

# Local Railway Items from Area Papers - 1921

*12/01/1921 Ottawa Citizen Prescott Manotick*

## AGED MAN IS INJURED WALKING ON TRACKS

Mr. aPtruck [sic] Nevins, formerly St. Patrick's asylum for the aged, received three fractured ribs and minor injuries when he was struck by the C.P.R. train from Prescott near Manotick this morning. Mr. Nevins, who is a man about sixty years of age, was walking along the track with a suit case.

In stepping aside to allow the train to pass he did not allow sufficient space between himself and the track, the engine striking his suit case and hurling it with great force against his side,

The train was immediately brought to a stop and Mr. Nevins was brought to Ottawa, where Gauthier's ambulance met the train, The injured man was taken to Water street hospital, He is reported by the hospital to be in no immediate danger although he is suffering a great deal.

*16/01/1921 Eastern Ontario Review Prescott Merrickville*

James Babcock, of Smiths Falls, a well-known engineer on the C.P.R. fell from his engine near Merrickville one day last week and was found with a fractured skull alongside the track.

*18/01/1921 Ottawa Citizen Chalk River Renfrew*

## EXONERATE CREW OF TRAIN IN ACCIDENT

RENFREW, Ont., Jan. 17. A coroner's jury, with Dr. A. S. Wade as coroner, and Reeve McEwn as its foreman, met in the council chamber today to investigate the death of Albert Blackburn of Castleford, killed by a C.P.R. train here on Saturday night. They exonerated the train crew from all blame, but severely censured the C.P.R. for leaving cars on the track in such position as to obstruct the view of the crossing. The evidence showed that the engine whistled and the automatic bell on the engine was ring ing as usual, but that deceased was dressed in a fur coat with large collar up around his head. He was in the habit of driving over the crossing about the same time, and it appeared from evidence that he could have seen the approach of the train

The train crew ran out of Ottawa on the C.P.R. Ottawa to Pembroke local which is due here at 6.65 p.m. Frank Towsley was engineer, William Goodfellow conductor and Duncan Smith, fireman. The body has been taken home to Castleford for burial.

*18/01/1921 Ottawa Citizen Renfrew Rochester street*

## KILLED BY TRAIN AT ROCHESTER STREET

Mr.. Albert H. Harvey, a man about 60 years old. was killed shortly before noon today by the Incoming Pembroke train near Rochester street crossing of the Grand Trunk railway.

Harvey was very deaf, and was walking on the track. He apparently did not hear the whistle or the electric bell at the crossing, and was struck and thrown some distance and instantly killed.

Harvey was known locally by his nickname of "Bruno." He resided in a rooming house, 619 Cumberland street, and had been employed at the Canadian National telegraph offices as a messenger.

He leaves a wife and two children, one son and' one daughter. His wife and family recently moved from Ottawa to Toronto, where they now are.

The body was taken to Woodburn's undertaking parlor and an inquest has been called for eight o'clock tonight.

*21/01/1921 Ottawa Citizen Winchester Winchester*

Winchester, Ont. Threatened by a serious fire

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The Chesterville Fire department, soon received word of the fire and immediately collected all available fire extinguishers and hose reels, which they took to Winchester on a C.P.R. way freight train. The fire extinguishers were used to good advantage and it was through their use that Mr. Sheet's store, which is situated across a driveway from the telephone office, was saved.

*26/01/1921 Ottawa Citizen Renfrew Rochester street*

## INFIRMITY CAUSE A.H. HARVEY DEATH

The G. T. Railway Company and train crew in charge of the train that killed the late A. H. Harvey on Jan. 18th at the Rochester street crossing, Ottawa, were absolved from blame at the inquest held last night at the police station by Coroner J. E. Craig.

Mr. Walter Taylor was foreman of the jury and some of the train crew who gave evidence were J. Marsh, conductor, Aylmer Ave., Ottawa; W. J. Keevil, trainman, 65 Laurier Ave., East; E. Marchand, brakeman, Pembroke; H. Brown, engineer, 91 Greenfield Ave., Ottawa East; F. Rennick, fireman, 66 Havelock-Ave.

The verdict was "That the late A. H. Harvey came to his death of Jan. 18th, 1921, in Ottawa, and the cause of his death was due to him being struck by G. T. Railway train No. 58 at the Rochester street crossing, which was accidental. In all probability the fatality was due to the fact that the deceased was deaf."

*30/01/1921 Eastern Ontario Review Montreal and Ottawa Plantagenet*

Plantagenet. The new C.P.R. station is now in use.

*11/02/1921 Eastern Ontario Review Montreal and Ottawa Vankleek Hill*

The local plant of the Borden Farm products Co., uses between fifty and sixty carloads of St. Lawrence ice during a season! Already over thirty carloads have been stored.

*11/02/1921 Eastern Ontario Review Kingston (CN) Coteau*

Ice on the St. Lawrence for use on the Grand Trunk at Coteau Junction is now being harvested at Valleyfield, Que., and being stored at Coteau.

*12/02/1921 Ottawa Citizen Ottawa and Prescott*

Formal acknowledgment was made yesterday by the Women's Historical Society of Ottawa of a valuable donation to the society's museum by E. W. Beatty, president of the Canadian Pacific Railway, Montreal. This donation consisted of the name plate of the locomotive "Bytown," which hauled trains on the Ottawa-Prescott Railway in the "fifties."

*15/02/1921 Ottawa Journal Lachute Gatineau Point*

Track cleared.

The C.P.R. North Shore route at Gatineau Point where the Montreal-Ottawa night train was held up last night for several hours owing to a derailment was cleared shortly after midnight.

## SHIPMENT TO TEST SPEED OF G.T. ROUTE

BROCKVILLE. Feb. 22. In an effort to secure the most prompt delivery at the Atlantic seaboard of its valuable freight, a train consisting of over 45 carloads of American cotton passed over the Grand Trunk eastbound at an early hour Monday morning. The shipment is routed over the Grand Trunk from Chicago to St. Alban's, Vt., and originated at St. Louis, Mo. It will be delivered at Boston, Mass. The trainload of cotton constitutes a trial shipment over the Grand Trunk to determine the speed with which it can reach its destination, and is in competition with a number of United States roads. Because of the expeditious handling of the meat products originating at Chicago for export, the Grand Trunk hauls a vast amount of this traffic daily, the business being secured in competition with United States carriers. Should the Grand Trunk come out ahead with the delivery of the trial cotton shipment, it will mean increased through business in the handling of this commodity.

25/02/1921 *Ottawa Citizen**Kingston (CN)**Kingston*

## WOMAN JUMPS FROM TRAIN, IS UNINJURED

BROCKVILLE, Ont., Feb. 25. While a Grand Trunk train was traveling at a speed of over 45 miles an hour, four miles east of Collins Bay, early this morning, a woman passenger, believed to be Mrs. M. Johnston, Toronto, broke the glass in the window opposite her berth in the Pullman car and jumped. Pullman Conductor C. Morrison heard the noise and saw the woman jump. The train was stopped and the track searched without result except for the discovery of the woman's hand-bag containing the name and address. Later she was discovered at a farm house, unharmed except for a few bruises. According to the conductor, the woman, who was en route to Vankleek Hill, was placed on the train at Toronto by a man, who said that she was suffering from a nervous breakdown.

11/03/1921 *Eastern Ontario Review**Carleton Place**Carleton Place*

While E. Turner was approaching the crossing at Carleton Place with seven passengers to catch the Pembroke local train, his auto was struck by the train and hurled against the fence. Mr. Turner and several of the passengers were badly injured.

11/03/1921 *Morrisburg Leader**Winchester**Finch*

## Accidental Death

Donald McIntosh, aged about 70 years, was found dead near the C.P.R. tracks at Finch village about 2.30 on Friday morning. Mr. McIntosh ran the pool room in the village and closed it on Thursday night about the usual hour and left for home.

An engineer on a C.P.R. train noticed something like a man's body lying beside the tracks and on his first stop wired the information to the night operator at Finch, who went out and discovered the body of Mr. McIntosh. It is thought that he tripped over a semaphore wire near the tracks and fell stunning himself. He leaves a widow and one son in British Columbia and one married daughter.

01/04/1921 *Eastern Ontario Review**Kingston (CN)**Cornwall*

On Saturday night Provincial officer McCready caught a young man named Charles S. Etrang, of Montreal taking a drink of liquor out of a bottle while on a Westbound train. He was taken from the train at Cornwall and appeared before Police Magistrate Cline on Monday morning and was fined \$100 and costs or three months in jail. The fine was paid.

25/04/1921 *Ottawa Citizen**Alexandria**Casselman*

## Killed by Train

Noel la Plante, an old resident of Casselman, was instantly killed by a G.T.R. train near Casselman station yesterday afternoon at 4 o'clock. Mr. La Plante evidently forgot to look out for the ? As he was walking across the railway tracks and it was impossible for the engineer to pull up in time ? Striking him.

05/05/1921 *Chesterville Record**Winchester**Chesterville*

Sunday morning shortly after midnight a train consisting of eighteen express cars passed through this point loaded with booze, getting away from the new Quebec liquor law which went into force on May 1st. The shipment was unloaded at Smiths Falls where it is kept guarded by a special squad of Express Co's constables.

06/05/1921 *Eastern Ontario Review**Montreal and Ottawa**St. Eugene*

A case of "booze" was stolen from the C.P.R. station here recently. Detectives are busy trying to locate the guilty party.

06/05/1921 *Eastern Ontario Review**Alexandria**Casselman*

## 75-Year-Old Man Killed by Train

A despatch from Casselman says:

Details of the death of Mr. Noel Leplante, aged 75, retired, who was struck down on Sunday afternoon by the G.T.R. Ottawa-Montreal express were made known at the inquest held there last week. A verdict of accidental death, with no blame against anyone, was returned. Mr. Laplante head. Death was instantaneous. Mr. Leplante was crossing the railway at a private crossing near the station. He thought the oncoming train was merely a local, it is held, and he was attempting to get to the station ahead of it, thinking it would slow down.. Instead of it being the local however, it was the express train. The cylinder of the engine struck him in the head. Death was instantaneous. Mr. Leplante was one of the best known and respected men in the district. Coroner H.H. Kirby presided at the inquest, assisted by Crown Attorney Cote, of Ottawa.

Note: both Leplante and Laplante are used.

12/05/1921 *Kemptville Weekly Advance**Kingston (CN)**Cardinal*

A Narrow Escape Mr. W. G. Gardiner nearly lost his life Monday, while driving his car into Cardinal. On the bridge over the canal are car tracks leading from the railway to the starch factory and used by the factory employes to convey freight to and from the main line. There is also a gate here to stop traffic when required and Mr. Gardiner, seeing it open, drove onto the bridge. He had but commenced to cross, when he noticed entering the other end of the bridge a freight car, being propelled by an engine. As there was no room to pass he stopped his car to back up when the engine stalled. Before he could get it started again the freight car was almost on top of him and he would have been killed but for the prompt action of a brakeman, who noticed the danger and threw on the air brakes. He was not in time to avoid the collision, however, and Mr. Gardiner's car was totally wrecked. How he escaped injury Mr. Gardiner cannot tell. All he can tell is that after the impact he found himself standing beside his wrecked automobile, uninjured but his car squeezed between a steel girder of the bridge and the freight car a total wreck. He learned afterwards that the gate was used only when the bridge was swung to allow boats to pass through the canal and not as a protection from trains travelling on the tracks.

13/05/1921 *Ottawa Citizen**Alexandria**Central Depot*

Mr. H. W. Lennox, manager of the Dominion Express Company in Ottawa, has introduced at the Central Station a gasoline truck for removing express matter from the trains. The company has purchased a new Edison three wheeled tractor with a capacity for twenty tons, and already this tractor has proven that it can do the work of a large number of men. The tractor was used yesterday for the first time.

27/05/1921 *Eastern Ontario Review**Kingston (CN)**Brockville*

For stealing a ride on the blind baggage of a G.T.R. passenger train from Toronto, a tramp was fined \$7 and costs by the Brockville police magistrate.

## AULTSVILLE LADY KILLED BY TRAIN

Her Niece Was Seriously Injured.

CORNWALL. June 2. Mrs. Wesley Baker, who lives a few miles from the village of Aultsville. was instantly killed by the fast east-bound train on the Grand Trunk this afternoon, when a rig in which she and her niece, Laura Baker, were returning; home from the village was struck. In attempting to cross the tracks east of the station the distance of the approaching train from the crossing was miscalculated, and when the train collided with the rig, Mrs. Baker met instant death, and Miss Baker had her thigh fractured and was otherwise injured. She was brought to the general hospital here for treatment and it was reported tonight her condition is serious, Mrs. Baker is nearly sixty years of age and her niece about twenty.

10/06/1921 *Eastern Ontario Review* *Ottawa Electric*

Street car conductors in Ottawa have been ordered to desist from putting their hands about the waist of a lady to aid her in boarding a car. The Railway Company are now wondering why so many Ottawa ladies walk instead of using the railway.

10/06/1921 *Morrisburg Leader*

*Kingston (CN)*

*Aultsville*

The jury empaneled by Coroner Dr. Mulloy, in the matter of the death of Margaret Baker, killed at Aultsville crossing on Thursday last, brought in the following verdict. "We the jurors on the death of Margaret Baker, killed by the fast train No. 14 on the second day of June at Aultsville crossing, after hearing the evidence of several witnesses have come to the decision that the death was accidental. We further agree that the crossing is a dangerous one and strongly recommend better protection."

13/06/1921 *Ottawa Citizen*

*Montreal and Ottawa*

*Glen Nevis*

## AN AGED GLENGARRY FARMER IS KILLED

ALEXANDRIA, Ont., June 12. Allan Kennedy, farmer, of Glen Nevis. Glengarry county, was instantly killed through being struck by a Canadian Pacific Railway train at about 6.30 o'clock Saturday evening. There were no witnesses of the accident, and it is supposed that the aged man, who was stone deaf and was walking on the track, did not become aware of the oncoming train. There were three trains passed the spot within half an hour's time, and none of the crews report having been aware of the occurrence. Death was evidently instantaneous, as the neck was broken. An inquest will be held tomorrow at Glen Nevis by Dr. J. T. Hope, the coroner. Deceased was a widower, and resided with his son on the family homestead

14/06/1921 *Ottawa Citizen*

*Chalk River*

*Pembroke*

## TWO MEN INJURED WHEN TRAIN HITS AUTO

PEMBROKE, June 13. A C.P.R. shunter pushing a flat car collided with an auto owned and driven by William Holland, manager of the Casino theater, as he was crossing the railway tracks about two and a half miles east of the town, shortly before noon today. The conductor in charge of the train, Alex. Shepherd, of Pembroke, who was standing on the flat car, was thrown some distance, and sustained painful injuries about the head and back. Mr. Rolland received a fractured arm and leg, and his car was completely smashed. The railway car was derailed as was the tender of the engine.

Mr. Rolland was on his way to town from his summer cottage when the accident happened, and the engine and flat car were backing towards the town from the Colonial Lumber Company's yards. The impact smashed the auto and derailed the car and tender, so that the main line was tied up for a couple of hours. A wrecking crew was brought from Chalk River, which with the assistance of a road gang got the car and tender back on the rails again.

15/06/1921 *Ottawa Citizen*

*Kingston (CN)*

*Iroquois*

## MATILDA FARMER KILLED BY TRAIN

BROCKVILLE, Ont., June 14. Coroner Mulloy, of Morrisburg, opened an inquest last night at Iroquois, to enquire into the death of Fred Robertson, aged 65, a farmer residing in the township of Matilda, who was instantly killed yesterday afternoon when his buggy was struck by a Grand Trunk train at the level crossing one mile west of Iroquois, Robertson was deaf, and evidently failed to hear the approach of the train which carried him on the pilot of the locomotive for some distance before being stopped. Railway officials say that the usual warning signals were sounded by the engine crew. Robertson leaves a widow and a grown up family.

17/06/1921 *Eastern Ontario Review*

*Montreal and Ottawa*

*Vankleek Hill*

A boom to dairymen of this section

The CPR inaugurates a refrigerator car for cheese.

The Canadian Pacific Railway at the request of the Department of Agriculture effective June 7th to September 3rd, 1921, both dates inclusive, will place an iced refrigerator car at the Vankleek and McAlpine stations on Monday of each week for shipments of cheese to Montreal. The cars are lifted same evening by fast freight and are ready for delivery in Montreal the following morning at 7 a.m.

The Canadian Pacific considers it much better to ship on Monday instead of Saturday owing to the fact that cheese shipped on Saturday takes twenty-four hours longer to make delivery owing to laying in cars all day Sunday.

The first cars were placed on Monday June 13th. Cheese shippers will do well to take advantage of the service, and have their product arrive in first class condition during the hot weather.

20/06/1921 *Ottawa Journal*

*Alexandria*

*Glen Robertson*

## WOMAN MEETS DEATH AT GLEN ROBERTSON

Eugene Villeneuve escapes when aunt is killed.

Eugene Villeneuve, of Glen Robertson, who was injured when a buggy in which he and his aunt were driving was struck by the GTR Ottawa - Montreal train Saturday, is reported as progressing favorably by the doctors at St Luke's hospital, where he was taken following the accident. His aunt, Miss Phoebe Villeneuve, of Montreal, was killed instantly. The boy, who is 16 years old, is suffering from several cuts, the most serious of which is an injury to one eye.

The accident happened one mile east of Glen Robertson. The general opinion is that the horse took fright and ran in front of the approaching train, as there is a clear view of the track from where the accident happened. Dr. Munroe, of Maxville, had some trouble holding an inquest on the body of Miss Villeneuve. The body was taken soon after to Montreal, where the coroner was unable to hold an inquest, the accident having happened in Ontario. Relatives brought the body back to Glen Robertson, where the inquest was opened and adjourned until Friday.

The horse had got clear of the track before the train reached it. The rig was smashed to pieces, and its occupants thrown about 20 feet. Miss Villeneuve was dead when aid reached her, but her nephew was conscious. He was put on the next train to Ottawa and taken to St Luke's hospital, where Dr. McKinnon is attending him.

## WOMAN KILLED IN CROSSING ACCIDENT

Miss P. Villeneuve of Montreal Met Death Near Village - E. Villeneuve, a Nephew, in Hospital Here.

Eugene Villeneuve, aged 18 years, Glen Robertson, Ont., is in St. Luke's hospital, here, suffering from slight flesh wounds, while his aunt Miss Phoebe Villeneuve, of Montreal, with whom he had been driving, was instantly killed, when their buggy was struck by a G.T.R. Montreal-Ottawa train on Saturday morning. The accident happened about a mile east of Glen Robertson, while the party was on its way to St. Justine to visit another nephew.

Coroner Dr. Munroe, of Maxville, opened an inquest into the death of the late Miss Villeneuve, at Glen Robertson on Saturday, and after viewing the remains and empanelling a jury, adjourned the hearing till next Friday evening.

The accident happened about nine o'clock, Saturday morning. Eugene Villeneuve and his aunt, Miss Villeneuve, were driving from Glen Robertson to St. Justine in a buggy, and apparently their horse took fright and ran in front of the approaching train. The animal had got across the tracks clear of the locomotive, but the rig was smashed into splinters, and its occupants thrown about twenty feet along the tracks. When picked up, Miss Villeneuve was dead while her nephew was conscious, but the extent of his injuries was not known. The two were taken on the train, and the boy was attended to by Dr. Bouleau, of St. Polycarp. He then was sent to Ottawa on the train from Montreal, and was taken to St. Luke's hospital. Dr. McKinnon is caring for him here. It was said at the hospital last night that his condition is not serious and that he was suffering from cuts.

Miss Villeneuve's body was taken on the train into the province of Quebec, but the coroner from Montreal was unable to hold an inquest, as she had been killed in Ontario, and Coroner Munroe, of Maxville, in whose district she had been killed, was unable to hold an inquest, because the body was in the province of Quebec. However, her relatives brought the body back to Glen Robertson, and then Coroner Munroe opened an inquest there.

In the opinion of Coroner Munroe, the horse took fright and ran in front of the approaching train. On both sides of the road near the railway crossing where the accident happened, there is a clear view of the railway tracks, and especially on the side from which the train approached, so that there is no doubt that the occupants of the rig saw the approaching train, nor of the engineer seeing the rig.

At the point where the accident happened, the road runs in an easterly direction, while the railway tracks run to the south east.

Mr. Robert Orr, of 127 Concord street, Ottawa, was engineer on the train.

24/06/1921 *Eastern Ontario Review* *Alexandria**Glen Robertson*

## Woman Killed by Train

Miss Phoebe Villeneuve Meets death at Crossing Near Glen Robertson

Miss Phoebe Villeneuve, aged 61 years, of Montreal, was instantly killed near Glen Robertson Monday when a buggy in which she was riding was hit by G.T.R. train No. 2, bound for Montreal. Her nephew, Eugene Villeneuve, aged 16 years who was with her, was severely injured.

The accident happened one mile east of Glen Robertson, when Miss Villeneuve and Eugene were on their way to St. Justin. The horse evidently took fright at the approaching train and galloped across the track, the locomotive striking the carriage. Eugene was unconscious when picked up and rushed to a hospital in Ottawa, where his condition is reported as not serious.

24/06/1921 *Eastern Ontario Review* *L'Orignal**Hawkesbury*

## Hawkesbury

The Government intends to shortly close the local station of the G.T.R. and use the C.N.R. station. Mr. E.C. Higginson has been appointed town ticket agent for the two companies, Mr. McCrea's office is to be closed.

01/07/1921 *Eastern Ontario Review* *Montreal and Ottawa**Glen Nevis*

Allan Kennedy, a deaf farmer, was instantly killed by being struck by a C.P.R. train near Glen Nevis one day last week.

01/07/1921 *Eastern Ontario Review* *Montreal and Ottawa*

Cheese is now shipped from stations along the C.P.R. between Vankleek Hill and Montreal, in a refrigerator car.

07/07/1921 *Winchester Press* *Kingston (CN)*

Roy Knapp, a resident of Prescott was killed by Grand Trunk train No. 10 at the railway crossing of the Prescott and Provincial Highway, about four miles east of Prescott. He was employed on the highway as a teamster. The team were also killed, and the wagon was demolished.

07/07/1921 *Ottawa Journal* *Smiths Falls*

CNR announced that it would run a special train from Forfar to Ottawa on July 12th for the local Orangemen

08/07/1921 *Ottawa Journal* *Carleton Place* *Island Park Drive*

CP is told that it must provide a railway crossing for the future Island Park Drive; currently unoccupied land in Ottawa's West end.

19/07/1921 *Ottawa Journal* *Carleton Place*

On Slidell Street, near Ottawa West, complaints that the gates are open onto the Sheppard and Morse Lumber Company, and they should be closed when no one is around. This is the first siding listed on the old Chalk River Subdivision leaving from Broad Street.

22/07/1921 *Eastern Ontario Review* *L'Orignal* *Hawkesbury*

The heat was so terrible in Hawkesbury last Friday that men on the C.N.R. track had to quit work and seek the shade.

29/07/1921 *Eastern Ontario Review* *Kingston, Portsmouth and Cataraugus* *Kingston*

The streetcars in Kingston ran on recent hot Sundays for the first time in the history of the Limestone City, and carried thousands of passengers to the lake shore and cooler places. The service will likely be continued during the summer.

10/08/1921 *Ottawa Journal* *Waltham* *Aylmer*

Account of Aylmer fire. No reference to the railway or station.

Ottawa Journal August 11:

--Damages caused by the conflagration to the trolley system of the Hull Electric Company at Aylmer is estimated by Mr. G.G. Gale, general manager of the company, at \$2,000.-- The damage done to the trolley system only extended for a short distance on Main street approximately 700 feet. Fourteen hundred feet of trolley wire was destroyed and 14 posts were burnt to the ground. Repair gangs were at work all last night and this morning repairing the break and replacing posts to enable the service to be resumed along Main street this afternoon.

Latest report from Aylmer was to the effect that the cars would travel through the town route instead of by the lake shore by 3.

This account contains a very full description of the buildings lost and the C.P.R. station is not included.

An International Bridge Better at Brockville

A More Suitable Place Than Prescott For Building.

The proposal to build an international bridge spanning the St. Lawrence at Prescott, a scheme advocated by Ottawa newspapers, has led to advocacy of Brockville as its location by J.J. Bell, M.A., a former editor of the Brockville Recorder now residing in the Capital. Mr Bell writes as follows to the Ottawa Citizen with relation to the proposed bridge and enumerates the advantages to be derived from location at this point over the suggested Prescott route:

"I noticed recently in your paper a letter advocating the bridging of the St. Lawrence at Prescott, and later an editorial to the same effect. No doubt such a bridge would be of great service, as there is none between Niagara Falls and Cornwall, but there is a better site for the bridge at Brockville, 12 miles west of Prescott.

"In 1851 when a great railway Jubilee was held in Boston, attention was directed to the possibilities of a bridge at Brockville. The last of the Thousand Islands, known as the Three Sisters, just east of the Town, lie in line and form natural piers for such a structure. The bank on the north side, where the main steam boat channel lies, is sufficiently high for a bridge as the south shore is lower, and a draw on the south channel would be necessary, but only the smaller craft use that channel, which is comparatively shallow.

"Several years ago an actual commencement was made on this bridge, but little was done, the object being to keep an existing charter alive, rather than the hope of being able to push to completion what must necessarily be an expensive undertaking.

"The late Samuel Keefer, an engineer who had considerable experience in bridge construction, also drew plans for a bridge at a point known as the Narrows, a short distance above Brockville, where there are numerous Islands. This would be a low-level bridge, with a draw over the main channel. The principal objection to this site is the strong current, always an objection where a draw has to be used. A drawing and the description of Mr. Keefer's plan was published at the time in a Chicago railway journal.

"The interests of navigation are an important consideration in connection with a site for a bridge and in this view Brockville appears to have a decided advantage over Prescott."

12/08/1921 *Eastern Ontario Review* *Prescott* *Prescott silk*

Twenty-four car loads of raw silk from Japan valued at \$6,000,000 were ferried across the river from Prescott to Ogdensburg and after being inspected by the customs staff were forwarded to New York by special train.

12/08/1921 *Eastern Ontario Review* *Westport* *Lyn*

The track connecting the C.N.R. with the G.T.R. lines at Lyn has been completed and the trains for Westport will shortly run into the Union station at Brockville

25/08/1921 *Chesterville Record* *Chalk River* *Carleton Place*

What Operator Barclay considers his closest call he ever had in all his years of railroading, came to him last Saturday night during the electric storm, when he had a narrow escape from being electrocuted. The lightning was evidently playing with the CPR telegraph wires out in the country as spurts of blue flames were observed issuing from the instruments in the office from time to time after the flashes. The climax came when a particularly vivid "chain"; when the entire switchboard was suddenly blown out in Mr. Barclay's face, and he received a shock which dazed and blinded him for some time, together with slight burns on the forearms, but fortunately suffered no really serious injury. The report of the explosion was heard in all parts of the building and several people rushed to the office and soon had Mr. Barclay on his feet again. He is around as usual and continuing work, evidently none the worst of his accident.

31/08/1921 *Ottawa Citizen* *Alexandria* *Carlsbad Springs*

#### ARREST TRAINMEN ON CHARGE OF STEALING

Three Ottawa Men Accused of Breaking Into Freight Car at Carlsbad Springs.

Edward Carroll, brakeman, 230 Booth street, F. J. Brisbois, fireman, 374 1-2 Mackay street, and F. W. Cleveland, engineer, 260 Nicholas street, all in the employ of the Grand Trunk Rail way Company, were arrested yesterday shortly before noon by Special G.T.R. Detectives J. Champagne and W. P. McLeod, and will be charged in police court on Wednesday morning with having broken into and stolen from a freight car at Carlsbad Springs on Wednesday last.

It is alleged that the trio who manned a freight train which left Coteau Jet. on Wednesday last for Ottawa, entered one of the cars containing mixed merchandise after the arrival of the train at Carlsbad Springs, by lifting the door over the shoe at the top, thereby avoiding breakage of the seals, so that the robbery was not noticed until the arrival of the train in Ottawa. When it was found in the freight yards here that the car had been robbed, Detective Champagne and McLeod started an investigation, as a result of which they searched the homes of the three suspected men this morning, and found a quantity of the goods alleged to have been stolen from the car, consisting of ladies' wear, bolts of cotton, cloth, etc., and at once placed Carroll and Brisbois under arrest. Cleveland had left for Montreal on a morning train, but was arrested enroute, and brought back to Ottawa.

Detective Champagne stated that goods to the amount of about \$300 had been taken from the car, and that most of them had been recovered in the houses of the suspected men.

03/09/1921 *Ottawa Citizen* *Beachburg* *South March*

#### SECTION FOREMAN DIES OF INJURIES

Jacques Parisien, C.N.R. section foreman, of South March, Ont., who was badly injured when the gasoline rail car on which he was riding was hit by a passenger train, died Inst night at the Ottawa General hospital, Water street. The body was removed to Woodburn's Funeral Home, McLeod street, where Coroner Craig had decided to open an inquest this morning at nine o'clock. As yet no funeral arrangements have been made.

When the late Mr. Parisien received his injuries yesterday morning he was attempting to get the motor car he was riding off the rails instead of seeking safety for himself, after he had sighted an approaching passenger train. At the time he was travelling across a trestle bridge.

He did not get the machine clear of the rails before the train was upon him and he was struck by the engine and thrown from the trestle. The train was brought to a stop and members of the crew picked up the injured man. He was found to be unconscious, so he was taken on the train and brought to the city. The train was met by Woodburn's ambulance, and the injured man was taken to the Ottawa General hospital, Water street. Here he was put under the care of Dr. Woods, who found him to be suffering from internal injuries and from a fractured thigh, arm and ribs. The deceased was married and his widow and family reside at South March. Some brothers reside at Orleans, Ont..

20/09/1921 *Ottawa Journal* *Renfrew* *Driveway*

The proposed level crossing of the Ottawa Improvement Driveway, later FDC Drive, now Island Park Drive, at the GTR/CNR was opposed by the Grand Trunk Railway (formerly CAR) . (CP opposed the same crossing, both railways wanting an overpass). This is the site of the current overpass on the Queensway at Island Park Drive.

23/09/1921 *Eastern Ontario Review* *Vankleek* *Hawkesbury*

Hawkesbury

An important event in town this week was the closing of the Grand Trunk station. Beginning on Thursday morning the Grand Trunk trains arriving or starting from Hawkesbury left at the CNR station. The schedule is not altered in any way. The GTR staff is still at work, but in a few days will be placed on the reserve list. For a large number of people the closing of the GTR station will be regretted as it will cause some inconvenience especially as regards express business. The CNR station is not so centrally located. It is also likely that the services of the watchman at the Main Street crossing will now be dispensed with.

## THREE FREIGHT TRAINS IN WRECK AT LANCASTER

Brockville, Ont, Sept. 25. Grand Trunk wrecking crews were called early yesterday morning to Lancaster, where a double pitch-in occurred. According to railroad reports, a fast freight bound from Montreal to Brockville pitched into the rear end of another freight train, putting several cars off the track. A moment later an express freight train from Toronto for Montreal came along the eastbound track and was sideswiped by cars belonging to the freight train, which had become fouled of the track. No members -of the crews were injured but traffic was tied up.

30/09/1921 *Eastern Ontario Review* Vankleek

The Grand Trunk cancels all passenger trains

Beginning on Sunday, October 2nd, the Grand Trunk railway from here to Glen Robertson will cancel all its passenger service. The only reservation for passengers will be a passenger coach attached to the way freight. This train will leave Glen Robertson in the morning arriving in Hawkesbury about noon. In the afternoon it will return to Glen Robertson. Already there is a decided objection to this change, and through the efforts of the Hawkesbury Board of Trade, Mayor Mooney of Vankleek Hill, and Mr. Chisholm Clark of Lochiel and the Reverend Mr. Matheson of Glen Sandfield, a deputation was organized to wait on the Railway Commission at Ottawa on Wednesday, accompanied by Messrs. Wilfred Kennedy, MP, of Glengarry and E. Proulx, MP of Prescott, asking that the Railway Commission do not allow this to go into effect until such time as the parties and municipalities interested are able to prepare a case against the proposed changes. At present writing we are unable to say what the results of the deputation was.

30/09/1921 *Eastern Ontario Review* Vankleek Hawkesbury

The personnel of the G.T.R. station and freight office have mostly all been transferred to the C.N.R. station. Mr. Onesime Bertrand was moved to Davenport for a couple of months, while Mr. partridge is not yet placed.

30/09/1921 *Eastern Ontario Review* Vankleek Hawkesbury

On Friday night last a cow and a horse were killed on the track in the vicinity of McGill street by being run over by express trains. Owing to the construction of a switch the fence around the pasture was taken down and the animals strayed on the track. The cow belonged to Mrs. Robert Spoer and the horse to Mr. James Blais.

30/09/1921 *Eastern Ontario Review* Montreal and Ottawa Vankleek Hill

The Canadian Pacific Railway will change the name of their Vankleek station to Vankleek Hill. Effective on their new timetable of October 3rd, 1921.

07/10/1921 *Eastern Ontario Review* Carleton Place Carleton Place

Work has been started by Maurice Sullivan & Son, Arnprior contractors, on the new railway depot of the C.P.R. at Carleton Place. It will be a substantial and handsome building.

12/10/1921 *Ottawa Journal* Locksley Dore Bay

## TRAIN JUMPS TRACKS SEVERAL ARE INJURED

Believe Spread Rail Is Cause of Dore Bay Derailment

Eganville, Oct 11. (Special.) Two rear coaches of the G. T. R. Pembroke-Golden Lake train jumped the track at Dore Bay, five miles from here at 3.30 this afternoon. Fortunately the cars did not overturn, but the shock was sufficiently severe to break all the windows in the cars and injure a number of passengers. A spread rail is believed to have been the cause of the derailment.

Mr. Thos. Sharp, of Caldwell, Ont, one of the passengers, was the most severely injured. He suffered several cuts about the head from falling glass. Mr. Sharp, together with a number of other passengers who had been slightly injured, was brought here to Dr. Galligan's office for treatment.

A special train was sent out from Golden Lake, and all the passengers were transferred to it. A wrecking train was immediately despatched from Ottawa, and it is expected that the wreckage will have been removed by morning. The Pembroke train leaving Ottawa at 5.15. p.m. was held up at Gore Bay station until the wreck can be cleared from the tracks.

Officials at the Union Depot, Ottawa, stated last night that while a wrecking train had been sent out, the wreck was not a bad one. The cause of the accident had not yet been reported to the head office.

14/10/1921 *Eastern Ontario Review* Westport

A radial service is to be put on the Brockville and Westport subdivision of the Canadian National Railway, four round trips being made daily. This will be a great convenience to the people along the line.

26/10/1921 *Ottawa Citizen* Beachburg South March

Fell From Train.

While the Canadian National train No. 2, from the west, was running near South March about six o'clock this morning the flagman at the rear, Arthur Barnes, 71 Shuter street, Toronto, lost his balance and fell off. The man was not missed until the train entered the Union station. Search was then made back along the line and the unconscious man was found lying by the track. Woodburn's ambulance was summoned and the injured man taken to St. Luke's hospital where he recovered consciousness. He was severely cut about the head and suffering from shock but is reported to be in no danger.

03/11/1921 *Ottawa Citizen* Waltham

Louis Pudney, of Fort Colonge, Pontiac county, employed with the Davidson Lumber Company at Davidson's, yesterday fell and broke his knee-cap. He was brought in on the Pontiac train and conveyed in Woodburn's ambulance to the Rideau street hospital. where it was found he will have to undergo a minor operation.

04/11/1921 *Eastern Ontario Review* Vankleek

On Wednesday next week the Railway Commission will hear the case of the several municipalities between Hawkesbury and Glen Robertson protesting against the G.T.R. intention to cut off their passenger train on the branch line. Dr. F.J. Patted and Dr. T.W. Smith have been appointed by the local Board of Trade to represent our town

04/11/1921 *Eastern Ontario Review* Montreal and Ottawa

Hawkesbury

Some one hundred of our men are employed by the C.P.R. on the track between Vaudreuil westward, and receive a pass every fortnight to come and visit their families. It appears that last Saturday night the men were noisy on the train and caused considerable annoyance. We learn that if the thing is repeated the men will not only lose the privilege of a free pass, but will be discharged.

On Wednesday the Railway Commission heard the protest of a municipalities between Hawkesbury and Glen Robertson against the stopping of the passenger train on the local branch line of the G.T.R. Decision will be given next week. We heard unofficially that we would likely have only one train a day leaving Hawkesbury in the morning and returning in the evening. Dr. Smith, president of the Board of Trade, and Senator Belcourt appeared for Hawkesbury and Mr. Pringle for West Hawkesbury and Vankleek Hill.

To find out number to be accommodated

Commercial Travelers ask for Bank Street train stop.

Arguments in the application of the Ottawa commercial Travelers Association for an order directing the Grand Trunk Railway company to stop two trains from the West, numbers 58 and 52, at the Bank Street yard office to allow passengers to alight, was heard before the railway commission this forenoon. The hearing was practically concluded. The board adjourned the case for one month to allow the Grand Trunk to make a check during that period of the number of passengers who would stop off at the point mentioned. The board will then deliver judgment.

The application for the stoppage of the trains in question at the Bank street yard office was supported by city solicitor F. B. Proctor, and Mr. W. L. Massiah, secretary - treasurer of the Ottawa Commercial Traveller's Association. Mr. Massiah stressed the fact that a large number of commercial travelers residing in the southern part of the city were in the habit of alighting at the Bank street yard office. Many people would risk getting killed in a lighting from trains in motion if there were no stop.

The application was opposed on behalf of the Grand Trunk by Mr Normand Guthrie, Counsel, and Superintendent F. L. Lamplough. "Tthe application is asking something we should not agree under the present circumstance" Mr. Lamplough stated.

Chief Commissioner Carvel was of the opinion that an order granting a stop-off at Bank street would be tantamount to an order for the establishment of a station at that point. He assumed that the Union station had been established to take care of all city passenger traffic.

Mr. Proctor pointed that Hamilton with a population about the same as Ottawa had suburban railway stations. "The time is coming." he stated, "when the present Union station will be unable to take care of all passenger traffic. It is indicative of our easy-going nature that we have not applied for suburban stations before."

An application by residents of the south end of the city, but mainly commercial travellers, for an order to the Grand trunk Railway to stop incoming trains on the Parry Sound and pembroke divisions at the Bank street yard.

More but much illegible - see Journal same date

Car Service Delayed

Street car service in Ottawa was practically paralyzed for 45 minutes last night owing to a derailment of an eastbound Bank street car on the temporary tracks on Rideau street, opposite the Union depot, at 9.15. The fender falling and catching in some timber caused the front truck to jump the track.

As we predicted last week, beginning next Monday we are to have only one passenger train a day between Hawkesbury and Glen Robertson. The train will leave Hawkesbury at 7:45 a.m. and arrived Glen Robertson at 9:45. The same train will leave Glen Robertson at 5:35 and arrive at Hawkesbury at 7:30. Two long hours to convey 21 miles. This is not very satisfactory, but the Railway Commission evidently thinks it is good enough for us. If we could we would slam the door hard, hard.

Hawkesbury

Since Monday our town has only one mail a day, at 8 p.m. owing to the change of service on the G.T.R. Branch line. This new arrangement is extremely unsatisfactory, and on Tuesday night our Board of Trade met and authorized the president to communicate by phone at once with the Postmaster General and endeavor to obtain relief by having mails come by C.N.R. both from Montreal and Ottawa.

Board of Railway Commissioners approves level crossing of Grand Trunk and the Driveway, but there must be wigwags on both sides of the tracks.

Pass Judgment Closing Rockland GTR station

The old Grand Trunk railway station in Rockland is to be closed, according to a judgment of the Board of Railway Commissioners. This step is one of the results of the consolidation of the G.T.R, and the C.N.R, both maintaining separate stations in Rockland at present. The municipality of Rockland objected to the station being closed because a grist and flour mill was in close proximity to it and inconvenience and expense would be incurred by teaming heavy freight from the C.N.R. station to the business part of the town. The board grants the application in the interests of economical management upon condition that the company keep open the Grand Trunk tracks between the "Y" switch and the Grand Trunk station as an industrial siding and places cars which arrive over the Grand Trunk rails on this track for unloading, if so consigned by the owner

Chelsea Road gates (I believe this is now Montcalm Street, as that is the only crossing that had gates in Hull that I know of) were smashed through along with the lanterns that sat on the gates. The story said that the gates were down for a light CPR engine "2,599". The motorist drove through the gates, and then extinguished his car's headlights and tail lights so the police could not track him down at night.