa Citizen**New York Central**Embrun*

A bridge on the Ottawa and New York Railway, two miles south of Embrun, about twenty-five miles from Ottawa was totally destroyed by fire Saturday night. It is said to have been set on fire by a spark from the engine of the special train returning to the city from Cornwall with the lacrosse excursionists on board. The bridge was about 100 feet long and 30 feet in height.

A gang of men were sent down from the city and started the work of construction early on Sunday. The officials reported last night that they expected that trains could come across by seven o'clock this morning, so that traffic would not be interrupted. The bridge was a wooden structure and will be replaced by an iron one.

14/07/1908 *Globe and Mail**Ottawa, Brockville and St. Lawrenc Brockville*

New Electric Railway.

Ottawa and Brockville May Soon Be Connected by Trolley Line.

That Ottawa and Brockville will soon be connected by an electric railway seems now assured. C.P. Stuart Morgan, of Bristol, England, a gentleman of influence and wealth, and heavily interested financially in the proposed new road was here yesterday inspecting waterfront properties for the purpose of locating a terminal, and left for Ottawa this morning impressed with the location of one spot in particular. The new route will cut off eighteen miles between here and the capital, and travel through a country not now accommodated by railways.

14/07/1908 *Ottawa Citizen* *Ottawa Electric* *Experimental Farm*

Ties are being delivered and construction work will soon commence on the extension of the Ottawa Electric railway to the experimental farm. The company has concluded an agreement with the government in regard to the matter. The route is to be from Holland avenue across the farm to the observatory, with a loop around the offices and farm buildings. The original idea was to build the line up Preston street and residents of that locality were very anxious that it should be done, but an obstacle in the way was the Preston street bridge of the G.T.R. which is too low for cars to go under and also occupies a part of the roadway. The company took the position that if an extension were desired the city had to provide the street and in consequence it declined to share in the cost of altering the grade. The Grand Trunk is understood to take the position that when the bridge was built it conformed to the requirements of the law. The city objected to bearing the whole cost, estimated at \$16,000, and so the subject was dropped. Since then a new application has been decided on asking the commission to order the work and apportion the cost between the city and the two railway companies. Meanwhile the street railway has concluded arrangements with the government for the route by way of Holland avenue and consequently the Preston street project has apparently fallen through.

16/07/1908 *Ottawa Citizen* *Ottawa Electric*

To guard against the danger of car trollies slipping off the conducting wire at railway crossings the street railway is installing a new protective safety device. One of them was installed at the crossing near the water works early this week. It consists of a wire net in the shape of a trough inverted over the stretch of conducting wire that overhangs the crossings. The wire net is connected with the conducting wire and also carries the current. The overhanging edges of the net are intended to catch the trolley should it slip off sideways. If the trolley should leave the wire the edges of the net would catch it and it would then pick up electricity from the net. This would prevent interruption of the current. This is installed only on the line where the cars have to take the up grade. On the other side the cars are on the down grade and do not need it. The taking of these protective measures is the result of the serious accident that occurred a short time ago at the St. Patrick street crossing.

16/07/1908 *Ottawa Citizen* *Ottawa Electric*

Collision between cars 256 and 246 on Sussex street opposite Government House Gate.

16/07/1908 *Merrickville Star* *Ottawa, Brockville and St. Lawrence* *Brockville*

The Electric Railway

Work on the New Bond Expected to Begin in September - an Hourly Service

Brockville, Ont., July 13. - C. P. Stuart Morgan, of Bristol, England, one of the principal parties financing the construction of the new road between here and Ottawa came to Brockville Saturday and during the afternoon met a number of prominent gentlemen, among them being Mayor Cossitt. He examined a number of proposed places for terminal facilities and finally decided to convey to his company descriptions of three water front properties either of which would be suitable.

Mr. Stuart Morgan said he was well pleased with the prospect, and stated that horses and scrapers would be put to work in September.

When completed the visitor stated an hourly service would be established between Ottawa and Brockville with connections to the Thousand Islands.

16/07/1908 *Chesterville Record* *New York Central* *Berwick*

On Wednesday the O&NY stopped drawing stones to Cornwall, and so the farmers are anxiously awaiting to see if they want any more. They were paying 60 cents a load. This is the best value the people of Berwick ever had.

17/07/1908 *Eastern Ontario Review* *L'Original*

Slow Progress on C.N.R. line

Nothing is doing this summer in connection with the building of the Canadian Northern railway into Ottawa from Montreal. The line already runs from Hawkesbury to Montreal, the company having acquired the old Great Northern road, while a more direct route, a part of the way, was contemplated between Hawkesbury and Ottawa contracts were let a considerable time ago and a good deal of progress was made in the construction. The most of the grading has been done and the line laid out all along the way. This summer, however, little has been done.

A reporter was informed from a reliable source that financial stringency is accountable for the work not going ahead and that the company is waiting action on its application for a subsidy. The line in view will run from Montreal to Georgian Bay by way of Ottawa, but the more active operations have been on the Montreal and Ottawa sections. If a subsidy is voted it is probable that this part of the work at least will be finished without delay. The company's original plans contemplated the running of trains into Ottawa long before this, but the great volume of work it is doing throughout the country and the unfavorable conditions of the money markets have interfered with the carrying out of the project. Tuesday (14/7) morning the house brought down a proposed subsidy of \$3,200 per mile for the Hawkesbury-Ottawa branch and it is now probable the work will be proceeded with.

17/07/1908 *Eastern Ontario Review* *New York Central* *Embrun*

A bridge on the Ottawa and New York railway, two miles south of Embrun, about twenty-five miles from Ottawa, was totally destroyed by fire Saturday night. It is reported to have been set on fire by a spark from the engine of the special train returning to the city from Cornwall with the lacrosse excursionists. The bridge was about 180 feet long and 30 feet in height.

A gang of men was sent down from the city and started the work of reconstruction early on Sunday. The officials reported last night that they expected trains would cross by seven o'clock this morning. The bridge was a wooden structure, and will be replaced by an iron one.

22/07/1908 *Ottawa Citizen* *Other* *Morris & Ballantyne's Brick*

Total Loss by Brickyard Blaze Outside City

Fire broke out yesterday morning about one o'clock in Morris and Ballantyne's brickyard, Billings Bridge and did damage the extent of three thousand dollars. There is no insurance. The fire started in the engine house -- over one third of the yard was destroyed -- repairs will be commenced -- yard will close for the rest of the season.-

The firm consists of Messrs. W.D. Morris and J.A. Ballantyne and the yard has been in operation nine years.--

23/07/1908 *Chesterville Record* *Winchester* *Kemptville*

The new CPR double track between Smiths Falls and Kemptville was put in operation Monday. By the middle of August it is expected the line to Finch will be in use.

25/07/1908 *Ottawa Citizen* *New York Central*

-- The New York Central is making good progress with the erection of the trestle work for for the temporary bridge across the canal.

25/07/1908 *Ottawa Citizen* *Ottawa Electric* *Paye as you enter*

Pay as you enter. New Street Car out for the First Time Yesterday.

One of two being built by the OER - was out to have its picture taken --

29/07/1908 *Ottawa Citizen* *L'Original* *Greens Creek*

Work has been begun again on the construction of the Canadian Northern railway. Thomas and Petrie are at work with a gang of men in the stone cuts below Greens Creek which is about six miles from the city. They expect to have the stone work done up as far as Greens Creek this week and will then begin back at St. Joseph's village levelling the way through the rocks there.



**29/07/1908**    *Ottawa Citizen*                      *Ottawa Electric*                      *Coburg barns*

The Ottawa Electric Railway has concluded the purchase of the property on Coburg street where the new car barns are to be located. It is intended to go ahead at once with the building.

**30/07/1908**    *Merrickville Star*                      *Winchester*                      *Merrickville*

A Bad Crossing.

A matter which should engage the very serious and immediate attention of the Montague council is the disgraceful condition of the railway crossing just west of Merrickville. Since the C. P. R. has been undergoing double tracking the crossing has been raised many feet by the Railway Company until it is now impossible for a team to draw more than half a load across the tracks. The approach on the south side of the track is only a few feet long thus making it very steep and as there is a sharp turn at the bottom of the grade the crossing is made doubly unsafe. The Council should immediately take steps with the Railway Company to construct a subway as the only safe and sure remedy. The first thing we will hear tell of one of these days will be a serious accident which undoubtedly will be followed by an action for damages, and if these things are to be averted the suggestion here should be taken up at once.

**06/08/1908**    *Merrickville Star*                      *Winchester*                      *Merrickville*

Killed at the Station

A Bad Fatality at the Station Yesterday - Track Laborer Killed

Yesterday morning just as the Perth local arrived at the station a through freight made a crossing here. A man by the name of T. Koracruk, aged about 35 years, an Austrian in the employ of the C.P.R. at some point east of here, was on board the freight and attempted to jump off while the train was in full speed. In alighting he tumbled and fell under the wheels of the train and both legs were cut off just below the knees and his skull was badly fractured, besides internal injuries.

Dr. Johnston was summoned but nothing could be done and he expired an hour and ten minutes later.

The coroner Mr. S. Jakes, was notified but he did not consider an inquest necessary and as Mr. Angus, the station agent, was unable to get any clue to his friends the Reeve ordered the undertaker to take charge of the remains.

It seems that the man, with the remainder of his gang, had their headquarters at Merrickville quite recently as he has been sent here by the foreman of the gang to secure the mail for his fellows. Up to the present it has been impossible to locate the rest of the gang with which he worked, and he will be buried here to-day.

**06/08/1908**    *Ottawa Citizen*                      *Hull Electric*

Car No. 24 killed a trespasser between Dufferin and Interprovincial bridges.

**13/08/1908**    *Merrickville Star-Chronicle*    *Brockville, Merrickville and Ottawa*

The New Railway.

The promoters of the new railway from Ottawa to Brockville have decided to go ahead and build, although the Dominion government refused a subsidy. It was at first proposed to build an electric line, and this was changed to steam when applying for the subsidy. It is not settled just now what it will be. Mr. Morgan, the principal promoter, will leave for England this week to interest British capital, and construction work will be begun this fall. Ex.

**14/08/1908**    *Eastern Ontario Review*                      *L'Orignal*                      *Rockland*

A number of men are at work on the C.N.R. rushing the line to Ottawa.

**14/08/1908**    *Eastern Ontario Review*                      *Montreal and Ottawa*

So far the strike of the mechanics on the C.P.R. has not affected the running of the trains on the main line.

**17/08/1908**    *Ottawa Citizen*                      *Ottawa Electric*

Passenger put off car No. 253.

**19/08/1908**    *Ottawa Citizen*                      *Maniwaki*                      *Tenaga*

At Tenaga on the Gatineau Valley Railway, the tank for filling the boilers of engines, which has always rather marred the scenic effect of the spot is to be taken away. A dam is being built across the creek, which runs into the river, and pipes running from this dam will supply the engines in future.

**20/08/1908**    *Ottawa Citizen*                      *Ottawa Electric*                      *Coburg barns*

The contract for building the new car barns of the Ottawa electric railway on Coburg street has been awarded to Holbrook & Sutherland who will do the job on a percentage basis rather than by bulk tender. The building will have a frontage of 66 and a depth of 225 feet and will accommodate about fifty cars. Operations will go ahead without delay.

**21/08/1908**    *Cornwall Freeholder*                      *New York Central*                      *Cornwall*

New Bridge Across the Cornwall Canal Completed - The temporary swing bridge of the Ottawa & New York Railway across the Cornwall Canal was placed in position on Friday afternoon, and on Monday evening the wrecking outfit passed over, followed by the regular train. Notices have been issued by the various railways interested that through train service was resumed on Monday, so that in future tickets may be sold at all points in Canada via this route. In their notices the railways express their gratification at the prompt manner in which the break to the canal was dealt with, so that traffic could be resumed with the minimum of delay.

**22/08/1908**    *Ottawa Citizen*                      *Ottawa Electric*                      *Pay as you enter cars*

The Ottawa Electric railway is putting into commission today a couple of new cars of the "pay-as-you-enter" type. They are large, roomy and solidly constructed having been manufactured by the Ottawa Car company. The rear vestibule is spacious and there the passenger pays as he boards -- more.

**26/08/1908**    *Ottawa Citizen*                      *Ottawa Electric*                      *Britannia station*

The new station of the Ottawa Electric Railway company at the village of Britannia to take the place of the one destroyed by fire will be on the north side of the tracks instead of the south side where the old one stood. The people of Britannia have given to understand that a fine brick building is to be erected there for the use of the people and will be a vast improvement to the one which was destroyed. The present concrete platform on the north side of the tracks will be the platform for the new station. It is understood that the work will be begun very soon as the present condition is very dark at night and inconvenient.

**27/08/1908**    *Merrickville Star-Chronicle*    *Winchester*                      *Merrickville*

Montague Township Council

The new elevation of the C. P. R. tracks has increased the grade at McCrea's crossing considerably and the Railway Co. has left it in anything but a satisfactory condition. Mr. Keegan brought the matter to the attention of the council, and asked that some action be taken towards having conditions improved.

**28/08/1908**    *Renfrew Mercury*                      *Chalk River*                      *Renfrew*

Mr. J.A. Jamieson is negotiating for a siding from his limeworks across the wood yard to Barr street, and then either through Mr. O'Brien's property or down the yet unopened streets there, to Hall street, joining the main C.P.R. track somewhere near the abattoir. If Mr. Jamieson succeeds in the negotiations it will be a saving on town streets. For much of his heavy hauling would reach the railway by siding instead of by wagon.

N.B. It is not clear whether this refers to Renfrew or Eganville.

News Of District

Edward Letang has the contract of building the piers for the new K. & P. railway bridge over the Madawaska river at Calabogie and has commenced work.

**02/09/1908** *Ottawa Citizen* *New York Central* *Crysler*

The Ottawa and New York railway station at Crysler on the line between Ottawa and Cornwall was completely destroyed by fire yesterday morning. The station, baggage room and warehouse containing the operator's equipment, tickets and a large quantity of goods in transit were wiped out by the blaze which started from some unknown cause about six o'clock in the morning. The loss amounts to about \$2,000.

**03/09/1908** *Ottawa Citizen* *Point Fortune*

Tender caused derailment.

An accident on the Point Fortune branch of the Canadian Pacific Railway near Rigaud yesterday afternoon derailed the tender of an engine, ditched a baggage car, tore up some track and gave a severe jolt to a party of student passengers. No one was injured. The train was a special loaded with students mostly from Montreal, bound for an educational institution at Point Fortune and the accident occurred about four miles from Rigaud. The special was traveling at a good clip when from some unknown cause the tender jumped taking off the baggage car with it. The locomotive and coaches stayed on. Considerable track was torn up but no one was hurt. Repairs were made by a crew sent up for the purpose and traffic was reopened after a few hours.

**03/09/1908** *Chesterville Record* *New York Central* *Crysler*

The railway station at Crysler was destroyed by fire on Tuesday morning. A spark from the engine is supposed to be the cause.

**04/09/1908** *Eastern Ontario Review* *Alexandria* *Greenfield*

Alexandria, Ont., Aug 29 (Saturday). A westbound freight train of the Canadian Atlantic, which passed Alexandria at two o'clock this afternoon met with a mishap about two miles east of Greenfield, which derailed nine loaded cars and so damaged the tracks that traffic was tied up and the line was not cleared up until Monday morning. The train was travelling at a fair speed when a rail broke, throwing the fifth car behind the engine off the tracks. Eight more followed it the rails being torn up for some distance before the train could be stopped. None of the crew was injured and the cars were not badly damaged, so that the loss will not be very heavy. A wrecking gang was sent out as soon as possible and the work has been going on all afternoon getting the cars back to the rails and repairing the latter. Passengers have been transferred at the scene of the wreck to specials sent from Ottawa and Montreal so that passenger traffic is little delayed.

**04/09/1908** *Cornwall Freeholder* *Kingston (CN)* *Greenfield*

A west bound freight train (Grand Trunk's Ottawa Division) derailed last Saturday 2 miles east of Greenfield. 9 cars left the track and tore up the rails. Repairs were made quickly and trains were running that night.

**04/09/1908** *Cornwall Freeholder* *New York Central* *Crysler*

O.&N.Y. DEPOT BURNED - About 6 o'clock on Tuesday morning the people of Crysler awakened to find the O.&N.Y. station was a mass of flames. While Arthur Curry was passing the station he noticed that the platform was on fire. He went to the rescue but as the fire was already in front of the door admittance to the building was impossible. He notified the station agent, John Cockburn, but in five minutes the building was in flames and nothing was saved. The people had just time to save two box cars, which were behind the station, on the tracks. There was a lot of freight in the building. The loss is estimated to be between \$5,000 and \$6,000. The origin of the fire is unknown, but it is supposed to have been from a red coal dropped by the freight engine which passed here about 1 o'clock Tuesday morning. The citizens of Crysler hope that the new station will be built on the north side of the river, as it is more convenient for them.

**10/09/1908** *Ottawa Citizen* *Ottawa Electric* *Experimental farm*

Unless the Ottawa Electric railway is given permission to build a loop at the south end of Elgin street it will revert to a bob tail service on that street. This was the statement made yesterday by one of the officials of the company.

Good progress is being made on the Holland avenue extension to the Experimental farm and it is expected that it will be completed by the first of November. The winter service will then go into effect and will consist of one car running between the farm and the corner of Holland avenue where the cars now turn to go to Britannia. For the summer there will be a regular service with cars running from Sparks street. If permission is secured for a loop at the end of Elgin street cars will run to the farm by way of Albert, Preston, Somerset and Holland avenue. There will be a loop at the farm end and so it is imperative that there be a loop at the other end of the line. It is also imperative for catching visitors to the city that the cars for the farm pass Sparks street. Therefore if the loop cannot be secured at the south end of Elgin street there will be two cars placed on the Elgin street line, one on each track, giving a service of about twelve minutes. The Albert street cars would then be sent around the George street loop and out to the farm. No application for the loop has yet been made to the city council as it will not be required until spring. The Albert street cars will then not go to the front of Union station, only to the corner of Briard street except in the case of specials and extra cars.

**10/09/1908** *Ottawa Citizen* *Alexandria* *Central Depot*

The contract for tearing down the old concrete and brick dwellings in the yards behind the Central station was awarded to Mr. J. Hudson of Ottawa and yesterday morning work was commenced. Superintendent Donaldson informed the Citizen definitely that it was the intention to erect new freight sheds about where the two old buildings have stood. He had no information as to when the work would be resumed on the baggage annex to the station, the foundation of which was laid by John Quinlan and company.

**11/09/1908** *Renfrew Mercury* *Kingston (CP)* *Wilbur*

The Wilbur Iron Mine on the line of the Kingston and Pembroke Railway, has closed down and is again in the hands of its owner, Wm. Caldwell of Toronto. The company working it had been furnishing iron ore to the Lake Superior Steel Corporation, shipping the ore by way of renfrew to Sault Ste. Marie. It has now gone into liquidation, Caldwell getting possession pending a settlement.

**17/09/1908** *Ottawa Citizen* *L'Orignal*

CNR entrance into Ottawa, would like to build across the Stewart property. --

Expect to have trains running here this fall -- the line is graded and track laying well advanced -- cannot afford to pay running rights from Hurdmans bridge.--

**18/09/1908** *Cornwall Freeholder* *New York Central* *Helena*

The wooden trestle over a culvert at Helena, NY was damaged by a fire Tuesday, but was quickly repaired and the O.&N.Y. trains were not delayed.

**18/09/1908** *Ottawa Citizen* *L'Orignal*

The contractors who have the job of grading the Canadian Northern between Hawkesbury and Ottawa have received orders from the company to have their work completed by Oct. 15th. For some time past the company have been laying rails at the rate of a mile a day and this week is now about 40 miles from the city. The station at St. Joseph has been completed and Mr. A. Routcliffe, who has the contracts for building the stations, is making preparations for the rapid construction of the remaining buildings. S. Grant & Co. are working at the grading between Green's Creek and Ottawa. The trestle across Green's Creek is completed and the other trestle work is under way.

**18/09/1908 Renfrew Mercury Chalk River Pembroke**

The C.P.R. Company have started filling in the trestle in front of the Pembroke town hall, and expect to have the work completed this fall. The matter of the filling in of the trestle and approaches at streets has been of long standing between the company and the town.

**22/09/1908 Ottawa Citizen Maniwaki Engineer McFall**

C.P.R. engineer Wm. McFaul [sic] of Ottawa was injured last evening at Aylwin station on the Gatineau branch. Owing to a misplaced switch, it is said, the engine left the rails, and toppling over, pinned the engineer to the ground. An auxiliary was sent up from Ottawa to clear the line and Mr. McFaul was brought back to the city early this morning. Up to the time of going to press it was not known whether his injuries were serious.

**23/09/1908 Ottawa Citizen Maniwaki Engineer McFall**

C.P.R. Engineer McFaul [sic] of this city who was injured on Monday at Aylwin station on the Gatineau branch of the road, being pinned to ground under engine, is now confined to St. Luke's hospital. After the accident the injured man was attended to by Dr. J.F. Kidd, it being found necessary to amputate the right foot at the ankle. This was done before McFaul was taken to the hospital at which institution he was reported last night as resting quietly.

**25/09/1908 Eastern Ontario Review Winchester Finch**

Hugh McGuire, a C.P.R. brakeman at Finch, fell between two cars and was seriously injured.

**29/09/1908 Ottawa Citizen Alexandria Central Depot**

The baggage annex for the new G.T.R. station will be completed this fall and will be occupied for station purposes and it is hoped to have the foundation for the hotel completed before the winter puts an end to building operations--

Annex will be completed this fall. The tracks will then be moved over, the annex used as a station and trains will start from there. Hotel etc.--

**01/10/1908 Chesterville Record Buckingham Buckingham**

The Canadian Pacific Railway freight shed office here was broken into last night. The company's safe was blown open and the contents taken. The thief or thieves got only about \$12.

Persons living in the vicinity of the office heard the report of the explosion about 1 a.m. but made no investigation and the robbery was not known until the agent arrived to open the office this morning. The company have been notified and the local police are looking into the matter.

**02/10/1908 Ottawa Citizen Hull Electric**

It is doubtful if the double tracking of Hull streets by the Hull Electric company will be completed before winter. Every effort is being put forward to do so but unless weather conditions are very favorable it is hardly likely that success will attend the efforts of those interested. The mains being laid on the streets however will all be completed this week, while the removal of poles from the streets, which is going on will be finished during the next week. Then there will only remain the paving of the streets to do. More than ordinary difficulty is experienced in this as the street is a very busy one and has to be kept open to traffic, there being no parallel thoroughfare.

**15/10/1908 Chesterville Record Ottawa Electric**

An appeal will likely be taken by the OER against the verdict of \$5,500 given by the jury to Miss Lena Morin of Mechanicsville, who lost a limb as a result of the accident on the Britannia line on May 24. It is claimed that the verdict is an excessive one. It is pointed out that Miss Morin has not been incapacitated from resuming an office position, and that the amount of the verdict, if invested at 6%, would yield her each year practically as much as she was receiving from her former position.

Some time ago the court gave a verdict of \$1,500 in favor of Mrs O'Leary whose husband was killed by walking in front of a Somerset Street car. The verdict was appealed and has now been carried to the supreme court. In the meantime Mrs. O'Leary has died but the fighting of the appeal will probably be continued.

**21/10/1908 Ottawa Citizen L'Orignal Greens Creek**

The cement work for the big trestle across Green's creek in connection with the Canadian Northern railway will be ready for the iron work in two weeks. This trestle will be about 300 feet long.

**23/10/1908 Eastern Ontario Review L'Orignal Treadwell**

The C.N.R. have completed their tank and engine house at Treadwell

**23/10/1908 Ottawa Citizen Hull Electric**

The work of double tracking Main street, Hull, by the Hull Electric railway company will be completed on Monday next. The temporary track will then be taken away but the north pavement will not be improved again before the winter is over.

**29/10/1908 Ottawa Citizen Maniwaki Engineer McFall**

Engineer Wm. A. McFall who had his foot amputated in a run off on the Gatineau branch, C.P.R. on Sept 21st., has so far recovered as to be able to leave the hospital.

**05/11/1908 Merrickville Star-Chronicle Locksley Locksley**

A nineteen months old child, son of Mr. Emile Platte, was struck by a G. T.R. engine at Locksley, near Pembroke, a few days ago and killed. The engine driver saw the child on the track but on account of the fog, mistook it for a dog until he was too close to stop his train. The child's father was sectionman at Locksley.

**05/11/1908 Chesterville Record New York Central Chrysler**

A serious accident happened here on Monday afternoon when one of the O&NY trains ran into Mr. Racine's outfit which he has for carrying passengers. As the northbound train was starting from the station it struck the bus which was caught in the switch, breaking it to pieces and also breaking the horse's legs. The horse had to be killed.

**06/11/1908 Cornwall Freeholder New York Central Chrysler**

WANT STATION NEAR TOWN - H. Bingham and Joseph Quenneville of Chrysler, Robert Stevens of Finch and Louis A. Landry of Cambridge are asking the Railway Commissioners for an order directing the Ottawa & New York Railway to rebuild their station at Chrysler. It was destroyed by fire a few weeks ago. The company is willing to rebuild it on the same site, but different residents want it erected 1,500 feet further north, which would be nearer to the village.

**12/11/1908 Merrickville Star-Chronicle Winchester Burritts Rapids**

Burritts Rapids

The first steam engine passed over the new road here on Wednesday and the engineer claimed that the roadbed was fairly good. The sleeping compartments on the train were taxed to the up, most.

**12/11/1908 Ottawa Citizen L'Orignal**

The work of making the rock cuts on the Canadian Northern railway between St. Joseph and Ottawa has been completed. The grading has been completed to this side of Greene's [sic] creek, all ready to lay the rails. The company will not go any farther until some arrangement is made with regard to the entrance into Ottawa.

**13/11/1908 Eastern Ontario Review L'Orignal L'Orignal**

The first freight on the C.N.R. Ottawa-Hawkesbury branch will be loaded at L'Orignal tomorrow. It will consist of two cars of hay shipped by Mr. E.A. Hall to Lachute and Brownburg. Mr. Gruer will superintend the loading.

**13/11/1908 Eastern Ontario Review L'Orignal Rockland**

Rockland. The C.N.R. are rushing their work. The rails and outfit are three miles east of here now. The water tank is being built.

**13/11/1908 Ottawa Citizen Ottawa Electric Experimental farm**

The Ottawa Electric railway has completed its extension to the Experimental farm and is operating a limited service for a few days pending the inauguration of the regular schedule. It has not yet been decided what cars will run to the new terminus but it is not unlikely that those going around the George street loop will go there. More.

**19/11/1908 Merrickville Star-Chronicle New York Central Chrysler**

The Ottawa and New York railway station at Chrysler was destroyed by fire some time ago and apparently has not been rebuilt. The matter has been taken to the Railway Commission. The Railway Company is willing to rebuild on the old site but the residents of Chrysler are asking that it be rebuilt nearer the village.

**19/11/1908 Ottawa Citizen Renfrew Ottawa East**

Wreck - see accident file.

**27/11/1908 Renfrew Mercury Chalk River Carleton Place**

An hydraulic hoist with cylinder of ten inches diameter has just been finished at the C.P.R. shops at Carleton Place, supplanting the one of seven inch calibre, and capable of lifting the heaviest locomotives on the line.

**04/12/1908 Eastern Ontario Review L'Orignal**

The Ottawa Citizen says:

Trains of the Canadian Northern railway will be coming into Ottawa early in the spring. Track laying is practically completed between Hawkesbury and the Nation river, while gangs are working from Rockland east and west. The question of entrance into the city is one of the matters which needs to be determined. The company presented two plans both of which caused objections on account of the level crossings, which were involved. It was then practically decided by the deputy minister of railways that the entry should be over the existing tracks from Hurdman's Bridge in, but to this the company objects on account of the heavy compensation which might be extracted. There is a scheme for another independent entrance cutting across Regan's hill and striking the G.T.R. adjacent to the Varsity oval. It is expected that the question will be determined early in the winter to permit of the train service begin operated with the opening of spring. Officials of the company are now in the city.

The Free Press has the following in this connection:

"The Canadian Northern Railway has renewed its application for permission to enter the city by crossing Hurdman's Road south of Contagious disease hospital. A year ago the railway asked permission to run its line by way of Stewart property near Hurdman's Road. The city asked the railway to come in along the same route as the other railways entered Ottawa, right at Hurdman's Road, but no decision was arrived at. The C.N.R.'s application is the same as before and plans for the proposed route have been fyled in the City Engineer's office. The application will be heard by the Minister of Railways and Canals on December 17. The city will oppose the application, as it is thought preferable to have all railways enter over a single esplanade. If the application is granted the C.N.R. would probably cross Hurdman's Road by means of a viaduct.

**04/12/1908 Eastern Ontario Review Kingston (CN) Cornwall**

Dragged by Train

Brockville, Nov 27 - William Whitten, a G.T.R. fireman of this town, met with a painful and possibly serious accident at Cornwall this morning.

He was in the act of adjusting a lamp on the tender, missed his footing and fell to the ground. His shoulder caught in a brake beam and he was dragged for some distance.

He is fearfully cut and burned about the head and is now in the hospital here.

**04/12/1908 Cornwall Freeholder New York Central Chrysler**

A number of citizens of Chrysler went to Ottawa last Wednesday to wait on the Railway Commission in regard to which side of the river the new O.&N.Y. station will be built. The right place for the station is on the north side.

Reported on a different page - Mr. Gays of the O.&N.Y. was in town (Chrysler) with his surveyor last Saturday.

**04/12/1908 Ottawa Citizen Chalk River Pembroke**

Stopped watch causes Pembroke fatal wreck. See accident file.

**08/12/1908 Ottawa Citizen Ottawa Electric**

Accident involving car No. 44.

**10/12/1908 Chesterville Record New York Central Russell**

Last Monday evening a large number of the prominent Masons of the city of Ottawa, accompanied by Dr. S.S. Davidson D.D.G.M. upon his official visit to Russell Masonic Lodge. Although the roads in the vicinity of Russell were in a poor condition for travelling, the membes of the lodge turned out in force to greet their visitors. One of the most pleasant features of the evening, which added materialy to the solemnity of the ceremonies was the work of the choir under the direction of Very Wor. Bro Arthur Dorey. Upon the conclusion of the business of the hall, the brethren repaired to the dining room of Gormley's hotel, where a banquet awaited them. Through the kindness of the officials of the Ottawa and New York Railway, a special train was placed at the disposal of the Ottawa brethren to convey them home immediately after the close of the festivities.

**10/12/1908 Chesterville Record New York Central Chrysler**

Mr. Gays of the O&NY was in town with his surveyor last Saturday.

A number of citizens of Chrysler went to Ottawa last Wednesday to wait on the Railway Commission in regard to which side of the river the new O&NY station will be built. The right place for the station is on the north side.

*10/12/1908    Chesterville Record    New York Central    Crysler*

A short time ago we mentioned that a deputation waited upon the Railway Commission at Ottawa re. the building of the O&NY station at Crysler, on the north side of the river. The case came up again before the commission on 3rd. inst. The only witnesses at any of the hearings outside of professional evidence were Messrs. H. Bingham and J. Quenville for the north side and W.E. Crain and J. Clouthier for the south side of the river. After hearing the evidence advanced by both parties, Judge Maybee said that from their own engineer's report the commissioners found that if the change in site was made a fill, at a cost of \$1,200 would be necessary, and that while he favoured the location of the station on the north side of the river, yet he did not find the evidences of such a proposterous nature to warrant the commission making an order to compel the company to be at such an outlay, to further accommodate the 170 petitioners and others asking for the change. The commission was willing to lay the matter over until the January session, which was agreed to, but later the petitioners withdrew the case, and thus the matter stands. The company may build where they choose.

*11/12/1908    Cornwall Freeholder    New York Central    Crysler*

The O.&N.Y. plans to rebuild the Crysler station north of the South Nation River.

*11/12/1908    Eastern Ontario Review    L'Orignal    Rockland*

The tank for the C.N.R. is finished and the track is laid as far as Beckett's Creek; the weather being favorable for the work.

*18/12/1908    Eastern Ontario Review    L'Orignal*

C.N.R. Entrance into Ottawa

Telegraphic advices from Ottawa state that while the question will not be definitely settled until next week, the probability is that the Canadian Northern will get its entrance into the capital over the present Grand Trunk tracks running into Central Station along the Canal bank. At present the Canadian Northern line is constructed to a point about two miles outside of Ottawa, and progress with the work of building it is arrested pending the result of the negotiations for an entrance. In all probability the line will come in along the canal reservation, on which the Grand Trunk tracks are built. The land is government property and the policy of the authorities seems to be to bring all the railways in over this ground as the New York and Ottawa and the Canadian Pacific also enter the city by the same route which originally belonged to the Canada Atlantic. If the Canadian Northern acquires the Parry Sound line of the old Canada Atlantic, it is probable that it will join that line some distance from the station instead of building new tracks to the canal reservation.

*25/12/1908    Renfrew Mercury    Prescott    Prescott*

A large sum of money has been spent by the C.P.R. in yard improvements at Prescott. The capacity of the yard is doubled, and the coal plant, with accommodation for 100,000 tons, is said to be the finest between Montreal and Port Arthur.

*25/12/1908    Eastern Ontario Review    Alexandria    Alexandria*

Struck by a Train

Alexandria Dec. 22 - a valuable team of horses owned by Laughlin McKinnon of Laggan were killed by the Grand Trunk train No. 27 last night at the bridge east of here.

McKinnon in driving home along the Laggan road accidentally turned the horses on the track. The Montreal train struck them at the bridge where one of the horses had become stuck between the ties and threw them to the river about sixty feet away. The driver Mr. McKinnon when he saw that an accident was inevitable jumped out and was not injured. After the horses were struck the train backed up but after searching for half an hour among the mangled remains of the horses and in the snow no trace of the driver could be found. He was found later by a farmer and driven home. The train was travelling about 50 miles an hour when the accident took place.,

*25/12/1908    Eastern Ontario Review    Kingston (CN)    Lancaster*

G.T.R. Fireman Killed

Cornwall, Ont. December 22 - William Hargrave a G.T.R. fireman, died in the General Hospital here today of injuries sustained by falling off his locomotive on the River Raisin bridge, about a mile west of Lancaster. No one saw him fall off and the train had run several miles before he was missed by the engineer. He was found on the bridge by the section men, with his skull fractured and his leg broken. He was brought to Cornwall on the midnight express, and died about six hours later. His home was in Brockville, and he was about 23 years old

*25/12/1908    Cornwall Freeholder    Kingston (CN)    Lancaster*

On Monday last, an engineer for the Grand Trunk Railway experienced a tragic accident. Running westbound, he leaned out the window of the engine after passing Lancaster for unknown reasons. A second engineer whom was driving the locomotive at the time suddenly noticed that the worker had disappeared. He alerted the crew and stopped the train. The missing man was found behind the train on the Raisin River bridge, unconscious with a terrible head wound. He died the next day without regaining consciousness."