

Local Railway Items from Area Papers - 1916

09/02/1916 *Ottawa Journal*

Morrisburg and Ottawa Electric

HOPE TO COMMENCE CONSTRUCTION IN MAY

Morrisburg and Ottawa Electric Ry. Co. May Apply For Extension of Time.

Construction work on the Morrisburg and Ottawa Electric Railway will, it is at present hoped, start next May! This was shown by reports of the directors and officials which were delivered at the annual meeting of the above company held in the Blackburn building yesterday.

There was a good representation of shareholders present, and officials for the following year were elected as follows: J. G. Kilt, president and managing director; directors Messrs. R. J. Biggar, W. C. Strader and J. B. Bogart; secretary-treasurer, R. A. Bishop; auditor. G. I. Blatch; solicitor. G. D. Kelley.

Most of the right-of-way for the proposed road, it was stated, is held by the company outright and the remainder under option. Engineering work on the main line and branch lines has been completed, and it was stated that while the company has yet three years under its charter in which to complete the road, it would be better to apply for an extension to five years in order to improve their bond sales.

The directors were authorised to call a special meeting of shareholders to deal with delinquent subscribers who may be considered financially weak, and the question of cancelling their shares will then be discussed.

09/02/1916 *Ottawa Citizen*

Morrisburg and Ottawa Electric

TO START WORK ON M. & O. RY. NEXT MAY

Will Seek Extension of Charter as Precaution.

The annual meeting of the Morrisburg and Ottawa Electric Railway Company was held yesterday at the office of the company, Blackburn Building. There was a fairly large attendance of shareholders, about \$100,000 worth of stock being represented. The report of the officials and the directors was received. It was pointed out that it is hoped to start the construction of the road by next May. Most of the right-of-way is held outright by the company and the remainder is held under option. The engineering work on the main line and the branch lines has been completed and reports were also presented setting out the estimated earnings the road. It was stated that while the company had three years yet under its charter to complete the road, it would be better to go to the railway and municipal board to get an extension to five years in order to improve the financial status of the company when it came to sell bonds.

The officials for the coming year are: J. G. Kilt, president and managing director, directors. R. J. Biggar, W. C. Strader, J. B. Bogart, R. A. Bishop, secretary treasurer; George L. Blatch, auditor; George D. Kelley, solicitor.

A motion was passed authorizing the directors to call a special meeting of the shareholders to deal with delinquent subscribers who were not considered financially strong and it might perhaps be advisable to cancel their shares.

10/02/1916 *Chesterville Record*

New York Central

Newington

One of the news boys on the ONY Railway, which runs through this village was arrested and taken off the train on Friday last. He is a German about 22 years old. He was arrested on the morning train going south by Chief Smith of Cornwall and taken to Ottawa again on the evening train.

19/02/1916 *The Equity, Shawville*

Beachburg

"Poincaré" is the name of the C.N.R. station down at Clarendon Front, and some people are kicking and wanting to know why it has been so named. Well, we can't furnish the information, and can only remark that it might have been called after a person of much less importance. Poincaré, as the president of the French nation is figuring pretty largely in the limelight just now,

03/03/1916 *Ottawa Journal*

Kingston (CN)

Findley

GRAND TRUNK TRAIN JUMPED THE TRACKS

Three Coaches Ditched, Eight Hurt, Only One Seriously, in Passenger Wreck.

Kingston, Ont., March 3.- The fast train on the Grand Trunk Railway out of Montreal, No. 13, was derailed near Kingston Mills, six miles from here, about 3 o'clock this morning. Three coaches were thrown into the ditch and eight passengers were injured, but only one seriously. Mrs. Elizabeth Confray, aged 36, of Montreal, was on her way to Hamilton with her three children, Ellen, Edith and Mathew [sic], the latter a baby nine weeks' old. Ellen suffered a fractured arm, and Mrs. Confray sustained serious cuts about the face and body, but the other two children escaped uninjured. Ellen Adams, of London, Ont., suffered a serious shaking-up. The Misses. Josephine and Eva McCaffrey, sisters residing at 500 Guy Street, Montreal, were badly shaken up. Miss Josephine McCaffrey was on her way to Battle Creek, Mich., to enter a sanitarium. Mr. Samuel Frankel, aged 39, of Montreal, is also suffering from shock. All the injured were brought here on a special train, and arrived at the Hotel Dieu, where they are doing well. The train was running fast.

G.T.R NIGHT EXPRESS LEAVES RAILS NEAR KINGSTON MILLS

Montreal Girl Had Her Arm Broken - Eight Other Passengers Were Shaken Up - Three Coaches in the Ditch - Traffic Was Blocked.

Mrs. Elizabeth Confray. Aged 36, Montreal, badly cut about the face and hands. Suffering severely from shock.

Ellen Confray, aged 11 years, left arm fractured.

Edith Confray, aged 6 years, suffering from shock.

Baby Matthew Confray, 9 weeks old, uninjured.

Miss Josephine McCaffrey. 500 Guy street, Montreal, suffering from serious shaking up.

Miss Eva McCaffrey, 500 Guy street, Montreal suffering from shock.

Samuel Frankel, aged 29, Montreal, suffering from shock.

Miss Ellen Adams, London, Ont., badly shaken up.

Eight people, were injured when the fast train coming from Montreal, known as No. 13, was derailed near Kingston Mills, about 3 o'clock on Friday morning.

The injured were all brought to the city, and are now patients at the Hotel Dieu where they are doing nicely.

Little Ellen Confray, the Montreal girl, who was travelling with her mother and two other members of the family, received the most serious injuries.

It was stated that her left arm had been fractured.

The train was travelling at a fast rate of speed, and the fact that there was not a heavy death list, is nothing more than a miracle.

Mrs. Confray and her children were on their way to Hamilton.

Spreading Rail Caused Accident.

A Whig representative paid a visit to the scene of the accident on Friday morning. From information received from men who were aboard the ill-fated train and men who are engaged in clearing up the wreckage, there appears to be no doubt that the accident was caused by the spreading of a rail.

The scene of the accident is about one and one half miles, east of Rideau station. To get there it is necessary for one to walk along the railroad track from Rideau station. When the Whig man arrived on the scene he found about one hundred men employed by the Grand Trunk Railroad Company engaged in clearing up the wreckage and also laying a new line of track as the right hand track was completely ripped by the train leaving it.

The train which left the track is known as the fast train, No. 13, which is due to arrive at the Grand Trunk outer station at 3 o'clock. It was composed of ten cars made up as follows: Two baggage cars, one second-class car, one first-class car and six pullmans. Two baggage cars rolled over into the ditch, while the second-class car, which was right behind the baggage cars, was thrown on its side and was lying crossways of the tracks. The first-class car and the pullmans were thrown from the rails but fortunately did not topple over. The tender of the train left the rails but no damage was done.

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Passengers Surprised

On account of the train being a few minutes late the engineer in charge was evidently endeavoring to make up for lost time. He made 43 miles, with one stop at Gananoque Junction, in fifty minutes, that the train was going at the rate of over fifty miles an hour.

As the accident occurred so suddenly, it was almost impossible for any of the people who were aboard the train to state what happened. The first thing they felt was a severe bang as though there was a collision. Getting from the beds in the pullman they were surprised to find that the train was a wreck. Upon getting from their beds they were informed by the porter that two of the leading cars had gone into the ditch and the pullmans had received a very bad shaking up but were still standing up-right. After dressing the passengers got off the train. Upon going up the front they found that the two baggage cars were in the ditch but were standing right up. The second-class car, which was third from the locomotive, received the worst breaking up, being thrown on its side and dragged for a considerable distance before the train was brought to a standstill. The fourth car, which was the first-class car, remained upright, but was thrown from the rails, owing to the front car being off the track and tearing them up. The train was going at such a rate of speed that the place where the baggage and mail cars lighted was about twenty or thirty yards to the right of the track. It is only a miracle that the two men who were working in the baggage car were not killed. They appeared to be none the worse of the smash when speaking to Whig representative.

It is a miracle that persons who were seated in the second-class car, were not killed as it crashed into the baggage cars so heavily. The reason that more people were not seriously hurt is due to the fact that it was a steel coach.

Conductor Flagged Eastbound train

Through the prompt action of Conductor Garrett, Toronto, who was in charge of the the ill-fated train, the express from the west which was due at Rideau station about the same time as the accident occurred, was stopped before it arrived at the scene of the wreck. Leaving the scene of the accident, the conductor took a lantern and ran up the track, and by that means was able to get word to the eastbound train, he went up to the grocery store at Cushendall and telephoned to the Grand Trunk outer station. The suburban train was immediately despatched to the scene of the accident and the injured passengers were rushed to the Hotel Dieu.

The point where the accident occurred is exactly the same place where a freight train left the tracks last June. On this occasion the freight cars were completely destroyed.

The railroad authorities at Belleville were communicated with and the wrecking train and one hundred railroad men were soon on their way. The train arrived at five o'clock and the job of clearing away the wreckage was commenced.

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Wrecking Gang At Work.

On account of the west track being partly torn up for a distance of about four hundred yards. It was found necessary for the wrecking train to use the east tracks, meaning the tying up of traffic. Up until two o'clock Friday afternoon no train had been able to go either east or west of the point where the accident occurred. Men in charge of the wrecking crew told the Whig that it would be some hours before traffic was opened. Most of the new rails on the west track have been laid but it will take some time to put the cars back. The two baggage cars are so far away from the track that it will be a difficult job to get them back again.

Although a number of small pieces of iron were broken on the pullmans it will not cost a great deal of money to put them in shape again.

At eleven o'clock on Friday morning a special train containing officials of the company from Montreal arrived at the scene of the accident.

Although none of the men had any information to give out to the press, the general impression is that they found that the spreading of a rail was the cause of the accident. When one of the men made a measurement between the rails he found that there was a spreading of about one and one half inches. The workmen noticed that it was likely at this point the coaches left the rails and for that reason did not make any alterations until the track was examined by the head officials.

At the Hotel Dieu
(omitted)

FRIDAY UNLUCKY FOR GRAND TRUNK
Three Recent Accidents Have Occurred on a Friday

Friday appears to be an unlucky day for the Grand Trunk Railway, at least it would appear so in view of the fact that three recent accidents which occurred in Kingston and district have occurred on a Friday.

Two weeks ago two freights had a pitch-in at the outer station; a week ago Miss Edith Wallis, of Lansdowne, lost her life [sic] when a car was overturned near the city station and on Friday of this week, the wreck occurred below Kingston Mills.

09/03/1916 Kemptville Weekly Advance Winchester Mountain

Mr. William Allen of Mountain township lost a valuable team of horses Monday night on the railway crossing at Mountain Station, the team being struck by the mail train from the east and instantly killed. Mr. Allen was driving the team at the time but fortunately escaped serious injury.

09/03/1916 Kemptville Weekly Advance Kingston (CN) Findley

FAST GRAND TRUNK TRAIN WRECKED FRIDAY MORNING

Train of Eight Coaches Left the Rails West of Findley Station, Near Rideau

EIGHT PASSENGERS INJURED

Supply Train and Auxiliary Rushed to The Scene of Accident by Prompt Officials

Friday morning at Two o'clock a disastrous accident occurred on the Grand Trunk railway system at a point four miles west of Findley, a small day station located between Thousand Island Junction and Rideau.

The train involved was No. 13, the fast express from Montreal to Chicago, due to pass Brockville at 2:10 a. m. This morning the train in question was 25 minutes late. It was from Montreal to Brockville in charge of conductor James Garrett of Toronto, a former well-known resident of Brockville, and the engineer of the locomotive no. 226 was Alfred Dodd of Montreal, also a former Brockvillian. At this terminal the engineer is changed, but not conductors. Dodd's place was taken by engineman Wm. Adamson of Belleville. All went well until the point stated was reached, when the train suddenly separated from the engine and the cars composing it left the track plunging into the ditch. The train at the time, it is thought, would be moving at a rate of sixty miles an hour, there being no scheduled stopping place between the T.I. Junction, outer station for Gananoque and Kingston Junction. How the accident happened is not known here. It is however conjectured that ice accumulating on the rails may have been the reason. Fortunately when the heavy train was ditched the cars remained upright on their own trucks. The cars are wooden but with steel trucks are exceptionally heavy, which doubtless accounts for their not upsetting or turning sidewise.

The particulars are as yet of a very meagre variety. One report says that a woman and a girl were injured, but today there is no definite information as the nature or extent of such injuries, if they happened.

So complete was the derailment one car was thrown clear over against a fence at the north side of the tracks.

Traffic on the line was for some time entirely suspended and at this time of writing, no trains have passed the spot. The passengers are being transhipped by an improvised loop line around the wreck.

So soon as the message was received at Montreal and Brockville officials of the company ordered out the big auxiliary apparatus kept at these places for such emergencies. The one from Montreal was gotten quickly on the way and had proceeded as far as St. Dominique when a broken wheel caused it to derail and had not passed Brockville by late afternoon. The local car foreman, A. E. Laprairie, and his staff, left here for the wreck on receipt of news.

A special train with general superintendent Bawker and other officials on board went to Findley this morning.

The coaches and buffet car of the local to have left here at 8:15, were rushed to the scene to provide meals for the passengers and crew and to assist in the transshipping of the passengers.

The eastbound and afternoon passenger trains got in about 5 o'clock.

The International Limited was on time in passing and the passengers were to be transhipped at Findley.

The train wrecked is one of the finest equipped in the G.T.R. Service. Inquiry at the local ticket office has indicated that no Brockville passengers were on the ill-fated train. The night traffic in the winter is not as a rule large.- Brockville Recorder.

Kingston, March 3. - The fast Grand Trunk express from Montreal was derailed while running fast near Kingston Mills, six miles from here, last night. Three cars went into the ditch but the passengers had marvellous escapes. Mrs. Confray of Montreal on her way to Hamilton with three small children was seriously cut about the face and body, and her daughter Ellen, suffered a broken arm. Altogether eight passengers were injured and all are doing well at the Hotel Dieu hospital here.

10/03/1916 Eastern Ontario Review New York Central Cornwall

Cornwall, March nd[sic] - The inquest into the case of the death of Abraham Roundpoint, the Indian, who was killed at the O. & N.Y. bridge on Feb. 18, was held by Dr. a Ross Alguire, coroner, at the court house on Friday (3/3) evening. After hearing the evidence, the jury brought a verdict of accidental death and recommended that the frnce on the sides of the bridge be built of stronger material, so as to bettwe protect pedestrians,

13/03/1916 Toronto Star Ottawa and St. Lawrence Electric

Defendant Alleges Fraud

That he was induced to sign a \$875 promissory note by means of false and fraudulent misrepresentations is the defence of R. J. Montgomery who with his wife Eliza is being sued for the amount of the note by J.L. Thome. Mr Justice Middleton is hearing the evidence in a special Assize Court at the City Hall. Montgomery says that he signed the note after one J. A. Morden had succeeded in selling him shares in the Ottawa and St. Lawrence Electric Railway Co. Morden in telling of the advantages that would accrue from being the holder of the stock failed to state that the company was in peril of losing its charter because it failed to fulfill the conditions of the charter Montgomery alleges.

24/03/1916 Eastern Ontario Review Vankleek Hawkesbury

Accident at Hawkesbury

Mr. Stanley Robertson, a brakeman on the G.T.R. and a brother of Mr. James Robertson, formerly a G.T.R. agent here, was killed instantly at Hawkesbury on Tuesday night last. He was standing on the rear of the engine when it was shunting in the yards. He was out over the edge, and was crushed between two cars. His chest was crushed in and nearly all his ribs were broken. Death resulted at once. The young man was very popular and his death will be greatly regretted. His home was in Glen Robertson.

HYDRO WILL COME TO CITY

SIR ADAM BECK EMPHATIC ABUTTHIS

Was Aroused by Speaker who Declared Hydro would Not Get As Far As Kingston

(Special to The Standard.)

Toronto, April 5. After considerable argument and an exchange of several warm passages between Sir Adam Beck and Mr. J. C. Judd, Ottawa, It was decided by the Railway Committee to-day to refer the matter of the granting of an extension of time to the Gananoque and Arnprior railway to the lieutenant-governor-in council.

That the Hydro had spent eight millions in buying the Seymour power interests and that It would not get as far as Kingston with its power was one of the statements made by Mr. Judd, representing the parties interested in the granting of an extension.

This brought Sir Adam Beck hopping to his feet "Do you mean to say that you know the statement that you have just made is correct?" asked Sir Adam.

"It is my personal opinion but the opinion of those with a knowledge of conditions, that you will not get any farther than Kingston with the radials if you get that far, answered Mr Judd.

"Well, you do not know what you are talking about, said Sir Adam.

Hon. I.B. Lucas suggested that it be sent to the lieutenant-governor-in-council and that if Hydro did not go into effect an opportunity should be given these private individuals to build their line.

Also in the Weekly British Whig of 6 April 1916

05/04/1916 *Toronto Star* *Gananoque and Arnprior*

After considerable argument and exchange of several warm passages between Sir Adam Beck and Mr. J.C. Judd, Ottawa it was decided by the Railway Committee today to refer the matter of the granting of an extension of time to the Gananoque and Arnprior Railway to the Lieutenant-Governor-in-Council That the Hydro had spent \$8,000,000 on the Seymour Falls and that it would not get as far as Kingston with its power was one of the statements made by Mr. Judd representing the parties interested in the granting of the extension which brought Sir Adam Beck hopping to his feet "Do you mean to say that you know the statement that you have just made is correct?" asked Sir Adam "It is not my personal opinion but the opinion of those with a knowledge of conditions that you will not get farther than Kingston with the radials if you get that far" answered Mr Judd. "We'll, you do not know what you are talking about," said Sir Adam

It appears that the original charter was granted in 1913 but since then nothing had been done in the development of the line The excuse was that the war had been declared just after the original charter had been granted, A Hilliard, of Dundas, was opposed to the granting of the extension on the ground that there were several lines operating in that section. He pointed out that the original time for building the road had lapsed, and was opposed to the granting of any further time. On inquiry it developed that a Mr. Focquet, of Ottawa, was behind the scheme to finance and build the line. "He is the man behind the gun," said Mr. Judd, "and he hasn't fired a shot yet," commented Sir Adam.

Judd declared that there was no assurance that these eastern towns would have hydro radials, and that it meant that the townships would have to get out petitions, and if the road failed to pay the deficit would have to be made up by them. He declared that \$3,000 had already been expended in preliminary work.

Hart, East simcoe, was another strongly opposed to the granting of an extension. "There is too much criticism of hydro. I know that a man in Ottawa described the hydro as a 'monument of folly,' and stated that it sold for \$22 per horse-power, while the municipalities purchased it at \$13 per horse-power. It is all together wrong that these men, ignorant of the facts, should make such statements."

Hon. I. B. Lucas suggested that it be sent to the Lieutenant-Governor-in-Council; that if Hydro did not go into effect an opportunity should be given these private individuals to build the line.

13/04/1916 *Chesterville Record* *New York Central* *Berwick*

Mr. Chas. Thompson, our station agent, resigned his position on account of ill health. he went to his home in Newington last week. He made many friends while in Berwick and all hope for a speedy recovery

14/04/1916 *Arnprior Watchman* *Gananoque & Arnprior* *Gananoque & Arnprior*

Toronto. Despite the opposition of Sir Adam Beck, the railway committee of the legislature reported the Gananoque and Arnprior Railway Company bill. The bill, which was introduced by G.C. Hurdman of Ottawa, proposed to give the company an extension of its charter. It was bitterly opposed by Sir Adam, who held that the extension would close the way to Hydro radial extension. The matter was finally decided by the adoption of an amendment moved by Mr. Sinclair of Oxford and John Allan of Hamilton. Allowing the extension subject to the Lieutenant-Governor-in-Council. If the municipalities interested vote for Hydro radials the charter will not be extended. If not the company can go ahead.

04/05/1916 *Chesterville Record* *New York Central* *Newington*

The O&NY are employing a number of men again this season to work on the road and the company also intends to enlarge all the stations along the line and put the road bed in first class condition.

08/05/1916 *Ottawa Journal* *Belleville* *Perth*

Five Ottawa Men Were In Train Derailed Near Perth

Details of the derailment on the C.P.R. near Perth last night show that among those in the train were James Simpson, former controller; Rev. Ben Spence. D.H. Reynolds of the immigration department, Ottawa; W.D. Matthews, Ottawa; Captain Hutt, 97th Battalion, whose left arm was hurt; T.D. Higginson, Ottawa; ex-Ald. Lavoie, Ottawa, whose head was badly cut, and J. Pharand of Hull.

One passenger, Dr. T.F. Graham, of the 86th machine gun section of hamilton, was injured, his back and side being crushed, but not seriously.

THREE C.P.R. PULLMANS OVER 20-FT EMBANKMENT

Toronto People Slightly Injured in Wreck Near Sharbot Lake

ESCAPE OF SOME WAS MIRACULOUS

SLIGHTLY INJURED.

Mrs. W.J. Duncan, 75 Prince Arthur Avenue, Toronto, slightly bruised.

Dr. T.F. Graham, Hamilton, injured back and inside

J.M. McLaren, Ottawa, cheek bone and right hand cut

J.M. Levoie, Ottawa, head cut

Capt. Hutt, American legion, right arm sprained

The C.P.R. train leaving Ottawa last night at 11:10 o'clock and due to arrive in Toronto at 7:30 this morning, was wrecked about a mile east of Sharbot Lake (near Perth) at 2:15 this morning. Three Pullman coaches on which there were many Toronto and Ottawa passengers, left the track and rolled down a 20-foot embankment. A fourth coach was prevented from leaving the track by striking a rock projection in a rock cut about 100 yards west of the wrecked coaches. All the passengers on the wrecked Pullmans miraculously escaped injury, and the prompt assistance of conductor J.E. Elliott, conductor Angus Carmichael and the porters was the means of releasing the passengers from their positions of imprisonment in the wrecked coaches.

Rail Broke, Caused Wreck.

The cause of the wreck was a broken rail about a mile and a quarter mile east of Sharbot Lake. When the second Pullman coach jumped the track, it was fully a quarter of a mile east of where the engine was brought to a standstill. There were four Pullman coaches, one first class coach, a baggage car and a mail car on the train. The baggage and mail cars and the first-class coach with the engine did not leave the rails. The first Pullman coach would have left the rails if the rear end had not collided with a projecting rock just east of where the three rear Pullman coaches rolled down the embankment. The rear truck had left the rails before the cut was reached, and the front truck would also have left the rails if the car has not been thrown over on the roadbed by the collision with the rock. On this car there were several of the representatives of the Dominion Alliance, who were returning from a field Sunday's work in Ottawa and surrounding district. In the party were Joseph Gibson, Ingersoll, Rev. Ben. H. Spence, D.A. McDermid, J. Bailey, Thos. Yellowlees, Rev. Dr. John Ross, Rev. W.A. Campbell and Rev. P.M. McDonald, Toronto. As a car in which the temperance workers were traveling did not entirely leave the rails, none of them suffered more than a good shaking up.

Coaches Turned Over

The passengers in the three Pullman coaches are congratulating themselves upon their miraculous escape from death. Two of these coaches were turned completely over, while the third was standing at an angle of 50 degrees with the front-end at the foot of the embankment and the rear-end pointed towards

Continued on page three

3 C.P.R. PULLMANS OVER EMBANKMENT

(Continued from Page One.)

the rocks half way up the embankment.

When the second Pullman coach left the rails, the wheels kept about 10 inches to the south on the south side of the respective rails, and kept to the road bed for 300 or 400 yards when it swerved to the south, pulling the two following coaches with it over the embankment.

Ex-controller Thompson was on the first coach to leave the rails, and in describing the accident states that he was aroused from sleep by the bouncing of the car over the ties. He recognized at once that the car was off the rails. A few moments elapsed and he felt the car lean over on the south side. It had only gone a few more yards when suddenly it rolled over stopped at the foot of the embankment. There were no lights in the car. Passengers could heard be calling to each other.

Mr. Simpson's Story

"As the car rolled over I was expecting to be crushed but I merely slid to the side of the car and did not feel the slightest pressure from the berths that followed from to the other side of the car," said Mr. Simpson. "I was just beginning to grope for freedom when I heard a passenger moving above me. I asked him if he was hurt and he replied that he was alright. The passenger was J.H. McLaren, an electrical engineer of Ottawa. He immediately began to break the glass in the window above me, and as he was doing so I heard the groans of a passenger about two berths from where I was. This was Dr. T.F. Graham, of the 86th Machinergun Section, Hamilton, Ont. He had been pinned between the lower berth in which he was sleeping and the lower part of the upper berth. He called for help, but as he was calling he was making a desperate effort to relieve himself. He had sustained injury to his back and side, but with the assistance of one of his fellow passengers and Conductor Elliot, he was able to crawl along the upturned car to the entrance.

"To get out of the car, the passengers had either to climb through the windows above their heads or crawl along the passage that have been formed between the upper berths and the roof of the car, then along the narrow passage on the side of the smoking apartment until the entrance to the car was reached. In the wreck the swing door between the smoking apartment pending car had been jammed and it was great difficulty that it was forced open. The heavy door leading from the platform to the interior of the car had also been closed but it was forced upward and held by the clamp above it.

"Conductor Elliot had to urge the passengers to leave the upturned car as soon as they could get out. He had extinguished a small blaze at the end of one of the cars and was afraid that more serious fires might break out. After considerable urging, the passengers began leave the cars in their night robes, and wrapped up in blankets that could be released from the wreck. They were directed to the Pullman coach that was half on the rails and half on the roadbed."

A. Monro Grier, K.C., of Toronto, accepted the situation philosophically, and, wrapped in the car blankets, seated himself between the rails from which the Pullman coaches have been hurled down the embankment. Mr. Grier stayed in that position until his clothes were extracted from the wreck.

Mrs. Duncan was assisted from the upturned coach to the coach that had only partly left the tracks. She was provided with blankets from one of the coaches and, apart from the fright and only a few bruises, did not suffer seriously. Her clothes were soon found in the upturned car, and within half an hour after the wreck, she chatted freely with the passengers about her trying experience.

Ex-controller Simpson was able to get out of the car without assistance, and to protect his bare feet from the cinders on the track, walked on one of the rails from the wreck to the Pullman coach that he escaped the wreck. He was provided with a suit of clothes by one of the passengers, and returned to the wreck where he succeeded in finding all his belongings. He afterwards assisted the other passengers in their effort to find their missing clothes and valuables.

Those Slightly Injured

J.M. McLaren sustained a slight cut on the cheek-bone and a few cuts on his right hand in his successful effort to fight his way to freedom through one of the car windows.

J. Mederic Lavoie, of Ottawa, sustained a deep cut on the back of the head but was able to walk around and chat freely with the passengers.

Sergt. Rutherford, of the 2nd Field Company, first contingent, who lives in Brampton, was a passenger on one of the up-turned coaches. He just crossed the Atlantic on the steamer Corinthian and stated that he was on a leave of absence, following actual service in France. He was in the battles of Ypres, La Chapelle and Givenchy, and was injured with a waggon wheel in the battle of Ypres. Commenting on his experience, Sergt. Jim Rutherford said it would have been a strange fate if he had evaded German bullets to succumb to a railway accident in Canada on his way home on leave of absence. He said he would return to France June 1.

Two Slept Through

The passengers of the "turtled" Pullman cars could not refrain from laughter as they heard of the experience of C. Calvin, a law student of Kingston, who has just passed through the examinations at Osgoode Legal School. The jarring of the Pullman car as it pounded over the ties, the swerving and rolling of the car and the calls of the passengers did not arouse young Calvin from his slumbers, and it was only when he felt a fellow passenger walking over his feet that he aroused himself to the danger he was in. His slumber, however, saved him the experience of a fright as the upturned car had ceased its motion when he woke.

Sergt. Rutherford had a similar experience to that of young Calvin. He did not realize the danger he had encountered until it was all over.

Captain Hutt of the American Legion, was not quite as fortunate as some of his fellow-passengers. In the turning over of the coach in which he was sleeping his right arm was forced through one of the coach windows and sustained a sprain that was rather painful. This injury, however, was not serious. He was able to hold it up without the help of a sling.

Mrs. Duncan of Toronto who was the only lady passenger on the train, intended to stay a week longer in Ottawa but grew homesick for her two children and decided to return home last night. The change in plans almost led to a serious accident. She was congratulated by Conductor Elliot and the passengers upon the courageous manner in which she passed through her trying experience.

Mr. Thomas Yellowlees, the well-known Sunday school worker, was in one of the wrecked coaches. He had received a hurry call while addressing a meeting in the interests of the Dominion Alliance in the vicinity of Ottawa. News had reached home that his son, who was one of the administrators with the base hospital staff of the University of Toronto at Solaniki, had met with a "serious accident." (The son, Dr. Norman Yellowlees was announced drowned to-day). Mr. Yellowlees had engaged two motor cars in order that he might catch the 11.10 train at Ottawa. The wreck, however, delayed his arrival in Toronto, about five hours.

PASSENGERS IN WRECK

Mrs. W.J. Duncan 75 Prince Arthur avenue, Toronto.

A. Munro Grier, K.C., Toronto.

Ex-controller James Simpson, 129 Indian road, Toronto.

D.H. Reynolds, traveling immigration inspector.

Capt. C.M. Ingle, inspection staff of Paymaster-General, Ottawa.

Arthur Gibson, Department of Agriculture, Ottawa.

J.H. McLaren, electrical engineer, Ottawa.

Milton E. Rous, of Lowe-Martin Co., Limited, Library Bureau Systems.

J. Mederic Lavoie, cigar manufacturer, Ottawa.

J.H. Hebert, commercial traveler, Ottawa.

Dr. T.F. Graham, 86th Machine Gun Section, Hamilton, Ontario.

C.H. Keeling, Ottawa.

Dr. T.D. Higgerson, Ottawa.

W.D. Matthews, Ottawa.

D.A. McDermid, Toronto.

J. Bailey, Toronto.

Jos. Gibson, postmaster, Ingersoll, Ontario.

Thomas Yellowlees, Toronto.

Dr. John Ross, Presbyterian minister, Toronto.

Rev. Ben H. Spence, Toronto.

Rev. W. A. Campbell, Toronto.

Rev. P.M. McDonald, Toronto.

C. Calvin, law student, Kingston, Ontario.

A. G. James, Ottawa.

Captain W.M. Hutt, quartermaster-sergeant, 97th Battalion, Toronto.

Sergt. Rutherford, Brampton.

FIVE OTTAWA MEN INJURED IN WRECK

C. P. R. Announces Names of Passengers Hurt When Train Ditched Near Sharbot Lake. Five Ottawans and four others were injured, though not seriously, when two day coaches and a sleeper of the west-bound C. P. R.. Montreal - Toronto train were derailed at 2.30 yesterday morning near Sharbot Lake.

The sleeper after leaving the rails turned over on its side in a ditch, but the two day coaches, although they left the rails remained upright. The train was not travelling at a high rate of speed at the time and this is taken as one explanation as to why more serious consequences did not attend the derailment.

The official list of Ottawans injured, given out by the C.P.R. is as follows:

Mr. C. A. Connolly, 366 Waverly street, knee and ankle cut.

Mr. Arthur Gibson, Holbrooke Apartments, shoulder injured.

Mr. J. H. McLaren, room 310 Booth Building, shaken up.

Mr. J. Mederic Lavoie, 172 Rldenu street, cut on back of head.

Mr. E. H. Hebert, 38 Ottawa street, back injured.

Other who received injuries are:

Joseph Gibson, Ingersoll, right hip injured.

Mrs. W. J. Duncan, Toronto, side and hip hurt.

Captain Hutt, 97th Battalion, Toronto, and and leg hurt.

G. F. Graham, 86th Battalion, Hamilton, back and side injured.

So far as could be ascertained today all of the Ottawans in the wreck continued on their journey. The first notification of the accident was received in Ottawa from Mr. M. J. Lavoie, who was on his way to Goderich with Mr. Pharand of Hull. The notification was to the effect that Mr. Lavoie was not badly injured and was continuing his journey.

Mrs. Arthur Gibson also received a telegraphic message from her husband who is chief. Dominion Assistant entomologist, to the effect that he had not been seriously injured in the derailment and was proceeding on his way to Strathroy.

When news of the accident reached Perth and Smith's Falls, doctors were sent out and rendered whatever medical aid was required.

11/05/1916 *Kemptville Weekly Advance* *Winchester**Winchester*

EXPRESS TRAIN DERAILED

Broken Rail Throws Whole Train From Track - Marvellous Escape of Passengers.

Winchester, May 4 While travelling at fifty miles an hour the eastbound C.P.R. fast express struck a broken rail at Winchester station yesterday morning and the whole train except the engine and baggage car was derailed. It might have been one of the worst wrecks in the history of the C.P.R., but fortunately it was not attended by any very serious results, to either passengers or rolling stock. There were all conditions, however, for a great disaster - long train filled, four sleeping coaches, filled with people, running at high speed, struck broken rail, and that there was not a fearful toll of life seems miraculous. The reasons are said to be that the engine got safely over the defective rail and did not leave the track, and that when the coaches went off they went to the left onto the double track roadbed instead of to the right, into the ditch. Every coach left the rails but ploughed their way along the roadbed until the engine was stopped, and not one of them turned completely over. Eight hundred feet of the track was torn up, many of the big steel rails being twisted like hair-pins, and ties were cut to matchwood. The west bound track was also damaged for two or three hundred feet, but that was the most serious damage done. When the train was stopped all the coaches were tilted at a rakish angle, but they were not badly damaged and not a passenger hurt. Two or three slight scratches but that was all. The auxiliaries from Smiths Falls and Montreal were rushed to the place and today all traces of the wreck are pretty well cleared away.

15/05/1916 *Ottawa Citizen**Morrisburg and Ottawa Electric*

SHAREHOLDERS.

The Morrisburg and Ottawa Electric Railway Co.

NOTICE

A "Special" General Meeting of the shareholders of the Morrisburg and Ottawa Electric Railway Company will be held on Tuesday, May 30th, 1916, at the hour of 2 o'clock in the afternoon, in the offices of the company in the Union Bank Building, in the city of Ottawa.

Business: Forfeiture of all stock upon which any arrearages for calls or interest are now due.

Sec. 33 "Ontario Railway Act" -(1) Every shareholder who makes default in the payment of any call payable by him, together with the interest, if any, accrued thereon, for the space of two months after the time appointed for the payment thereof, shall forfeit to the company his shares in the company, and all the profit and benefit thereof.

Dated at Ottawa this 13th day of May A.D, 1916.

R.A. BISHOP,

Secy.-Treas..

25/05/1916 *Ottawa Citizen**Kingston (CN)**Morrisburg*

TWO KILLED AND TWO BADLY HURT

Williamsburg Man's Daughters Killed in Accident.

BROCKVILLE. May 24. Gladys and Cassie Casselman, elder daughters of Clinton Casselman, of North Williamsburg, were instantly killed this afternoon when the horse their father was driving became unmanageable and plunged into the No. 7 westbound G. T. R. express near Morrisburg. The father with his three daughters was en route to Morrisburg to attend a celebration. Casselman and his youngest daughter, Olive, received injuries that necessitated their removal to the General Hospital here and each is in a critical condition. Casselman has a fractured hip and the daughter a fractured jaw and leg.

26/05/1916 *Eastern Ontario Review**Kingston (CN)**Morrisburg*

Terrible accident.

Brockville. - May 24 the Toronto mail train coming west today struck a buggy at the Morrisburg public crossing containing Clinton Casselman and his three daughters Olive Gladys and Christy. The last mentioned two were almost instantly killed by the impact. Casselman and his youngest daughter Olive were thrown clear of the express and on being brought to Brockville hospital for treatment it was found that Casselman besides having minor cuts and bruises suffered a fractured hip. His daughters jaw was broken and one leg fractured. The doctors hold out good hopes of recovery notwithstanding that the patients are badly shocked.

Casselmann resides at Williamsburg and was going to Morrisburg to attend a holiday celebration he did not see the approaching train until too late to stop.

Terrible Tragedy

West-bound 12.48 G. T. R. Express Crashes into Buggy; Two Killed; Two Seriously Injured

A gloom was cast over the merriment of the Victoria Day visitors to Morrisburg caused by the tragedy which occurred shortly after one o'clock at the G. T. R. crossing on the Gravel Road when the west-bound local express No. 7, engine no. 191 in charge of engineer King and conductor McConachie of Montreal, crashed into a buggy occupied by Mr. Clint Castleman and three daughters, Gladys, Cassie, and Olive, of Elma, badly mutilating the bodies of the two eldest daughters, Gladys aged 14, and Cassie, age 12, and in the twinkling of an eye, snatching from their bodies the spirit, which a moment before pulsated with youthful vigour and activity. Olive, the youngest daughter, and the father, were seriously injured and miraculously escaped death. They were picked up unconscious and rushed to Dr. Mulloy's office where the wounds were dressed, after which they were put on board the train and removed to Brockville General Hospital, accompanied by coroner Mulloy. Mr. Casselman, it is reported, is suffering from concussion of the brain, and one leg is broken in two places. Olive is suffering from a broken jaw and a broken leg.

The horse was also badly mutilated and was carried on the "cowcatcher" a distance of about 75 yards.

Thus, the day's merriment was suddenly thrown into a mourning which fell as a pall upon the hundreds who viewed the terrible tragedy.

In the absence of coroner Mulloy, Dr. McLaughlin viewed the bodies of the two eldest daughters, and had the remains removed to Marsh & Sons undertaking parlours

After the arrival of coroner Locke a jury was impanelled who viewed the remains and the inquest was adjourned until June 1st.

The circumstances which surround the unfortunate incident will be duly revealed by the evidence at the inquest, but the expression was general by those who viewed the remains, including a number of travelers, that the Gravel Road crossing having a stretch of buildings at the approach which obstruct the view from an incoming west-bound train for some 50 yards, is the most dangerous in this Province. This is a condition which should be brought to the attention of the Railway Commission, and Wednesday's tragedy is one which commands the cooperation of local authorities to see that proper steps be taken for the safety of the large traffic between Williamsburg and Morrisburg on the Gravel Road which necessitates crossing the G. T. R. at this point.

26/05/1916 *Chesterville Record*

New York Central

Berwick

Chas Thompson of Newington is once again acting as station agent, much improved in health.

27/05/1916 *Ottawa Citizen*

Kingston (CN)

Summerstown

Fatality Near Cornwall.

CORNWALL, Ont., May 26 Jos. Brennan, aged 12 years, a son of Jos. Brennan, was instantly killed about a mile west of Summerstown station by being struck by the "Moccasin" train as he attempted to cross the track today. Dr. A. Ross Alguire, coroner, of Cornwall, was notified of the accident and Chief of Police Smyth empanelled a jury here. The jury visited the scene and viewed the remains this afternoon and adjourned to meet at the court house here on Friday, June 2nd, at 2 o'clock.

01/06/1916 *Chesterville Record*

New York Central

Newington

A number from here attended the celebration in Cornwall on May 24, the O&NY having reduced rates for two days.

02/06/1916 *Eastern Ontario Review*

Kingston (CN)

Cornwall

Cornwall May 26 - The second railway fatality in this district this week occurred at Summerstown this morning, when James Brennan, the twelve-year-old son of Joseph Brennan, was instantly killed by the eastbound Moccasin train while endeavoring to cross the track. Dr. A. Ross Alguire, Cornwall, Coroner, and Chief of Police Smyth were notified and a jury visited the scene of the fatality and then adjourned until Friday, June 2, to meet at the court house here.

Adjourned inquest

Jury's Verdict - Negligence on Part of G. T. R. In Not Properly Guarding Dangerous Crossing

Pursuant to adjournment, the inquest for the hearing of the evidence in connection with the tragedy which occurred at the Gravel Road crossing on the 24th of May, was held Thursday afternoon, June 1st at the town-hall Morrisburg, Coroner Locke presiding. Crown attorney Dingwell of Cornwall, represented the crown, Mr Irwin Hilliard, K. C., M. P. P., for Mr. Casselman, and Messrs. J. P. Pratt and W. C. Mills for the G. T. R.

Some twenty-five witnesses were heard, the first two being doctors Malloy and Locke, who testified that the Casselman girls, Cassie and Gladys, were killed almost instantaneously when struck by train.

Engineer King of Montreal, who was in charge of the engine on the 24th of May, said the train was due to leave Montreal at 9.20, they were 10 minutes late leaving Cornwall and 10 minutes late when the accident happened. He thought it only 5 or 6 seconds after he saw the rig approaching that the engine struck the horse on the side; he had applied the emergency brakes and had blown the whistle before the engine struck which was going at a rate of about 30 miles an hour. The train kept on going a distance of about seven car lengths before it came to a standstill, he said. He had had no instructions to watch this particular crossing on account of buildings at approach. It was about 12.58 when he arrived at crossing. The witness could not say positively what was the shortest distance a train could be stopped in when going at 30 miles an hour. "I came to the conclusion when I first saw the man approached. If he kept on going ahead he would be safe," he said.

Robert Day, fireman, of Montreal gave his evidence similar to that of the engineer, adding that he thought a train going at a rate of 30 miles an hour could be stopped within 500 feet. He did not consider crossing dangerous.

Fred Meyers, station agent said he was one of the first to reach the victims. He heard train whistle and bell ringing; he had tested the crossing bell and it was in good working order. There was no other train at the station which could have caused the bell to ring.

Questioned, Mr. J. P. Pratt, representing the G. T. R., stated that following a test with specially selected cars, a train going 60 miles an hour had been stopped in 1200 feet.

Mr. C. Casselman was on Gravel Road at time of accident. He testified that he had heard no whistle and no bell he thought the crossing was a regular "Man Trap."

Willis Schell, Williamsburg also thought the crossing was dangerous on account of buildings at approach. He thought the bell was of no use as it served to frighten many horses.

Mr. R. H. Ashton, whose residence is about 250 ft away from the track, testified that he was sitting on his verndah as the train approached the crossing. He heard the train whistle for the crossing, and later heard the warning whistle which drew his attention and he immediately ran over to the crossing and saw the victims. He said the length of his stretch of buildings at the approach were as follows: 220 ft. 50 ft. and 60 ft. with a short distance between the first and second. From the south end of the building to the track is a distance of 37 feet. He thought the crossing was a very dangerous one on account of his buildings obstructing the view from an incoming train. Witness said the bell was out of water most of the time, and ringing a large portion of the time when no train was in sight.

Miss Lottie Weaver said she was in the last rig which crossed the track before the accident. She did not know that train was approaching until after she reached the track, then she saw the incoming train somewhere about "Tin Plate" factory. She heard crossing bell ring a few minutes before the accident.

Miss Barclay, Williamsburg, was in the same buggy as Miss Weaver and gave similar evidence.

Mrs. James Duval, whose residence is but a short distance from the G. T. R., heard train whistle and saw horse approach the crossing trotting. She saw horse to rear up on hind legs just as engine struck. She did not think Mr. Casselman saw the train approaching. She thought the bell might have caused horse to rear.

Mr. Geo. Janack. Pte., with 156, Prescott, was at Morrisburg station at time of accident. Did you not hear whistle blow but heard the bell ring.

Mr. Levi Barnhart stood in field south of "Tin Plate" about 89 rods from G. T. R. with unobstructed view. He heard train whistle for Nash crossing, and two sharp blasts sometime later.

Mr. James Rice, Williamsburg followed Mr. Casselman with horse and rig at a short distance, but he knew very little about accident. He thought the crossing was a very dangerous one.

Mr. Frank Hummel, section foreman, said he had instructions to test bell every morning and to place a "flagman" at crossing when bell was out of order. He had found the bell out of order shortly after the accident.

Mr. W. H. Fetterly, testified that he frequently crossed the G. T. R. at the Gravel Road crossing. He thought the crossing was anything but safe and he had had several pretty close calls. The witness thought it was a great mistake on the part of the authorities to leave the crossing unprotected. He thought it was impossible for a person driving south to notice an incoming train from the east for a distance of 580 feet at the approach until a horse had practically reached the track. He had also noticed at two different times left standing on track on each side of road at this point which helped complete the tunnel.

Mr. John Castleman testified the bell at crossing was out of order on 24th of May and again on first of June.

This completed the evidence and Crown attorney Dingwell and Coroner Locke then addressed the jury with regard to their duty.

The jury then retired and after one hour's deliberation brought in a verdict that the accident was caused through neglect on the part of the Grand Trunk to properly safeguard the very dangerous crossing at Morrisburg. And they further recommended that steps be taken by the proper authorities to have said crossing properly protected.

Boy Killed At Summerstown

Joseph Brennan, aged 12 years, a son of Joseph Brennan, was instantly killed about a mile west of Summerstown station by being struck by the "Moccasin" train at 8.02 Monday morning. Dr. Hamilton, of Cornwall, was called. Dr. A. Ross Alguire, coroner of Cornwall, was notified of the accident and Chief of Police Smyth empanelled [sic] a jury at Cornwall. The jury visited the scene and viewed the remains and adjourned to meet at the court house at Cornwall on Friday, June 2nd., at 2 o'clock.

Brennan, it is reported, crossed to the eastbound track to avoid a westbound freight and failed to notice the approach of the passenger train until too late. The train was in charge of Conductor Charles Claridge, Montreal with Sherman Morray, Brockville, as engineer.

08/06/1916 *The Equity, Shawville* *Waltham*

The service on the Pontiac division of the C.P.R. has been much improved this week by the putting on of a second daily train, which is being run on faster time than formerly, thus leaving Ottawa at 7.30 a.m. the new train reaches Shawville at 9.28 and Waltham at 11.00. Returning leaves Waltham at 1.00 p.m., Shawville 2.15, arrives Ottawa 4.10 p.m.

15/06/1916 *The Equity, Shawville* *Beachburg* *Norway Bay*

The first C.N.R. summer special brought a goodly number of people to Norway Bay on Saturday.

19/06/1916 *Ottawa Journal* *Morrisburg and Ottawa Electric*

ACTIONS TAKEN REGARDING AWARD MADE TO T. CLAREY

Applications brought by Chandler & Company and the Morrisburg and Ottawa Electric Railway, to garnishee the \$1,200 Judgment ex-Controller Tom Clarey secured from the Ottawa Electric Company, were adjourned by Judge MacTavish at the court house this morning pending the disposition of an appeal that the O.E. Ry has taken.

Mr. Clarey sued for \$10,000 and after Judgment had been, entered the amount of it was attached by the city for taxes. Chandler & Co. and the M. & O. Ry. however, brought orders this morning to have the Ottawa Electric Railway Company pay off their claims before paying the city.

Mr. Taylor McVetty, appearing for the O.E. Ry. told the court that an appeal against the decision was pending in the Court of Appeals. Judge MacTavish adjourned both motions until October 2nd. but, if a decision from the Court of Appeal is received before then, and the original damage award is upheld, the money will be paid into court.

19/06/1916 *Arnprior Watchman* *Ottawa and Prescott*

The destruction of the House of Parliament has awakened reflections of its building in the mind of Peter Redmond, a retired locomotive engineer, who saw King Edward lay its foundation stone in 1860.

When construction work was first started Mr. Redmond was employed as a fireman on the Ottawa and St. Lawrence railroad, and he was promoted to engineer a few days before the first material for the structure was hauled to Ottawa. One train crew was employed for three summers, hauling sandstone and quarry rock from Prescott, where it was landed from streamers on the St. Lawrence river.

The train made a round trip each day. The first stone used in the building came from the quarries located where the main part of the city of Cleveland, Ohio, now stands. It was shipped to Prescott where it was loaded from the boats onto railway cars by large cranes.

Mr. Redmond's train did nothing else during three summers but haul the stone. "It required two cars and sometimes three for each piece of stone that was moved to Ottawa," Mr. Redmond said yesterday. "The smallest stone that was hauled by the railroad weights three tons, and the average weight was about five tons. We moved two stones which weighted nine tons each. I believe that they were the largest that were put into the building.

"Owing to the excessive weight on the cars, which were much lighter than the steel cars now in use on the railroads, it was necessary to run our engines slowly. We seldom went over eighteen miles an hour, and as a rule the fastest time we made was fifteen miles."

No iron or steel was used those days for the springs on the cars. Solid rubber was used for the most part, and the cars were loaded so heavy that at the end of each trip new springs had to be put in most of the cars.

Our train was given the right of way over all other trains. This was principally because of the heavy train we hauled. We were permitted to stop only in case of necessity. The necessity came frequently and was caused mostly by the excessive weight on the trucks, which caused many hot boxes.

My train brought out the first shipment of rock and stone and stone cutters' tools. The first part of the building erected was a massive wall over 500 feet long. It was on the end of the wall that the Prince of Wales laid the cornerstone. Thousands of people witnessed the laying of the stone and I had the opportunity to shake hands with the Prince as did many of the workmen."

More but no railway.

22/06/1916 *Chesterville Record* *New York Central* *Crysler*

Owing to the threatening weather on Saturday last few from the town joined the merry makers in their picnic to Cornwall which was held under the auspices of the employees of the O&NY railroad.

23/06/1916 *Eastern Ontario Review* *Tramway* *Rockland*

Rockland. - The tramway at Mill No. 2, which was undermined by high water collapsed on Friday, and fell toward the river, while 25 men, one horse and three car-loads of lumber were on it. Four men were slightly injured. It will take three weeks to repair the damage done.

C.N.R. ACCESS TO BROAD ST. C P. R. STATION

Granted in Application Re Freight Matters Before the Board of Railway Commissioners.

In spite of the objection by the C.P.R. that the C.N.R. in asking the railway commission to sanction a change of location of interchange track at Ottawa to Chaudiere Junction, was seeking merely to obtain the advantages of the C.P.R.'s Broad street terminal, the railway commission has granted the C.N.R.'s application.

"The objection of the C.P.R. to the C.N.R. getting access to the Broad street terminal is entirely natural." says Chief Commissioner Sir Henry Drayton in his judgment, which is assented to by Commissioner D'Arcy Scott. "It is, however, an objection which from time to time has been overruled, and which must always be overruled when public interest requires it."

The chief commissioner points out that interswitching between the C.N.R. and the C.P.R. companies has been carried on in Ottawa by means of the physical connection authorized by the board in July, 1909. The connecting switch runs south from the C.N.R.'s line, forming a junction with the C.P.R.'s Prescott branch at a point north of Hurdman's road. The 1909 order was based on the C.N.R.'s application and the transfer track as authorized is shown on the plan as a transfer track.

Proposed Connections.

The present application was made by the C.N.R. for an order approving of a proposed connection with the C.P.R. near Chandlers junction, and for a rescission of that portion of the former order referring to the connection constituting the transfer track.

It was submitted by the C.N.R. that the connection was originally intended only as a means of getting construction material from the C.P.R.'s lines to the C.N.R.'s new line forming the Ottawa-Hawkesbury division.

The C. P. R. furnished figures to show the benefit to shippers of the present interswitches arrangements, and the C. N. R. submitted statistics in reply. The board's chief engineer also made a report on the situation.

The chief commissioner commenting on the fact that the figures were an apparent argument for the existing arrangements, nevertheless advocated the change, arguing as follows:

"The broad reason and grounds on which I am of the opinion that the present transfer track should be given is that, after a careful traffic review has been made of the whole situation, there is no doubt that the important industrial and commercial area lies in the Broad street district, which will be thrown within the four-mile interswitching zone by changing the transfer.

Natural Market.

"Hogs, hay, and other farm products are, as a matter of fact, produced along the line of the Canadian Northern between Ottawa and Pembroke. Ottawa is their natural market. The merchants in Ottawa's real industrial centres will require the transfer at this point to a far greater extent than the transfer can be required for those using Sussex street yards, the business at such yards being limited in extent and having no comparison to the business in the neighborhood of Broad street.

"While in the past more deliveries have as a matter of fact taken place on Sussex street, this, in part, was owing to the fact that Broad street was outside the switching area, but much more to the fact that the Canadian Northern Pembroke to Ottawa line had not been operated.

"Perhaps it should be stated that transfer tracks are not ordered merely because some railway asks them. Neither railway is entitled to them as a right in itself. The property and advantages of one railway should not be interfered with for the mere benefit of another. Public interest, economy of movement to the shipper and convenience must be established; and I am of the opinion that the present circumstances call for an order on these grounds."

Commissioner McLean dissents from the judgment.

07/07/1916 *Eastern Ontario Review* *Montreal and Ottawa* *St. Eugene*

St. Eugene - Mrs. L. Beaudin of maisonneuve, while walking along the C.P.R. track on Saturday was struck by a freight train, death resulted in about an hour. When the engineer sounded his whistle she got off but when the train was close upon her she attempted to cross to the other side. This accident occurred about two miles below the station at St. Eugene.

13/07/1916 *Chesterville Record* *New York Central* *Newington*

Since the O&NY begin Sunday passenger train service on June 23th they are carrying a large number of passengers. H.T. Bowman had a pet dog run over by the O&NY express last week.

18/08/1916 *Arnprior Watchman* *Chalk River* *Arnprior*

Workmen worked something of a transformation on the C.P.R. station here this week. With a compressed air contrivance they cleaned the exterior of the building, stone and framework, and made the whole like new.

18/08/1916 *Glengarry News* *Alexandria* *Alexandria*

Alexandria's New Station

That Alexandria is to have a new G.T.R. station in the near future is evident from the fact that during the past week the grounds have been cleared and the station cars removed so as to enable the contractor, Mr. Carrigan, of Montreal, to commence operations with least possible delay. This will be welcome news to all and everyone.

01/09/1916 *Eastern Ontario Review* *Winchester* *Apple Hill*

Accident at Apple Hill

A through freight train ran into the way freight on the Main C.P.R. line at Apple Hill on Wednesday during a heavy fog. It is reported that three persons were killed and both trains badly wrecked. An engineer, fireman and a clerk on one of the trains are reported missing.

08/09/1916 *Arnprior Watchman* *Chalk River* *Arnprior*

The C.P.R. have this week commenced the construction of a larger culvert across their right of way to the east of Daniel street. A concrete arched culvert seven feet in diameter will be put in to replace the double stone waterway constructed at the time the road was built.

08/09/1916 *Eastern Ontario Review* *Hammond* *Rockland*

Rockland, August 30 - A search for train wreckers, after the six o'clock passenger train had come to a stop within a few feet of obstructions placed across the rails of the Grand Trunk Railway within a short distance of town on Friday evening resulted in the arrest of five young boys who wanted to see a train wreck, and to satisfy their wishes, placed a tie across the rails and then hid themselves behind the hill to watch the smash up.

The engineer of the train, H McCulloch, saw the obstruction in time and succeeded in bringing his train to stop within a few feet of the tie which was near the roundhouse and only a few hundred yards from the station here.

Detectives, who were aboard the train, found the five boys crouching behind the hill and as a result of their escapades the five will appear in court on Thursday. One of them confessed that they had committed the deed and said he would "do it again" as he wanted to see a wreck.

09/09/1916 *Ottawa Citizen* *Renfrew* *Bronson avenue*

Commission order for Ry. Crossing

The board of Railway Commissioners has issued an order regarding the protection gates for the level crossing over the G. T. R. tracks at Bronson Avenue. The order directs that twenty per cent of the cost of the gates be paid out of the Railway Grade Crossing Fund, the balance to be divided equally between the city and the railway company. A day and a night watchman are to be employed and the cost of maintenance and operation is to be divided fifty - fifty between the city and the railway company.

15/09/1916 Morrisburg Leader Kingston (CN) Morrisburg

Messrs. J.H. Meikle, Reeve of Morrisburg, and Malcolm Becksted Reeve of Williamsburg, attended the sitting of the Railway Commissioners held at Ottawa on Tuesday, to take up the matter of safe guarding the Railway crossing on the Gravel Road, where the two Casselman girls met their fate on May 24th last. At the time of going to press the delegates had not yet returned from their mission, therefore the results of the investigation will be published in our next issue.

22/09/1916 Arnprior Watchman Chalk River Renfrew

It is not certain if the C.P.R. will agree to the proposal of the workers at the munitions plant in Renfrew, to run a train for their convenience night and morning, to convey them to and from their homes along the line, as the price asked for fares is considered too high.

29/09/1916 Glengarry News Alexandria Alexandria

Alexandria Station Under Construction

Work on the erection of the new station is well under way and it is evident that at last Alexandria will have a building more in character with the amount of business and adding an extra dignity to the town. It will occupy the old site with considerable extension, being much more spacious and modern in every respect.

The construction is being carried on under the personal supervision of the contractor, Mr. E. Garrigan of Montreal, through whose courtesy we are enabled to give our readers some idea of the appearance of the building when completed together with some details of its increased accommodation. That the station will be handsome may be gathered from the fact that the materials used will be principally red pressed brick in Flemish bond for the upper structure and cement work in the basement, with hardwood lining to the interior. The approach from the street will be paved with concrete finished in a brick hammered facing, while the extensive platform on the track side will be composed of medal paving blocks between two concrete curbs, with bush hammered facing. The length of this platform will no less than 420 feet, while its width throughout will measure 16 feet, the dark grey color of its material presenting a neat effect, while the substantial nature of its composition is unquestionable, and a vast improvement on the old wooden affair.

The station proper will consist of commodious baggage and express rooms at the east end and over a basement of reinforced concrete of fireproof construction with side walk lights on the street side and will contain the hot water boiler and furnace, the building being entirely heated by this method on the Taylor Forbes system; two spacious waiting rooms, separate lavatories, tiled floors and walls 6 feet high with marble partitions. The operator's room will be situated about the centre of the building and will have an upper storey with a gable roof, the men's waiting room being at the extreme west side of the station. The brickwork as mentioned above will be in Flemish bond with a dado outside three feet high of bricks on edge, reaching to the windows which are numerous and will provide plenty of light. The whole building covers a frontage of 96 feet, with an average width of 20 feet, the centre part will be one and a half storeys, the wings 14 feet high from the bottom of cornice. The roof, covered with asbestos shingles, will be absolutely fireproof as indeed will be the entire station so far as modern ingenuity can devise.

The work is scheduled to be completed by the 1st December, and it is satisfactory to know the contractor is employing all the local labor suitable, and so far as he can do so, is obtaining his material in the district.

05/10/1916 Kemptville Weekly Advance New York Central Russell Road

FARMER KILLED BY NEW YORK CENTRAL RY TRAIN

Samuel Elliot of Edwards Meets His Death at Russell Road Crossing.

Samuel Elliott, 60 years of age, a well known farmer of Metcalfe, died in a city hospital last evening as a result of injuries received by being run into by the New York Central passenger train which leaves Central station, Ottawa, at 2:45, while he was driving a rig on his way home from the city. Two valuable horses which were attached to the rig; were also killed. The accident occurred at the level crossing over the C P. R. line at Shepherd and Mores's [sic] yard, on the Russell road, about a mile beyond Hurdman's bridge.

Deceased was terribly injured although not killed instantly. Rogers and Burney's ambulance was called and he was rushed to St Luke's hospital, where he was attended by Dr. Booth. He never regained consciousness, expiring at 6 o'clock, an hour after he was admitted. He received a fractured skull, fractured right arm and fractured ribs on the right side, and severe internal injuries. The body was afterwards taken to Mackenzies undertaking rooms. Dr. W. Saulter, coroner, was notified, and he has decided to hold an inquiry into the death this morning at Mackenzie's morgue. How the accident happened is not clear. It is said that deceased who was driving a load of lumber on his rig; drawn by two horses, heard the train approaching him and whipped up his horses to get across the rails ahead of the train. The train approached too quickly, however, and struck the vehicle squarely, smashing it up, killing the horses and severely injuring the driver. The horses were valued at \$500.

06/10/1916 Arnprior Watchman Chalk River Renfrew

At a meeting held Tuesday evening in the Town Hall, it was decided to put on a train between Arnprior and Renfrew commencing Monday October 9th leaving here in the morning and returning at night. The low rate of 35c return fare has been arranged. This will enable the men from here, now working in Renfrew to live at home and at a less expense. We trust all the men will take advantage of this train. Tickets will in all probability be sold here this week.

13/10/1916 Arnprior Watchman Chalk River Renfrew

A meeting was held in the Town Hall on Monday afternoon Oct 9th 1916, for the purpose of discussing the Arnprior Renfrew train Service. It was learned that the Energite Company's plant at Renfrew was closing down for about two weeks. It was then decided not to put on a train at present. Should the plant reopen the train service will no doubt be reopened.

13/10/1916 Arnprior Watchman Chalk River Pakenham

The C.P.R. are making improvements to their premises here by repairs to the freight shed and painting the station.

03/11/1916 Eastern Ontario Review Vankleek Breadalbane

On Monday night lasr a freight train on ther G.T.R. left the tracks near the farm of Mr. Albert McLaurin, Breadalbane. Fourteen cars were ditched. Nobody was injured. It required some thirty six hours for the wrecking crew to clear the track.

08/11/1916 Arnprior Watchman Tramway Hull Iron & Steel

After forty years of idleness, iron mines on the Scott estate, within three and a half miles of Hull, will again be worked owing to the present great demand and resulting high prices fir iron and steel products of all kinds.

These mines have been taken over by the Hull Iron and Steel Company and the product will largely be used in the company's own foundry in Hull. Plans for a connecting railway between the mines and foundries are now being prepared and the company expect to have the mine in operation by next spring.

More

These are the mines from which Ironsides village gets its name. The smelter, which was used at this mine on the bank of the Gatineau was destroyed by fire 20 years ago.

There were three young and valuable horses killed on the O&NY railway just north of the village recently, and one badly injured. Two belonged to Korah Foster and also the one that was badly injured. The other was a valuable two year old colt belonging to Geo. Wyke which had been sold to W. Moak.

In next issue - the three colts which Korah Foster had killed on the O&NY last week were satisfactorily settled for by the company last week.

T. McAvoy son of John McAvoy of this village, who has been working in the station in this village for the last few years has accepted a position as agent at Black River.

08/12/1916 *Morrisburg Leader**Kingston (CN)**Morrisburg*

Gravel Road Crossing to be Protected by May 1917

In the matter of protection to be provided at the Gravel Road crossing the Board of Railway Commissioners, after considering the evidence taken at the sitting in Ottawa on September 12th, 1916, have issued an order that the crossing be protected by gates to be installed by the G.T.R., and the said gates to be operated day and night by a day and night watchman, and the work of installation to be completed by the 15th day of May, 1917. The question of the cost of operation has been reserved.

This move (at the cost of human life) will come as welcome news to the general public and particularly to a number of Morrisburg and Williamsburg citizens who have had thrilling escapes at this fatal trap.

26/12/1916 *Ottawa Journal**Ottawa Electric*

FIVE WERE INJURED IN STREET CAR ACCIDENT

Four woman and one man were slightly hurt or bruised in the derailment of the hind truck of a Bank street car at the corner of Albert and Bank streets, Saturday evening Those injured were standing at the corner of Albert and Bank streets. A Bank street car crossed the switch with the front trucks, but the switch closed and the rear truck swung onto Albert street. Striking those waiting at the corner.

Mrs. Welsh, 559, Albert street, and Mrs. Bates, 17 Hill street, were badly bruised and taken to their homes in a cab, called by Inspector Reid of the Ottawa Electric Railway. Mrs. Gardner, 122 Wellington street, Mrs. McAllister, 198 O'Connor street and Mr. Walter Williams of the department of labor, sustained bruises. Mrs. McAllister lost her handbag containing \$12 in the accident. The prompt work of the motorman in the application of the-emergency brakes prevented a serious accident. The car was replaced on the tracks by the wrecking crew. .

29/12/1916 *Eastern Ontario Review**Winchester**St. Polycarpe*

Serious accident at Saint Polycarpe.

Montreal December 27 - five men were killed and seven injured this evening in a rear end collision when the C.P.R. Toronto train for Montreal ran into the local train from Cornwall at St. Polycarpe. The local train was standing at the time and the switch had been turned, which automatically turn the semaphore signal some distance down the track. At the time of the accident there was a heavy fog with sleet, and it is supposed that the engineer of the train from Toronto either failed to see the signals or misread them.

The killed and injured set out in detail

The accident occurred at about 6:40 at St. Polycarpe Junction some two miles from St. Polycarpe about 40 miles west of Montreal. The local train from St. Polycarpe was stopped when the train from the west came along. It is stated that the signals were set and the semaphore apparently turned but for some unknown reason the Toronto train continued on its way, crashing into the rear of the standing train and smashing several of the rear cars.

Car smashed to Pieces.

Fortunately there were few passengers in the cars at the rear of the train, which kept the list of dead and injured down. The standing train was badly damaged, several of the cars being smashed to pieces, while many of the passengers had narrow escapes. The dead and injured passengers were immediately taken care of, physicians being sent from nearby places, while a relief train was sent as soon as possible from Montreal.

Little damage was done to the track, and the wreckage was cleared within a few hours. The train from Toronto was practically undamaged, the passengers only received a severe shock. As soon as the track was cleared the train from Toronto proceeded on its way, bringing with it the bodies of the dead and injured passengers and employees.

Details as to the identity of the dead and injured were hard to obtain and may be subject to correction owing to the fact that the accident took place several miles from a station, why the exigencies of railway work made it impossible to secure an official list of the casualties. The last reports received were that the train from Toronto was due to reach Montreal shortly before three o'clock and every possible arrangement had been made by the C.P.R. company to look after the injured and take care of the bodies of the dead.

29/12/1916 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

Passengers traveling over the CPR lines to and from Vankleek Hill are warned to ask for their transfers in every case. The conductors have been instructed not to issue transfers up to the town unless the transfer check is ASKED FOR by the passenger.

If you do not get the transfer you will have to pay fifteen cents out of your own pocket. The CPR saves 15 cents on every passenger who neglects to ask for a transfer. It makes no difference whether you want to use the transfer or not. You have paid for it and are entitled to it. Ask for your transfer IN EVERY CASE and SEE THAT YOU GET IT.

You make a present of fifteen cents to the Company every time you fail to get the transfer.

Get it every time.

29/12/1916 *Ottawa Citizen**Winchester**De Beaujeu*

WRECK LIKELY DUE TO TELEPHONE ERROR

Conductor of Flyer Reported to Have Been Told That Main Line Was Clear.

(Special to The Citizen.)

MONTREAL, Dec. 28. Although very few details concerning the St. Polycarpe collision were forthcoming at the inquest opened by Coroner McMahon this morning, yet the evidence given showed that the accident may have been caused by incorrect telephone information regarding the position of the Toronto express.

Conductor Bell said in his evidence that he had spoken with the dead conductor Hinton and that he had explained that he had called up St. Polycarpe in the usual way and that somebody had told him that No. 20 had gone through on to the main line, and he had set the switches but just as he was pulling out from the junction No. 20 came up behind and hit them.

Who Gave the Word.

Conductor Bell had asked the telephone operator at St. Polycarpe about the telephone information, and the operator had denied giving the Information, but said that somebody who was around the station at the time must have given the word that the line was clear and that No. 20 had passed.

Saml. G. Adams, 1248 Gerrard street, Toronto, brakeman, declared that according to the semaphore the train had a clear track and that the brakeman of the other train acting on the other information received by telephone that no train was coming up behind had set the semaphore giving a clear line.

The inquest was adjourned.

EXPECT WOUNDED WILL ALL RECOVER

Inquest Into Railway Wreck at St. Polycarpe Will Reopen Today

Reports from the Royal Victoria Hospital last night indicated that all the victims of the St. Polycarpe Junction train smash of Wednesday evening would recover. The only one about whom any fears are expressed is M Malloy bridge and building master. He recovered but recently from an attack of pneumonia and in his weakened condition, the shock affected him more than the others. He has been removed to a private room in the hospital, but his condition is not considered critical. The other three patients are doing well. The inquest into the deaths of the six victims, whose bodies are at the morgue, will be resumed this morning.

LATE OFFICIAL LIST

The latest official of dead and injured issued by the C.P.R. last night, is as follows:

DEAD.

A. J. Grant, Williamstown, killed.

M. Dumoult, Williamstown, killed.

W. Abrams, Williamstown, killed.

L. Grant, Williamstown, died on train.

J. Kennedy, Williamstown and Montreal, died on train.

Conductor Hinton, Cornwall, died in hospital.

INJURED

J. McCullough, Glen Brook, broken leg.

D. C. St. Amour, North Lancaster, shaken up.

Bridge and Building Master M. Malloy, Smith's Falls, shaken up.

Express Messenger Lavallee, Cornwall, shaken up.

Little real evidence save for that of Dr. Derome, the medical expert, was brought out at the opening of the inquest yesterday morning. Members of the two train crews, whose testimony will be essential in clearing up the case, were not available, but Coroner McMahon hopes to have all necessary witnesses on hand at the reopening of the inquiry.

The evidence of Dr. Derome was merely the establishment of the nature of the injuries which caused the death of the victims. Relatives of some of the deceased then were called upon for identification,

TOLD LINE WAS CLEAR.

David R. Bell, of Toronto, conductor, and Samuel G. Adams, also of Toronto, brakeman, both of the crew of the express train, were present at the inquest. Bell said that his engineer, James Babcock, who escaped injury, had told him, after the accident that the semaphore near Soulanges Junction had given him the right of way. Conductor Bell also reported a conversation with Conductor Hinton, of the Cornwall train, who died in the hospital yesterday morning. Hinton had told him that he had followed the usual custom in getting off at Souanges Junction and calling up St. Polycarpe Junction to ascertain if the line was clear. Bell stated that Hinton told him he had been told by someone at the other end of the line that No. 20, the express train, had gone through on the main line. The evidence given by Adams was generally in substantiation of that given by Conductor Bell.

ADJOURN INQUEST INTO C. P. R. WRECK

MONTREAL, Dec. 29. The inquest into the deaths of six men killed in the C.P.R. wreck at St. Polycarpe Junction has been adjourned until Jan. 13th.

The parish priest and another man who overheard Arthur LaLonde's reply to Brakeman Arnett, according to LaLonde's evidence, that No. 20 train had passed St. Polycarpe Junction, probably will be called as witnesses then. The coroner pointed out the importance of clearing up, if possible, the discrepancy between LaLonde's evidence and that of Arnett on the telephone messages exchanged between these two.