

# Local Railway Items from Area Papers - 1922

**05/01/1922    *Winchester Press***

***Renfrew***

***Eganville***

The mayh who tries to beat the train to the railway crossing near Eganville lasrt week is now resting quietly in the grave. That's what happens in most cases when a man tries to beat a train to a railway crossing.

**09/01/1922    *Ottawa Citizen***

***Hull Electric***

***Aylmer Road***

## TAXI DRIVER AND PASSENGERS HAD A NARROW ESCAPE

Automobile Was Run Down by Engine on Hull Electric J. A. Fortier, Chapel St., Injured.

J. A. Fortier, 285 Chapel street, chauffeur in the employ of the Major Hill Taxi Company, and five passengers he was driving in his taxicab had a most providential escape from serious injury, perhaps death, when on Saturday night, their automobile was struck and badly damaged by a Hull Electric freight train at a crossing on the Aylmer road.

The accident happened about 7.25, when Fortier, driving the auto, essayed to get across the crossing ahead of the Hull Electric engine, which was shunting a string of empty freight cars in towards the Hull C.P.R. station. He misjudged his distance, however, as when the auto was astride the railway tracks, it was struck by the engine, whose driver, E. Quesnel, of Aylmer, had seen the danger of a collision and applied the emergency brakes, so that it was barely moving at the time of the impact.

eThn automobile was carried side-wavs into a ditch at the side of the road, and the left side of the car and running board was badly smashed.

Fortier was struck in the forehead with glass from the windshield when it crumbled, but his passengers, three ladies and two gentlemen, managed to get clear of the auto and escaped with nothing more than a bad fright and severe shaking up A passing automobile picked up Fortier, who was bleeding profusely from the cut in his head, and took him in to the Ottawa General Hospital, Water street, where after four stitches had been placed in the wound, he was able to proceed to his home. The passengers in the wrecked car, were so little upset over their narrow escape that they chartered another car and proceeded to their destination, the Royal Ottawa Golf Club.

Quesnel, the driver of the engine, stated that his train was only travelling about ten miles an hour and that he did not see the automobile until he was right on top of the crossing. When he saw mc auto was not stopping he applied the emergency brakes, but the heavy train slid into the automobile before it could be brought to a standstill.

**12/01/1922    *Winchester Press***

***New York Central***

***Embrun***

The New York Central Railway are erecting a new bridge over the Castor River at Embrum [sic], to replace the present structure which is considered unsafe. The report is current that the Railway Company intend placing a through train between Ottawa and New York during the coming summer.

**13/01/1922    *Eastern Ontario Review***

***Renfrew***

***Eganville***

Roderick Milroy, a farmer of Sebastopol, was instantly killed by a G.T.R. freight train at Perrault's crossing about a mile west of Eganville, on December 27.

**16/01/1922    *Ottawa Journal***

***Hull Electric***

***Ottawa***

Fire Destroys H.E.R. Waiting Room Here

Fire comletely destroyed the waiting room and ticket office of the Hull Electric Railway Company at 3.05 Sunday morning. Defective wiring or a spark from a passing train, it is thought, started the blaze. A taxi drivr of the Major Hill Taxi Co. saw the fire from the Interprovincial bridge and reported the matter at the Chateau Laurier. Mr. Sam Thersault, night clerk, sent in the alarm. Owing to the heavy smoke, the firemen had difficulty in making their way down to the station platform, and had to use over 100 feet of hose before they could direct a stream of water on the blaze. Damage estimated at \$1,500 was done.

**21/01/1922    *Ottawa Journal***

***Prescott***

The Prescott passenger train heading to Ottawa, #563, hits a broken rail at Ellwood (, it noted that this place was formerly called Chaudiere Junction), killing the engineer and injuring 31 passengers. There were 175 people on the train, and one reason was that both the Smiths Falls and Perth hockey teams were on the train as there was a big hockey game in Ottawa that evening (this was a Saturday evening, derailment at 1615). The locomotive fell down a 15 foot embankment, which is possibly near today's Greenboro transit station. There were 8 columns of print on this mishap, but damage was light; they said that the locomotive suffered about \$1,000 damage, and the passenger cars total damage would run to \$10,000.

## ENGINEER DEAD, SCORE HURT IN WRECK ON C.P.R.

Local on Way from Prescott to Ottawa Derailed With Fatal Results

## ENGINE AND FOUR CARS DITCHED NEARING CITY.

One man, Engineer Holland Edward White, of Prescott, was killed and 21 persons were injured, many only slightly, when the C.P.R. Prescott to Ottawa local was derailed near Ellwood, five miles south of Ottawa, at 4.35 Saturday afternoon. The engine, tender, baggage and mail cars and two passenger coaches plunged down a 15 foot embankment and Engineer White died with his hand on the throttle. Six people were among the injured. A defective rail caused the wreck.

The following are among the casualties

Details omitted

Broken rail the cause

A broken rail caused the wreck of the train according to an official statement issued by Divisional Superintendent H.B. Spencer of the local office C.P.R. last night. The statement was issued after a thorough investigation of the scene of the accident. Mr. A. Price, General Manager of Eastern Lines, who along with some assistants left Montreal on the first train after receipt of the news of the accident and arrived in Ottawa at 11.15 Saturday night. They left at once on a special car and made a thorough examination into the wreck.

Official statement

The statement follows:

"At 4.35 p.m. Saturday, January 21, C.P.R. train Number 553 Prescott to Ottawa, was derailed about five miles south of Ottawa. The train consisted of engine, mail and express baggage car and three coaches. The train was in charge of Engineer H. White and Conductor John Young. The engine turned over and Engineer White was killed. Fireman George Ellioy and Dominion Express employee Arthur Naud were slightly injured. There were also six passengers who were taken to the St. Lukes and Water Street hospitals. They were all reported on Sunday as doing well their injuries not being of a serious nature. Several other passengers were injured but did not require hospital treatment. Relief train with doctors and nurses was immediately despatched from Ottawa and passengers were soon brought in. Mr. A. Price, General Manager of Eastern Lines, immediately proceeded to the scene of the accident from Montreal and thorough investigation shows that a broken rail was the cause of the accident."

Mr. Price Discusses Causes

Mr. Alfred Price, General Manager, Canadian Pacific Railway, eastern lines, Montreal accompanied by Mr. J.E. Armstrong, assistant chief engineer and Mr. A.N. MacKenzie, maintenance of way engineer, arrived in Ottawa from Montreal at 11.15 Saturday night and at once proceeded to the scene of the wreck. After investigation Mr. Price gave out the following statement to The Journal.

"The cause of the wreck could not be ascertained until daylight when we found that a hidden defect in one rail had caused it to break under pressure. The engine was the first to leave the rails and travelled some distance on the hard smooth roadbed before it toppled over into the ditch.

"The train could not have been travelling at a high rate of speed as it was too close to a switch and to Ellwood station. It was going at about 25 miles per hour. The equipment is not badly damaged. All of the working parts of the engine are in order which removed any possibility of the accident having been caused from this quarter. There was no evidence of a spread of rails having caused the accident.

"We will attribute the wreck to one of those unaccountable defects for which we can blame nobody and which we are unable to explain in an altogether satisfactory manner. Cold weather often has a bad effect on steel and causes it to become very brittle."

The Heroic Engineer

"Jump for your life," cried Engineer White to Fireman Elliott as he felt his engine wheels leave the track about a quarter of a mile south of Ellwood (formerly Chaudiere) Junction. Elliott leaped from his cab and fell bruised in the ditch on the left hand side of the embankment. White applied the brakes. The engine bumped along the ties pulling the rest of the train consisting of the mail and baggage cars and a second and two first class cars as they swayed along the ties for 500 feet. Then the engine and tender veered to the right, plunged down the steep 15 foot embankment. With a hiss of escaping steam it turned a somersault and imprisoned the faithful engineer in his cab. He was instantly killed.

The baggage car followed the engine and fell on the side while the mail coach shoved its nose in the ditch but stood up. The two rear first class coaches in the meanwhile lurched over on the left hand side of the embankment and toppled on their sides. The second class coach and smoker which came immediately behind the mail coach did not leave the roadbed.

Although there were 175 passengers on board, it is marvellous that only 21 were injured and most of these but slightly.

That the second class coach didn't follow other coaches in their headlong fall into the ditch is due to the quick action of brakeman John Riordan. Brakeman saves One car

He was in the vestibule of the second class coach when he felt the wheels on the ties. He immediately applied the brakes. This quick action, no doubt, saved many lives, as there were 80 passengers in this coach.

The accident occurred with such suddenness that few passengers realized their great danger. The train was going between 25 and 30 miles an hour. The passengers were a jolly crowd, many coming here on a visit and others homeward bound. The tall spires of the city churches and towers of Parliament Buildings shining in the late afternoon sun were a welcome sight to the passengers on that high ground as they prepared to put on their wraps and get their grips ready when the wreck occurred.

On the train were Sister Mary Clement, Mother General of the House of Providence, Kingston and Sister Mary Charles, also of Kingston, coming to Ottawa to attend the funeral on Tuesday of Archbishop Gauthier.

The news spread quickly throughout the city, and when the special relief train brought in the injured and other passengers at 7 o'clock there was an enormous crowd of anxious watchers and friends at Union Station.

Holland Edward White, the brave engineer who lost his life with his hand on the throttle, was 47 years old. He leaves a wife and seven children, the oldest of whom is 18 and the youngest four, at his home in Prescott, where he had gone from here a year and a half ago. He was affectionately known as "Holly" among his fellow workers. He was a member of the I.O.O.F. and the B. of L.E. His father-in-law is Mr. Alex Roger, a retired engineer of Westboro.

Came Suddenly

The derailment came with such suddenness that no one had a clear recollection of what had happened. The train was travelling about 30 miles an hour about half a mile south of Ellwood station. A horrifying scraping and grinding of metal parts was the first warning the passengers had. Then came a nerve-racking bumping, followed immediately by the coaches being toppled into the ditches on either side of the track. For several minutes there was a confusing tangle of passengers. Those sitting on the right side of the coaches were hurled to the opposite side and on the came a shower of hand baggage, parcels, seat cushions and debris of the coaches. For a brief period following the derailment there was a stillness that was most depressing to those who had fortunately been in the smoking car which did not leave the sleepers. Suddenly the air was pierced by a woman's cry, which was followed, in rapid succession by many others.

The rescue work was soon commenced and the train crew was augmented by many men, including members of the Perth hockey team. The women and children were extricated first and then the male passengers were taken out. Brakeman Riordan ran to Ellwood, where he reported the accident and was advised that a rescue train would be made up and sent to the scene with the utmost despatch. Within an hour all the passengers had received medical assistance and had been placed in the relief train.

The scene at the wreck was terrible. Nearly 500 feet of track had been torn up and the marks of the wheels on the snow covered ties were quite plain. At first it had been thought that a spread of rail was the cause of the disaster. Close examination brought out the fact that the wreck was due to a defective rail.

Superintendent Spencer, who was early on the scene, made an investigation soon after arrival. Owing to darkness no positive conclusion could be

reached, but the officials at that time were more concerned over comfort of the passengers.

#### 30 Miles an Hour

As far as could be ascertained, the local was travelling at from 25 to 30 miles an hour, and as the train was on time, there was no need for exceeding the normal rate of speed. The part of the rail that was defective could be seen Saturday night. The pressure of weight from the heavy engine apparently caused it to "buckle" and derail the engine and five cars. The train dashed along the ties for about 300 feet until it stopped, when the engine left the tracks and stopped at the bottom of the embankment turned upside down. The baggage car, immediately behind the tender, followed into the ditch, landing on one side. The front end of the mail car became foul of the rear of the baggage car, but did not fall on one side. The smoker remained on the ties, and the occupants, although somewhat shaken up, rushed out of the coach.

The two first class coaches at the rear lurched to the opposite side of the track and toppled down the 15-foot embankment coming to a stop in the ditch. The smoking car was on a high culvert and, if it had been precipitated to either side there would have been a perpendicular drop of at least 15 feet to a small creek. There would probably have been a heavy casualty list as this coach had about 80 passengers in it.

The scene at night when the wrecking crew was busy clearing the line was memorable. The damaged area was brightly lighted by white, red and greenish colored flares. On the left, as one faced Ottawa, two heavy coaches were resting on one side. The windows had been smashed in and the doors wrenched from their hinges. On the right the mail and baggage cars were also in the ditch, and immediately ahead was the overturned engine and tender. The only part of the locomotive visible from the tracks were the wheels, while the cab, smokestack and other parts on the top of the engine were buried in the ditch. As soon as possible trainmen attacked the buried cab and tenderly took out the body of their fellow-workman, Engineer White, who had died while faithfully performing his duties.

#### Died a Hero

Engineer White died a hero. When the defective rail broke under the weight of the engine, Mr. White sensed the danger and immediately endeavoured to stop the train and save the lives of the passengers. At the same time he shouted to his companion, Fireman George Elliott, of Prescott, "Jump for your life". Elliott followed his superior's instructions and saved his life. The engineer remained in the cab and when the heavy locomotive somersaulted down the incline, he was imprisoned at his post. The escaping live coal and steam instantly killed the heroic engineer. While all the members of the crew did everything humanly possible to avert the disaster, the efforts of brakeman John Riordon, of Prescott were an outstanding value. He happened to be in the vestibule of the second class smoking coach when he felt the shock of the derailment. Riordon jammed on the emergency brakes and rapid action caused the second class coach to stay upright.

The train is officially known as No. 553 and makes a round trip from Prescott to Ottawa daily. At Bedell, many passengers from Montreal and Toronto trains. Who were on route to Ottawa, were taken on.

#### Hockey Teams Aboard

The Smiths Falls and Perth hockey teams, which were scheduled to play Victorias and Munitions, respectively in the Rideau group at the Rideau rink Saturday night, were on the train. The Perth hockeyists went into the smoker, but the Smiths Falls team would not join their rivals and entered a first class coach. The medicine town youths, although shaken up, were able to fill their engagement at the rink, but the Smiths Falls team was crippled through injured received by Charlebois and Naud, their regular defence players. The latter is an employee of the Dominion Express Company.

The wrecking crews from Ottawa and Smiths Falls worked from both ends of the wreck. The track was repaired and two coaches had been raised at 8 o'clock Sunday morning. The heavy snowstorm was a serious handicap, and Superintendent Spencer decided to halt operations until this morning. The baggage cars and engine will be raised to the tracks sometime today, but ordinary traffic was given the right of way.

#### Relief Train

Within the remarkably short period of 32 minutes after word was received in Ottawa of the wreck, Mr. H.B. Spencer, divisional superintendent of the C.P.R. in Ottawa, was on the scene with relief and hospital train and a staff of doctors and nurses. Owing to the somewhat isolated location of the wreck it was not until 5.07 that Mr. Spencer, who was at his house, was notified.

Realizing at once the necessity of quick action Mr. Spencer phoned Broad street yard officials to have his private car and a relief train ready within 15 minutes and then took a taxi to the station. Doctors J.F. Kidd, H.B. Moffat, W.E. Cavan and D.T. Smith were communicated with and told to come at once to the C.P.R. Broad street yard and bring a nurse.

Mr. Spencer was ready to pull out at 5.30 but was forced to wait five minutes for the medical men to arrive. The relief train in charge of Conductor J. Crawford and Engineer H. Matthews, pulled out at 5.35 on its errand of mercy and, travelling at 45 miles an hour, the whole party reached the scene of the wreck at 5.45, exactly 3 1/2 minutes after the news reached Mr. Spencer.

The doctors and nurse at once commenced work among the injured and for almost an hour they were busy applying bandages and helping the wounded. Those who were injured had been gathered in the second class coach which remained upright. Stretchers and large quantities of medical supplies and warm blankets formed part of the equipment of Mr. Spencer's private car and everything possible was done to ease the suffering of the other passengers.

After everything possible had been done for the wounded they were transferred on stretchers to the relief train and with the uninjured passengers were brought into Union Station where nurses and ambulances were ready. The relief train arrived in Ottawa just two hours after the schedule time for the Prescott train. It was composed of three coaches and a baggage car.

#### Working All Night

Mr. Spencer's private car remained on a siding all night and was the temporary headquarters for all work. A wire was at once strung and within an hour of his arrival Mr. Spencer was in communication with President Beatty of the C.P.R. in Montreal, and gave him a private report on the wreck. Instructions were then given for a wrecking train to proceed from Smiths Falls so that all night long huge wrecking trains were at work north and south of the wreck removing debris and clearing the right-of-way. Two cars were rerailed.

An auxiliary train from Ottawa also left about six o'clock, in charge of Conductor J. Kelley and Engineer Geo. Dupuis.

"Our first care was for the injured and not until we had taken care of them did we commence the work of salvaging the property and clearing the track," said an official of the C.P.R.

There was very little confusion as the result of the wreck, and only two trains were delayed behind schedule time in their arrivals and departures from Ottawa. One was the incoming train from Toronto, due at 9.30 and which was 25 minutes late, and the other was the Prescott local which leaves Ottawa at 5.25 but which was detained to 8.00 o'clock.

News of the wreck reached St. Luke's Hospital at 5.35, and steps were immediately taken to accommodate the cases. Mr. Fred Taylor, the superintendent, kept the whole day staff to handle the sufferers, not knowing whether there would be a few or a hundred. Although the hospital was already full of patients, the authorities were ready to put a number of cots in the hallways for the slightly injured cases, and if necessary, to move out minor cases of illness. Drs. J.F. Kidd, H.B. Moffat and W.E. Craven. Who had gone to the scene of the accident accompanied the first patients to the hospital.

At 7.30 the first accident cases began arriving in Wodburn's and Burney's ambulances. For a while the scene reminded the overseas nurses in the hospital of war hospital days when strings of ambulances delivered their freight of human wreckage after a big "drive". Everyone at the hospital was ready for the cases, and the seriously injured were placed in beds. The minor cases were taken straight to the X-ray room, where plates were made of their injuries, and then they were allowed to go to their respective destinations after first aid had been administered. By 10.30 the injuries of every person who had been brought to the hospital had been examined. The X-ray room staff worked nearly all night developing plates.

As news of the accident spread through the city, hundreds of enquiries were received at the hospital. Relatives and friends of the injured were given free access to the hospital and every assistance was given them to converse with the injured patients. The efficient manner in which the hospital authorities handled the cases drew many favorable comments both from patients and their friends.

J.M. Flett, of Perth, secretary of the Rideau Hockey league, received slight injuries to his right hip, and after treatment at St. Luke's Hospital was able to attend the game between Perth and Munitions. To a Journal reporter he said that the accident was so sudden that no one knew where he was

for a moment. He was seated in one of the rear coaches talking to two of his fellow hockey fans when the accident happened. First there were a few bumps, apparently caused by the coach riding the ties, then the coach lurched to the left and fell on its side. He was thrown violently against the forward seat and about six other passengers fell on top of him.

Everything quiet

One of the facts that impressed him most forcibly was the death-like stillness which followed. Everything was so quiet you could almost hear a pin drop in the coach, he said. The sound of escaping steam from the engine could be plainly heard. The tension was relieved when a woman cried out. Then cries, groans and shouts filled the air. The hockey players and fans who were in the second-class coach and smoker, which remained on the embankment, and who were not injured went to the rescue of their less fortunate brother passengers. With great presence of mind, they turned off the gas in the wrecked coaches, thereby preventing a source of fire which would have trapped the injured before they could be rescued. Then, by climbing down the sides of the coaches, which were lying on their sides, they started the rescue work. Mr. Flett said that they carried every woman out first, whether injured or not. Some of the men in the wrecked coaches broke the tower windows and made their way out by crawling under the wreckage in the ditch.

Many of the slightly injured received cuts to their feet by walking on the windows in attempting to save the passengers, Mr. Flett explained. He was so busy helping in the rescue work himself that it was not until he was on the rescue train coming to Ottawa, that he realized that he himself was injured.

Brakman's Prompt Work.

Constable Albert Edwin Phipps, of the R.C.M.P., living at 4 Elm street, was returning from a business trip and was to have gone on duty at 11.30 Saturday night. His first warning of the accident was when he saw Brakeman John Riordon, who was standing in the vestibule of the first class coach, suddenly reaching for the emergency cord. By jamming on the brakes, according to Constable Phipps, Riordon prevented the coaches telescoping with an increased toll of life and limbs.

The coach was crowded mostly with women. They were very orderly even after everybody had been tumbled together in a heap and there were no cases of hysteria, Mr. Phipps said. There was only one child, an eight year old boy, in the coach at the time. The only injuries Phipps received was when he was hit by one of the cushions.

Mr. William Campbell, 8 Renfrew avenue, who operates the Kemptville Marble Works was returning from Kemptville. He was riding in the last coach when suddenly he felt that it had left the tracks and was bumping along over the sleepers. He then felt a lurch and was pitched headfirst against the iron framework of a seat opposite.

Two Nuns Injured

Sister Mary Clement, Mother General of the House of Providence, Kingston and Sister Mary Charles, also of Kingston, were among the severely injured. They were coming to Ottawa to attend the funeral of Archbishop Gauthier. They occupied the last coach, and were both thrown violently to the floor of the coach, and down the steep embankment when the coach left the track. They were hurled among satchels and hand baggage with broken windows and the debris falling around them. Mother General Mary Clement suffered a bad gash on the head, painful bruises about the face, a badly injured left arm and other injuries about the body. She was reported as doing well, however, at Water Street General Hospital, where she was removed last night.

Sister Tells Story.

Mother General Mary Clement told a Journal reporter Sunday afternoon that the accident happened with such suddenness that she remembered absolutely nothing before she felt the shock.

The train was crowded, and she found difficulty in obtaining a seat. Both she and Sister May [sic] Charles finally secured a seat in the last coach, opposite each other.

The train suddenly lurched forward to one side. We had no time to get up from our seats, when we were hurled to the ground and down a steep embankment. There were no cries till then, since everything happened so quickly and unexpectedly. There we lay on the ground in the snow, without power to move and surrounded by all manner of debris and baggage.

"It was quite a while before help came, and men lifted me up and carried me into one car which kept the track, the smoking car. I was followed by Sister Mary Charles, and shortly afterwards medical assistance arrived, after which we were removed to the hospital. I am very sick," concluded Mother General Mary Clement, and she closed her eyes.

Sister Mary of the Precious Blood, a niece of the late Archbishop Gauthier, is a member of the community at Kingston.

The conductor of the ill-fated train, John Young of Prescott, who is particularly well known in Ottawa, having been in the service of the C.P.R. for over 30 years, who escaped without a scratch, told a hurried story of the affair when seen at Union Station Saturday evening at about eight o'clock. Conductor Young's first intimation that something was wrong came as he was entering the smoking car from the first class coach. It was probably this fact that enabled him to escape without an injury. He said he felt a severe jolt immediately followed by a terrible grinding. It was the noise of the wheels skidding along the tracks and ties. He knew in a flash that it was either a derailment or a collision and looking out saw what had happened. He at once started to do his utmost for the relief of those imprisoned in the coaches and to arrange for relief to be despatched from Ottawa.

Conductor Young worked indefatigably until nothing more was to be done and then came into Ottawa. He then went to Brady and Harris' undertaking parlors where the body of his unfortunate engineer lay.

He told the Journal reporter of speaking to Engineer White last at Manotick where White appeared very cheery and bright and cracked a joke as he was leaving. He spoke most highly and very feelingly of White's splendid qualities of mind and heart. White was an excellent engineer and a delightful companion.

Fireman's Escape

George Elliott, fireman, had a most marvellous escape. He was leaning out of the coach [sic] when he felt the shock of the engine jumping the rails, and heard the awesome sound of the engine wheels grinding the ties. Then he heard Engineer White yell "Jump for your life!" He leaped out of the left side of the cab, and fell headlong down the crusted embankment. He rolled into the ditch, and when picked up was found to be suffering from cuts in the head and face, and last night was resting nicely. He is a married man whose home is in Prescott.

One of the most prominent Ottawa citizens in the wreck was Mr. Robert P. King, 543 Gilmour street, well known as chief clerk of English Journals in the House of Commons. Mr. King, accompanied by his wife and Mrs. Mathewson, 134 Stewart street, left Ottawa Saturday morning for Spencerville to attend the funeral of Mrs. Louise Keeler, who was an aunt of Mrs. Mathewson. Luckily both Mrs. King and Mrs. Mathewson decided not to return home that evening, but remained over. Mr. King, when brought into the hospital was seen to be rather severely injured, and, while conscious, was in great pain. Medical examination revealed three fractured ribs.

News of the fact that his father was in the wreck was broken to Mr. Arthur King, his son, by The Journal. He immediately hurried to St. Luke's Hospital, fearing that his mother was also one of those who might have been in it. He found his father suffering severely, and was told that his mother and Mrs. Mathewson did not return on that train.

Mr. King was reported last night to be out of any danger.

Small damage.

Supt. Spencer stated Saturday night that the damage to the train would amount to about \$10,000, and of that amount approximately \$2,000 would pay for the repairs on the locomotive. The company's official statements show that none of the driving parts of the engine had been damaged. The coaches, although of wood, were damaged only in the bodies. The trucks are in working order, and the whole wrecked equipment will be in service within a few days.

According to the chief despatcher of the wrecked train, Mr. J.P. McMullen of Prescott, was the baggageman; Mr. Louis Armour, of Prescott, express messenger, and Mr. John Riordon of Prescott, brakeman, none of whom was injured.

Many hundreds of Ottawa residents went to the wreck last night. Scores walked the five miles, while others rode motor vehicles. The C.P.R. police

force was kept busy keeping the curious away from the wreckage.

Prior to the morning sermon yesterday, Rev. Dr. A.M. Marshall, of First Baptist Church, spoke with great feeling to the tragedy of Saturday, and bespoke the sympathy of the congregation and whole city for the victims.

**23/01/1922    *Ottawa Citizen***

***Kingston (CN)***

***Riviere Baudette***

Killed By Train.

BROCKVILLE, Jan. 23 The dead body of A. Lafroise, a Grand Trunk trackman, living at Riviere Bauudette, was found in a snowbank beside the track, the man having evidently been struck by a train when patrolling the tracks during a blizzard.

**23/01/1922    *Ottawa Citizen***

***Prescott***

***Ellwood***

INQUEST OPENED ON ENGINEER'S DEATH

The body of the late Holland Edward White, the C.P.R. engineer killed in the wreck near Ottawa Saturday night, which rested at Brudy and Harris' mortuary since the fatality, was this morning sent for burial to the home of the deceased railwayman at Prescott. The funeral will be held there tomorrow.

Before the body left Ottawa, Coroner Craig opened an inquest into the cause of the wreck resulting in the engineer's death. After viewing the body, the jury was dismissed until Jan. 31 .when it will assemble in the Ottawa police station and the real inquiry will be opened;.

The jury selected by Coroner Craig is composed of the following: Wm. Sims, foreman: Robert Bell, Jas. Meredith, F. Latimer, Jos. Bergeron, Walter Taylor, Geo. Wallace, and Dan Dorris.

## C.P.R. ENGINEER KILLED. SCORE HURT IN WRECK

Serious Accident to Prescott and Ottawa Train, When Engine, Mail and Two Passenger Cars Left Rails and Overturned.

H. E. WHITE. DRIVER - DIED UNDER ENGINE

Number of Ottawans Injured in Bad Smash Citizen Man's Graphic Story.

A disastrous wreck in which the engineer was killed, the fireman, and at least 20 passengers injured, several of them severely, occurred Saturday afternoon about 4.45 on the C.P.R. Ottawa-Prescott line about a mile south of Ellwood [sic] station and seven miles from Central station. Ottawa. The casualties are:

Killed.

Holland Edward White, engineer. of Prescott.

Injured

Fireman George Elliott. Prescott, cut face and head, and injured back.

Other details omitted

Engine, Cars Overturned

The accident was one of the most extraordinary of its kind and it is a marvel that the casualties were not much more serious. The engine. No. 2608, mail car No. 3420. and baggage car No. 3891. which formed the front part of the train, ran down a short steep bank on the right side of the track approaching Ellwood station, one passenger coach which came next remaining on the track while the remaining other two passenger coaches which brought up the rear of the train ran down a similar bank on the opposite side of the track and both coaches overturned on their left side.

The engine turned turtle completely and settled flat on its back in a ditch at the foot of the embankment with the wheels vertical in the air, the mail car twisted and turned on its right side and the baggage car remained half twisted and suspended between the mail car and the passenger coach still on the track. The wreck had therefore the appearance of a huge snake stretched clean across the track. The cause of the wreck is thought to have been spread rail.

Death of Engineer.

Holland Edward White, the engine driver, was found dead underneath the engine and huddled in a corner of the cabin. It is thought his death was caused by "a shot of steam" as he was badly scalded. As no sound was heard from him by any of the survivors of the wreck his death was doubtless instantaneous.

A relief train was sent out from Ottawa by the C.P.R. on which the passengers and injured were brought to the city, and arrived at 7.15 p.m.

Twelve Taken to Hospitals.

Ten of the injured persons were immediately conveyed in ambulances to St. Luke's hospital, and the two Roman Catholic sisters were taken to Ottawa General Hospital, Water street.

Five of the Injured persons were able to leave St. Luke's hospital on Sunday morning, those still remaining being George Elliott, Clare Purdy, Arthur Naud. R. P. King, and William Campbell.

Asked what he thought happened. Fireman Elliott said that he heard Engineer White remark when the train began to jolt. "Hullo, what's wrong with her now?"

"I looked out my side of the cabin." said the fireman, "and shouted, 'She's on the ties.' The engine began to rock and when I saw which side she was going over I jumped into the snow bank."

Citizen Man's Story.

A Citizen representative, Mr. Sydney T. Checkland, who was returning from Prescott and was seated in the second passenger coach, described his experiences thus:

"I was seated on the left side of the coach coming towards Ottawa and was towards the front. I noticed a peculiar crunching and a jolting which became suddenly worse. There were sudden exclamations from the passengers and I was immediately aware something serious was happening. There followed a sound as of tremendous ripping, as though someone was tearing huge sheets of linen. Quicker than it can be told, the coach I was in violently lurched from side to side and when I finally realized which side the coach was going to topple I grabbed for the opposite rack and hung on. Fortunately no one was sitting immediately to my right so no one fell against me as happened in the case of several of the passengers and prevented them saving themselves. When the coach ultimately settled on its side I called to the passengers to remain still until we could see exactly what had happened and over what we were hanging. All I could see through the window at my left was snow and a widening cavity and of course one could not tell over what we were hanging. The door of the coach was horizontal and scalding hot water was pouring across the opening so that we had to wait two or three minutes for that to stop.

Work of Rescue Began.

"Passengers from the preceding coach came and opened the door for us and I finally climbed through to see what could be done. I was afraid a sudden movement of the passengers who were walking practically on the inside of the roof of the coach might cause it to make another roll with even more disastrous results. However, it was found the coach was finally settled and the work of extricating other passengers was started right away.

I must say the women were magnificent. There were quite a number on board the train and some of them got badly shaken, even though they did not profess to be injured. Beyond a first slight whimpering as a result of the violent shock there was absolutely no hysteria and no panic whatever. Two elderly ladies just behind me had heavy falls but made light of them and as I climbed out through the doorway I saw one of them sitting calmly and devoutly crossing herself. We lifted these two through the doorway while other male passengers helped ladies out through the windows after kicking out the glass. Mrs. E. R. Helmer who is the widow of the late Brigadier General Helmer, so well known in Ottawa, had to be dragged through one of the windows, as also Mrs. L.A. Lane.

Under the Engine.

"After release of the passengers from our car I had time to look around generally and try to size up what had happened. Passing to the front of the train I saw the plight of the engine and mail and baggage cars and for the first time realized something of the marvel of our escape. I was told the engineer was underneath the engine so nothing could be done for that poor fellow, as there was no sound from him.

"There were anxious enquiries for the conductor, John Young of Prescott, as he had last been noticed between the two coaches. Fortunately this was not so and when I spoke to him as to what happened to him he said he had just passed from the last car to ours when he felt a bump. Realizing this was unusual and that it portended danger he pulled the air-whistle to warn the driver, thinking perhaps that one coach had jumped the track. Next he saw the coach overturning. The brakeman of the train was J. Reardon of Prescott, and both these train officials fortunately came through unscathed.

End Coach Worst Sufferer.

"Passing to the rear part of the train I found that the end coach had suffered far worse than ours. The rear truck of our coach had apparently run down the left bank while the front truck stayed on the track. That was what caused our coach to roll over seemingly, and the running off of our rear truck pulled the last coach with it and dropped it wholesale on its left side on the bank. How much farther it would have rolled but for an elm tree it is only possible to surmise.

"I found that in addition to 30 or 40 yards or so of rails that had buckled, two lengths of the rails had been torn wholesale from their ties, so there was nothing to stop the rear car running off the track. Of course the passengers in the last car suffered the most severely. They must have had a terrible time. The two Roman Catholic sisters were in that coach and the Mother Superior was in a terrible state, her head bleeding profusely, the other sister being in a state of collapse.

Mr. King Badly Hurt.

"Mr. R. P. King was also in that coach. He is well known in Ottawa as chief of the Journal staff in the House of Commons, and the father-in-law of Captain J.L. Melville, M.C., formerly principal of the vocational school for disabled soldiers and now unit director of administration in the Department of Soldiers' Civil Re-Establishment. Mr. King refused to be moved until the arrival of a doctor.

The first to appear on the scene was Dr. C. J. McPherson, of Ossington avenue, who was there within half an hour of the accident in response to a phone call. Mr. King was found ultimately to be suffering from two fractured ribs, though he himself thought at the time, his shoulder was broken also.

Hockey Player's Gameness.

"Two others of the worst injured passengers who happened to be in that coach were Clare Purdy and Arthur Naud, both members of the Smiths Falls hockey team, which was journeying to Ottawa to play the Victoria team. Naud was knocked unconscious immediately, and ultimately came to in a nearby farmhouse to which he was carried. He afterwards journeyed to Ottawa with us on the relief train and was taken direct to hospital.

Purdy, I must say, acted splendidly. Although deathly pale, suffering from loss of considerable blood from his head wound and suffering pain from the injury to his groin, in addition to having suffered a most terrible shock, he persisted in repeating to his team mates that they were not to bother about him but go and help others who were worse than he was. he said. He continually waved them away, but, of course, some of them stayed right with him all the time. The Smiths Falls team was being conducted to Ottawa by W. McCue, town solicitor of Smiths Falls, who was unhurt, as he was fortunately travelling at the time, in the only coach which stayed on the track. Another passenger in the last coach who had a bad time and was badly knocked about was William Campbell, an elderly man. living on Renfrew avenue. Ottawa.

Mrs. Goodwin's Fine Work.

"Too much praise can scarcely be given to Mrs. George Goodwin, of Billings Bridge, whose home is about 500 to 800 yards across the fields from the scene of the accident. I learned that Mrs. Goodwin, hearing cries for help from someone walking along the track, ran for her medicine chest, gathered her bandages and liniments and rushed to the scene. She, assisted by a young medical student from Toronto, whose name I did not learn, rendered excellent First Aid, particularly to the Mother Superior, who appeared to be in the worst plight among the women.

Mother Superior's Calmness.

"The latter was wonderfully calm and serene, and repeated her thanks to those so readily assisting her.

"I saw her finally as she was being carried away on a stretcher to the relief train, and again she was persistent in repeating her thanks to the men who were acting as stretcher-bearers for the gentle manner in which they were handling her. There was no sign of complaint and the calm serenity of her sweet smile is one of the sights that will long live in my memory. The sister accompanying her uttered no complaint either, but only remarked that others were worse off than she as she lay propped on an improvised stretcher. To Mrs. Goodwin's forethought and promptitude, it is probably due that the Mother Superior, who was the most hurt of the two sisters, owes the fact that her life was not even more endangered than it was. The Mother Superior, I learned, was on her way to Ottawa to attend the funeral rites in connection with the burial of Archbishop Gauthier. Sister Mary Charles, I am informed, is a niece of the late Archbishop, and was also coming to Ottawa for the funeral.

Relief In the Darkness.

"The smash occurred about 4.45, as near as I could judge, but it was not until 6.15 that the relief train came to our assistance. By that time darkness had settled over the scene. There was no moon, only the light of the stars and the faint glimmer reflected from the city lights. In the distance.

"When the relief train came, the headlight from the engine was the only one by which the rescuers had to work, except for one or two small oil lanterns carried by one or two men. It was a weird sight and a sad one to watch the injured being very slowly carried along the snow white track to the rear of the relief train. It was also a difficult task for the rescuers.

At Former Chudiere Junction.

"The spot where the accident happened is near MacLaren's farm, a short distance from Wood's crossing, and between that point and Elwood [sic] station, formerly known as Chaudiere Junction. The track is a single one, laid on the top of the embankment for a considerable stretch, and the latter falls away on both sides to a depth of about 15 feet. There was not even a foot of space to walk along the track at the side, of the relief train, and, as the slopes were steep and they were knee deep in snow, the task of carrying stretchers was an extremely difficult and delicate one. I was very much afraid that some of the injured passengers who were being carried on the stretchers might be rolled down the banks, owing to the difficulty of the stretcher bearers in keeping a foothold. The doctors on the relief train were J.F. Kidd. Herb B. Moffatt, W. E. Cavan and T.A.R. Smith, all of St. Luke's hospital staff, and they were accompanied by Nurse M.E. Craig.

"The baggage van being at the rear of the relief train, it was a considerable distance farther than it need have been to carry the injured had that train been made up the reverse way. There were no lights in the passenger coach on the relief train beyond a single oil lamp, and it was in such darkness that we travelled the remainder of the journey to Ottawa. I was quite expecting to hear some of the ladies go hysterical after the experience they had already suffered, but they still maintained wonderful calmness."

Fire Started Near Engine.

Shortly before dark it was feared the accident was going to prove even more gruesome than it was. A fire started up near the engine cabin, and the passengers near were horrified lest this meant that the body of the poor engineer was going to be burned, as a strong smell emanated.

There were calls for those nearest to throw snow on. but some of the men satisfied themselves that no further harm could come to the unfortunate engineer, his body was taken last evening to Brady & Harris's undertaking parlors, where Coroner Craig held a preliminary enquiry, and adjourned the inquest until January 31, at the police station.

The Late Engineer

Holland Edward White, the dead engineer, was popularly known as "Holly" and much liked for his geniality. He has lived in Prescott for the past two years and taken much interest in municipal affairs there.

At the January elections he headed the poll as a newly elected member of the Prescott town council, and in his first municipal contest. His home is on Center street. Prescott, and in addition to a sorrowing widow he leaves a family of seven small children. He was about 48 years of age.

Woman M.P. Had Left Train

Apart from the tragic happenings there were many who doubtless considered themselves fortunate. Among the travelers on the train from Prescott were Miss Agnes McPhail, Canada's first woman M.P., so far as the federal house is concerned, who was accompanied by Mrs. R.J. Vair of Kingston, organizer of the United Farm Women of Ontario, and Mr. J.W. Kennedy. M.P. for Stormont-Glengarry. They left the train at Kemptville, however, where a meeting of the local Progressives was to be held on Saturday night and they were to speak.

Mr. Checkland had conversed with them until they left the train when, fortunately for himself as he considers, he moved to the front of the coach and so as he believes escaped serious injury. Had he remained in the center of the coach where he had been in conversation with Miss McPhail and her party he would undoubtedly have shared the severer experiences of those who were in that part of the coach which had such a heavy lurch. Perhaps the only element of comedy in the whole grim occurrence happened to one man who regretted that his watch had been jolted out of his pocket and lost. Coming in on the relief train he was heard to say that luckily for him a friend had discovered it lying in the snow, a somewhat remarkable thing, seeing that the snow was so deep and the upheaval had been so tremendous.

Hockey Mutch Called Off.

The hockey match between Smiths Falls and Victorias which was to have been played Saturday night had to be called off on account of the serious injuries to Clare Purdy and Arthur Naud of the Smiths Falls team.

The Perth players who traveled on the same train came through unscathed however, and apparently undaunted and unaffected, as despite their somewhat terrifying experience they managed to win their game against Munitions.

Miss Elizabeth McCurrie, of Oxford Station. was on her way to Ottawa to visit her brother. Mr. James McCurrie, 134 Breeze Hill avenue, with whom she is now staying. Although badly knocked about Miss McCurrie managed to reach her destination. Yesterday some reaction set in and Miss McCurrie was obliged to remain in bed. where she was ordered by Dr. Kidd to stay for a week or so.

Brady and Harris's, Woodburn's and Roger's ambulances were at Central station and met the special train that brought the injured to the city, and

conveyed them to the hospitals.

#### THE COMPANY'S STATEMENT.

Mr. Henry B. Spencer, general superintendent of the C.P.R. in the Ottawa division, after the accident issued an official list of those killed and injured and the nature of the injuries, as follows:

Killed Engine Driver H. E. White. Prescott.

Injured Miss Elizabeth McCurrie. Oxford, left hand; Peter Charlebois. Smiths Falls, right foot, by broken glass; Sister Mary Charles, House of Providence. Kingston. right hip and arm: Clare Purdy, 106 Elmsley street, Smiths Falls, scalp wound; Sister Clement, House of Providence.

Kingston, several deep scalp wounds; R. P. King. 643 Gilmour street. Ottawa, chest end shoulders; William Campbell. Renfrew, scalp; R. Motherwell, Perth, bruised head, and cut over right eye; J. Flett, Perth, right hip; A.P. Pitts. 4 Elm street. Ottawa, concussion of abdomen; A. Naud, Smiths Falls, head injuries; Mrs. Robt. Greer, Smiths Falls, scalp wounds; Miss Verna Greer. Smiths Falls, glass injuries to left hand.

Mr. Spencer stated that within half an hour of the wreck six doctors, nurses, etc., with necessary medicine, were ready to leave for the scene of the wreck by special train. The train went out, the injured were attended to and brought to the various hospitals in Ottawa.

Asked as to the cause of the accident. Mr. Spencer stated that only an investigation could determine the cause. In answer to questions he stated that the damage to rolling stock, etc., was about \$10,000, including \$2,000 to the engine, which was not one of the newest types.

There were. Mr. Spencer states, between 75 and 80 people on the train, being approximately two and a half coach loads. The others of the crew in addition to the dead engineer were Fireman George Elliott, Prescott; Conductor J. Young, Prescott, and Brakeman J. Reardon, Prescott.

The morning trains on Sunday over the line were sent out via Carleton Place and Smiths Falls but last night the line was cleared for traffic as usual.

**26/01/1922      Ottawa Citizen      Renfrew**

#### REFUSE REQUEST FOR STATION AT BANKS SUBWAY

Hon. F. B. Carvell. in Judgment, Dismisses Application of Certain Citizens and Commercial Travelers

#### STATISTICS SHOW IT IS NOT NEEDED

Commissioner's Tribute to Street Railway and Other Civic Facilities.

There will be no railway station on Bank street at the G. T. Ry. crossing near the subway. The application of certain citizens of Ottawa for an order directing the Grand Trunk Railway through trains to stop at the Bank street Yard Office to take on and off passengers made last November to the board has now been refused, after certain statistics had been gathered by the board's officials.

The decision is very gratifying to those in Ottawa who are advocating the removal of the cross town tracks, as any decision for a station stop at this point, it was felt, would postpone the day when the G. T. Ry. a crosstown tracks would be removed. Incidentally the judgment has a word of high praise for the city's street car service.

The Judgment.

The decision, which was given by the Chief Commissioner, Hon. Frank B. Carvel, and concurred in by Commissioners Calvin Lawrence. Dr. Rutherford and Dr. S. J. McLean, is as follows:

"In my opinion, this application should be dismissed.

"At the hearing the company was ordered to take a census of the traffic for one month, which they have done between the 16th day of November and the 15th of December, both inclusive, the results being as follows:

Train 58 Commercial Travellers' tickets, 147; Other paying tickets, 1,044; Passes: 51

Train 52 Commercial Travellers tickets, 252; other paying tickets. 940; Passes, 173.

"The number of commercial travellers on the incoming train, which is the only one about which the application is made, is not very great and, while, no doubt, the stoppage of the train in question would be some convenience to this limited number, as well as to certain other persons living in that portion of the City of Ottawa who wish to use this particular railway, yet, on the other hand, it would be impossible to maintain the service as requested, because there would inevitably be a demand for the stoppage of outgoing trains by some person who wished to travel on the Parry Sound line, not a commercial traveller. It is Quite evident that commercial men must go to the Central Station to buy their tickets in order to take advantage of the reduced rates. This would be followed very shortly by a demand for station facilities, including an agent for baggage and express and all that goes with it, and, I do not think we are justified in imposing this burden upon the railway company at the present time

"Perhaps, however, I am influenced in this decision more by the general conditions in Ottawa than the special case referred to. Probably no city in Canada has a more up-to-date street car service than has the City of Ottawa: the Central Station, which now accommodates all passenger trains, is centrally located, and I think it would be a great mistake to establish stations elsewhere in the city, especially at such a short distance from the Central Station."

**27/01/1922      Morrisburg Leader      Prescott      Ellwood**

C.P.R. Engineer Dies In Wreck Near Ottawa; Eighteen Injured

Prescott - Ottawa Train Runs Off The Track - Engineer H.E. White Scalded To Death In Locomotive Cab - Fireman Saved His Life By Jumping. Ottawa, Jan. 22. - Engineer Holland Edward White of Prescott was instantly killed and 18 others injured when the Canadian Pacific passenger train from Prescott to Ottawa plunged over an embankment one mile south of Elwood [sic] station and seven miles from Ottawa at 4.45 yesterday afternoon. Trapped in the cab of his locomotive when it overturned on the downward plunge, Engineer White was scalded to death by escaping steam and water. Fireman George Elliott, Prescott, saved his life by jumping.

The injured were:

Details omitted

A relief train from Ottawa brought the injured into the city and they were immediately removed in ambulances to local hospitals. Although the exact cause of the accident was not determined, it was believed to have been due to a spread rail. A peculiar feature of the crash was that while the engine, mail and baggage cars fell one way down the fifteen-foot slope, the next car, a passenger, remained on the track, while the two other coaches went over the embankment on the opposite side.

**27/01/1922      Eastern Ontario Review      Prescott      Ellwood**

CPR engineer dies in wreck near Ottawa ; Eighteen injured

Prescott Ottawa train runs off the track - Engineer H.E. White scalded to death in locomotive cab - Fireman saved his life by jumping Ottawa, Jan 22 - engineer Holland Edward White of Prescott was instantly killed and 18 others injured when the Canadian Pacific passenger train from Prescott to Ottawa plunged over an embankment one mile south of Elwood station and 7 miles from Ottawa at 4:45 yesterday afternoon. Trapped in the cab of his locomotive when it overturned on the downward plunge, engineer White was scalded to death by escaping steam and water. Fireman George Elliot, Prescott, saved his life by jumping

List of the injured omitted

A relief train from Ottawa brought the injured into the city and they were immediately removed in ambulances to local hospitals. Although the exact cause of the accident was not determined, it was believed to have been due to a spread rail. A peculiar feature of the crash was that while the engine, mail and package cars fell one way down the fifteen foot slope, the next car, a passenger, remained on the track, while the two other coaches went over the embankment on the opposite side.



## NO NEW LIGHT ON 'CAUSE FATAL WRECK

Opening of Inquest Into the Death of H. E. White, C. P. R. Engineer.

No further light was thrown on the cause of the wreck of the C.P.R. Prescott-Ottawa train at Ellwood, on Jan. 21st, by the several witnesses who were last night examined at the Police station in connection with the death of Holland Edward White, the engineer, who was instantly killed when his engine left the track. The inquest did not conclude last night, and was adjourned by Coroner Craig until Tuesday evening, when Mr. George Elliott, the fireman, who is still in the hospital recovering from his injuries, and four or five other witnesses, will be heard.

Last evening, members of the train crew, section men who had gone over the track a short time before the wreck, and others in the employ of the C.P.R., gave evidence as to the wreck itself and what they had seen following it.

None of the witnesses, however, could attach any definite cause for the engine and cars leaving the rails. or could not give any opinion as to the cause of the accident.

John Young, Prescott, conductor of the train, was the first witness. He had been in the second passenger coach and had left to go to the smoker when he heard the wheels bumping and he knew something had gone wrong. The train, he said, a second or so afterward stopped short, and later he had seen the baggage car and the mail car and the engine off the track.

He testified he had sent the brakeman to secure assistance, and then started in on rescue work. A short time later, he met the fireman who informed him he could not find Engineer White, and who said he was afraid he was under the wreckage. Witness then told of having found Engineer White in the engine of his cab. When discovered, White was dead. The conductor had examined the track, but had not noticed any broken rail, and he could see no cause why the train left the track. There were no switches at the point, and he did not know of any repairs at that point having been made for some time before the wreck.

John Reardon, Prescott, the brakeman, stated he was in the smoker at the time of the accident, and felt the train begin to rock. He told of immediately pulling the bell rope for the brakes to be applied, and of later seeing the body of the engineer. He has been with the company for about 36 years.

Thrown to the Floor.

John Mc.Mullin, the baggageman, said he had reached for the emergency valve when he felt the train begin to rock, but was thrown to the floor 'before he could apply it. He too, had not noticed any broken rail, and did not know of any cause for the accident. The point at which the accident happened he considered a very good one, and he said the roadbed was in such good condition that no ties had been moved. He was of the opinion that the last two cars of the train were thrown off the rails by the sudden stop.

Found One Broken Rail.

Mr. F. Belty, 188 Chapel street the divisional roadmaster, told of having examined the track the day after the accident, and had found one rail broken. The break was on the west side, 20 or 30 feet south of the point where the wheels first seemed to have left the rails. The break, he said, consisted of about three inches off one of the corners of the rail. About four or six feet from this break, there was a mark on the rail as if one of the wheels had cut across it. The next rail to the one with the corner broken on it was intact, but a little out of place.

Track Reported O. K.

The election foreman at Ellwood, John McLaren, said he had had two of his men go over the track where the wreck had occurred the same day. They had passed it about half an hour before the accident and had reported it O.K. when they came in. There had been no repairs made at that point, he said, since the ground had been frozen. He knew of no cause for the wreck.

Nick Tosky and John Riznlck, both of whom come from Billings Bridge, were the sectionmen who passed over the track. They were riding on a hand car at a speed of about six miles per hour, and had noticed nothing wrong. About a week ago before the wreck, they had noticed a little spread in one of the rails, but it was repaired by double spiking.

Walter Benny, of Ottawa, divisional engineer of the section, said he had made an examination of the track about 6.30 the night of the accident, but he could not arrive at any definite conclusion as to what might have caused the wreck. Instead of it being the rails, he said, it might have been caused by something wrong with the engine, but he said this had also been examined by experts and nothing wrong had been found.

Mr. J. A. Ritchie, K.C., appeared on behalf of the Crown, and Mr. J. Bourinot, of the legal firm of Ewart, Scott Kelley and Kelley, watched the proceedings for the C.P.R.

Only a small number of persons were present.

03/02/1922

Eastern Ontario Review

L'Orignal

L'Orignal

L'ORIGINAL - The railway station of the CNR in this village is certainly in a most pitiful and miserable condition and we are surprised that a government station should be allowed to remain in such a state, particularly in the passenger waiting room, where all plaster is off or falling down, or ready to fall at any time on an unsuspecting passenger. Surely the receipts at this station must be enough to allow repairs to be made.

03/02/1922

Eastern Ontario Review

New York Central

Embrun

The New York Central Railway is erecting a new bridge over the Castor river at Embrun, to replace the present one which is considered unsafe. The report is current that the railway company intend placing a through train between Ottawa and New York during the coming summer.

03/02/1922

Ottawa Journal

Ottawa Electric

The St. Francis ratepayers association sent a petition to the Ottawa Board of Control to try to get the Ottawa Electric Railway to construct a new track, cutting off from the Somerset line at Bayswater, heading north along Bayview Road to Scott Street, and west to Westboro station along the CPR right-of-way.

This petition never went anywhere.

However, this is the first note indicating that Westboro station exists.

03/02/1922

Eastern Ontario Review

Prescott

Ellwood

An extraordinary incident of the C.P.R. Prescott train wreck on Saturday was associated with a crate of eggs belonging to Mr. and Mrs. B. Patterson, Kemptville passengers. When the coach took to the ditch the crate was thrown from one rack to another across the aisle. Mr. and Mrs. Patterson were injured, but not one of the eggs was broken.

UNABLE TO DETERMINE CAUSE DERAILMENT

Jury's Verdict in Death of Engineer White, Killed in C.P.R. Wreck of Jan. 21.

The jury inquiring into the death of the late Holland E. White, of Prescott. Who was killed in a wreck in the C.P.R. Prescott-Ottawa line near Ellwood, Ont., on Saturday, January 21, were unable to determine the cause of the disaster. Three witnesses were heard last night after which Coroner Craig addressed the jury and the latter retired to reach a verdict. The jury was out about a quarter of an hour.

The verdict read: "That Holland E. White came to his death on January 21. by scalding from live steam when train number 553 was derailed near Ellwood, Ont. We are unable to determine the cause of the derailment."

The principal witness heard last night was George Elliot, of Prescott, who was fireman on the derailed train. The inquest, which was opened on January 31, was adjourned on account of Fireman Eliot [sic] being unable to attend as he had not recovered from his injuries. In his evidence, he stated that at the time of the accident the train was travelling about thirty mile an hour. The brakes had been tested about half a mile before the train had reached Ellwood and they were in good order.

The first he had noticed of any thing being wrong was when he felt the engine jolting and the engineer said: "What's the matter now?" and he answered "She's on the ties." He caught hold of the hand rail on the side of the car and the next he remembered he was thrown out. He was stunned but recovered shortly. When he went on the road bed again the engine was in the ditch on the right hand side, wheels up. He was unable to find the engineer.

Other witnesses heard were Harold Amy, divisional master mechanic, and Samuel Jeffrey, road master, who told of their investigations following the wreck.

08/02/1922    *Ottawa Journal*    *Prescott*    *Ellwood*

JURY UNABLE TO FIND CAUSE OF DERAILMENT

That engineer Holley E. White came to his death through scalding by live steam when train No. 553 of the C.P.R. was derailed near Ellwood, on January 24, was the finding of the jury last night. "We are unable to discover the cause of the derailment," was added to the verdict.

Chief among the witnesses was fireman. Geo. Elliott, of Prescott. He stated he was thrown out of the engine cab by the lurching of the train. The engine was running along about 30 miles an hour. Previous to this about half a mile before Ellwood Engineer White tried his brake and found them all right. The first indication he had that something was wrong was the jolting of the engine on the ties. He had no theory as to the cause of the derailment.

Other witnesses examined included, Samuel Jeffrey, 86 Preston street, the roadmaster, and Harold Amy, 478 Gilmour street, the divisional master mechanic, both of whom testified to the condition of the road and the engine.

Dr. J. H. Kidd, who examined the engineer, said he came to his death, from scalding.

09/02/1922    *Winchester Press*    *Winchester*

A fine of \$2,000 was imposed in Smiths Falls Police Court Friday up[on Edmund J. Laforet, of Tecumseh, Ont., who was discovered on a westbound C.P.R. passenger train by provincial Officers Talbot and Sykes with a number of suitcases of liquor. One hundred and twenty-nine bottles of Scotch whiskey were seized by the officers.

10/02/1922    *Eastern Ontario Review*    *L'Orignal*    *L'Orignal*

The railway station at L'Orignal is in a disgraceful condition. The plaster is falling off every day on top of those waiting for trains. This ought not to be with a Government railway. We hope this state of affairs will not last much longer.

24/02/1922    *Eastern Ontario Review*    *Kingston (CN)*    *Brockville*

The Grand Trunk is importing ice from Island Pond, Vermont, for its car service department, the first car load arrived in Brockville. Surely there is plenty of ice in Canada.

24/02/1922    *Eastern Ontario Review*    *Vankleek*    *Hawkesbury*

Gasoline explosion shakes Hawkesbury

HAWKESBURY - Emile Theoret, aged 44, succumbed at his home on February 19 to injuries received when he was blown 100 feet into the air, after a tank car of gasoline exploded the previous day. Theoret was engaged in emptying the tank for L.P. Pattee and had gone into the huge container with a lighted lantern when an explosion shattered the car. A sheet of flame shot up hundreds of feet into the night sky, by the light of which the blazing body of Theoret was seen hurtling through the air. The explosion broke windows and was heard for miles around town,

24/02/1922    *Eastern Ontario Review*    *L'Orignal*    *L'Orignal*

L'Orignal. Our local co-operative appears to be doing a good business, as of recent date several cars of feeds, flour, salt, coal, etc., have been received by them at the station here.

26/02/1922    *Winchester Press*    *Prescott*

An extraordinary incident of the C.P.R. Prescott train wreck on Saturday was associated with a crate of eggs belonging to Mr. and Mrs. B. Patterson, Kemptville. When the coach took to the ditch the crate was thrown across the aisle. Mr. and Mrs. Patterson were injured, but not one of the eggs was broken.

03/03/1922    *Eastern Ontario Review*    *Montreal and Ottawa*    *Vankleek Hill*

On Monday morning, as the C.P.R. train was coming in, the two small ?? wheels of the engine jumped the track due to some ice in the ?? Fortunately the train was only going about six miles an hour ?? The bumping in the ties ?? the passengers considerably ?? few of those who were up making ready to get off were thrown off their feet.

03/03/1922    *Eastern Ontario Review*    *Kingston (CN)*    *Brockville*

Work has begun on the plant of the Eugene Phillips Electrical Works in Brockville, and sidings are being laid out by the engineer of the Canadian National Railway.

14/03/1922    *Ottawa Citizen*    *Brockville*    *Brock Street*

KINGSTON Howard Moulton, a driver for S. Anglin and Co., was badly injured this morning when his motor truck was struck by an incoming C.P.R. train at the Brock street crossing. He had a miraculous escape from instant death as his truck was carried a distance of twenty feet and hurled against a switch and Moulton was caught in the wreckage.

## WELLINGTON STREET VIADUCT NOT NEEDED

Stand of Railways on Bridge Over Their Tracks.

"Entirely unnecessary", "wanton extravagance", "no justification", are some of the terms used by the Grand Trunk and Canadian Pacific Railway Companies in opposing the proposal of the city to construct a new bridge over the tracks of the two companies at Wellington street.

The city has in its bill before the Ontario Legislature a request for authority to raise upon debenture and to expend upon the construction of a new viaduct a sum not exceeding \$150,000. This was estimated to be more than would cover the city's share of this cost of building a new viaduct, the balance being borne by the county of Carleton and the two railway companies. But the idea of being asked to contribute to the cost does not appeal to these other parties, judging by the replies submitted to Board of Control yesterday, to the proposal of the city. The replies from the county and the two railway companies were read to the Board, and filed. The apportionment of cost eventually would have to be made by the Dominion Railway Board.

That there was no present need for the bridge was strongly brought out by the county and railways. County Council wrote to the effect that the existing structure was in good repair and required only resurfacing of flooring, cost of which should be borne by the city under Section 460 of the Municipal Act. The cost of maintenance and repair should also be shouldered entirely by the city. It pointed that the present bridge provided adequate traffic accommodation.

Bridge Unnecessary.

The Grand Trunk Railway Company declared that construction of a new bridge was entirely unnecessary and would be only wanton extravagance. The present bridge had been up only 10 years and was in good shape except for this surface. The C.P.R. engineers reported much the same, stating there was no justification for going to the expense which would be involved as it would involve a large expenditure of money. It was sufficient for vehicular and pedestrian traffic for many years. The fate of the city's request in its private bill will be awaited with interest.

24/03/1922 *Eastern Ontario Review* L'Orignal L'Orignal

The C.N.R. station here is now presenting a very respectable appearance since it underwent the needed improvements referred to in these columns some weeks ago. Both the agent office and the waiting room are now a credit to our King government.

30/03/1922 *Morrisburg Leader* Kingston (CN) Aultsville

Cornwall Assizes

Baker vs. Prunner - Action for damages by Miss Baker against defendant as Executor Estate Mrs. Wesley Baker by reason of deceased's negligence in driving across G.T.R. crossing at Aultsville when passenger train was approaching same at fast rate of speed. Judgment for the plaintiff for \$2000 and costs. G.I. Gogo, K.C. for plaintiff, G.A. Stiles, K.C. and A. Flynn for defendant.

07/04/1922 *Morrisburg Leader* Kingston (CN) Aultsville

After being in the Cornwall General Hospital for the past ten months as the result of a railway accident at Aultsville crossing. Miss Laura Baker returned to her home on Thursday last being able to get around by the use of crutches. We are all pleased to see her home again.

13/04/1922 *Ottawa Citizen* Westport Phillipsville

Passenger Train Derailed.

BROCKVILLE. April 13 The Canadian National passenger train from Westport was derailed at Philipsville last night through a bad track. There were no casualties.

14/04/1922 *Eastern Ontario Review* L'Orignal L'Orignal

L'Orignal. The Can. North Ry. are continuing their improvements around the station here. They recently finished the much needed improvements to the interior of the station and now they are having their road from the street to the station macadamized for which two cars of gravel have arrived for this purpose. Besides a new sidewalk will be built along the road which will save our citizens from flunkawting in the mud on their way to and from the station.

20/04/1922 *Ottawa Journal* Westport

## RESTORE AUTO-CAB WESTPORT BRANCH

BROCKVILLE, April 11. Hon. F. B. Carvell, chairman of the Dominion Railway Commission, has ordered the gasoline motor car service to be restored on the Brockville and Westport branch of the C. N. R., with a larger type of car, according to an announcement by W. A. Lewis, president of the Board of Trade. In addition, the management, of the railroad has announced that there will be no alteration to the present train service before this motor car is placed in operation.

21/04/1922 *Ottawa Journal* Carleton Place Britannia

A washout of the CPR Carleton Place Subdivision occurred several hundred feet west of Britannia, due to the high spring runoff causing the Ottawa River to overflow its banks. All trains from Smiths Falls/Brockville and Western Canada were detoured via Bedell. On page 6, a similar story was printed, but the last sentence said "The villages of Ashton and Stittsville are now isolated!!" This lasted for a couple of days.

24/04/1922 *Ottawa Journal* Prescott Osgoode

## SERIOUSLY INJURED FALLING OFF TRAIN

E. A. Ancil, Quebec, Fractures Skull Near Osgoode.

Mr. E. A. Ancil, export tailor of Quebec City, aged 53, fell off the rear of the incoming C.P.R. Toronto train, near Osgoode, on Saturday night at 8.55. He is now lying in Rideau Street Hospital with a fractured skull and a broken bone in his right leg. He had not regained consciousness this morning. His son, Mr. R. E. Ancil, arrived from Quebec last evening. Dr. T. H. Legett is attending him.

The train was travelling rapidly when the accident occurred and it did not come to a stop until almost two miles from the spot. The train backed up, preceded by trainmen searching the ground with lanterns. As soon as Mr. Ancil was found he was placed on the train and rushed to Ottawa. Dr. H. C. Wert, of Smiths Falls, who was on the train, rendered first aid. News of the accident had been sent on ahead and the ambulance of George Burney & Son was waiting to take the injured man on his arrival to hospital.

Mr. Ancil boarded the train at Toronto. Towards evening he appeared to be unwell, and as soon as the train had passed Ambrose he went out on the observation platform at the rear of the train, apparently seeking fresh air. Mr. and Mrs. George Pushman of Ottawa were the only other passengers in the parlor car at the time. Mr. Pushman saw the man leaning over the railing on the platform, fearing an accident, he rushed out to him but was only able to catch a foot as the rest of the body fell over. Mr. Ancil's weight nearly pulled Mr. Pushman off the platform and he had to let go of his hold. Mrs. Pushman, in the meanwhile, had given the alarm to the porter, who pulled the communication cord.

According to Mr. Pushman, the man fell on his head on the track and rolled a number of times before stopping. When found Mr. Ancil was unconscious and bleeding freely from his head injuries. As soon as the train arrived in Ottawa, word of the accident was sent to the family living at 53, Buade street, Quebec, according to papers found in the man's coat. The son, Mr. R.E. Ancil, arrived last night on the Montreal train.

# QUEBEC MAN FALLS FROM A C.P.R. TRAIN

F. A. Ancil Gravely Injured .. Had Gone to Rear of the Train.

After falling off the rear of the C.P.R. Toronto-Ottawa, train, travelling in the direction of Ottawa. 9.30-Saturday night. F. A. Ancil., importing tailor, of Quebec city, was admitted to the Protestant General hospital. Rideau street, and today was reported to be in a critical condition. Mr. R. E. Ancil. of Quebec, son of the injured man. arrived in the city last night.

How the injured man came to fall off the train is unknown. It is said that he was travelling in the first class coach and walked back to the rear of the train through the parlor car and out onto the rear platform, when the train was but a short distance south of the city. He was missed shortly afterwards and the train was brought to a stop and a search made. Some distance back he was found in an unconscious condition, lying on the tracks.

Dr. H. C. Wert. of Smiths Falls, who was on the train, rendered him "first aid." and he was brought to the city. Burney and Son's ambulance met the train at the station and took the injured man to the Rideau street hospital.

Today the man was still in an unconscious condition and his state was considered very serious. Dr. R. M. Leggett. who is attending him, stated that he was severely injured about the head, and grave fears are held that his skull is fractured. His right knee is also badly injured.

26/04/1922 *Ottawa Citizen* *Prescott*

# QUEBEC TAILOR DIES OF FALL FROM TRAIN

E- A. Ancil Succumbs to Injuries.

Mr. E. A. Ancil, of Quebec city, retail tailor, who fell off the rear of the C.P.R. Toronto-Ottawa train, as it was nearing the city on Saturday night, died at an early hour this morning at a local hospital. Two daughters and a son are in the city and will take the body with them to Quebec but as yet have not completed arrangements.

Coroner Saulter opened an inquest this morning at Burney and Son's morgue, and the inquiry was adjourned until May 3.

More but only repetition of original item

28/04/1922 *Eastern Ontario Review* *Vankleek* *Vankleek Hill*

The Main street crossing of the G.T.R. track is very bad and dangerous for automobile and carriage springs. Perhaps a simple request from our town council to the proper authorities would have the desired effect.

28/04/1922 *Eastern Ontario Review* *Carleton Place* *Carleton Place*

The new C.P.R. depot in Carleton Place is just about completed and will be opened about the first of May

04/05/1922 *Ottawa Journal* *Prescott* *Osgoode*

# ACCIDENTAL DEATH IS VERDICT OF JURY

That Emile Armand Ancil. of Quebec City, came to his death on April 26. at a local hospital through injuries to his brain caused by an accident when he fell through the rear end of a Toronto-Ottawa C.P.R. train, near Osgoode Station was the verdict of the jury at the Police Station last night. Coroner W. W. Baulter presided.

Evidence was given by F. W. Abbs, Toronto, the conductor, and also by W. Doricott. trainman. Dr. T. H. Leggett, who examined the injured man said he couldn't find a fracture of the skull but the brain was injured.

Several passengers were also examined among them being Mr. and Mrs. G. Pushman. 25 Fairburn avenue. Mr. Pushman made an attempt to catch the falling body as it lurched from the train, but was unsuccessful. Richard J. Durley. 654 Rideau street, also gave evidence, as did the steward Geo. Walters, of Toronto, who told that Mr. Ancil had gone to the observation car, leaned over the railing, lost his balance and fell over.

05/05/1922 *Ottawa Journal* *Prescott* *Bowesville Road*

New timber bridge on Bowesville road

Action of C.P.R. Aims Prevent Accidents

Announcement was made this morning by CPR officials of the company's intention to construct a new timber bridge at the point on Bowesville road where the tracks cross. At present there is a bad twist in the road and the bridge winds in such a way as to prevent motorists approaching it in both directions from seeing each other until they are almost together. There have been several collisions at this spot.

By pulling down the old winding bridge and making the new one a straight ahead one, this damage will be removed, besides generally improving the appearance of that section.

The action of the C.P.R. has been partly the result, it is stated, partly of the good work of H. B. Billings of the township of Gloucester who has been in communication with C.P.R. officials. The Ottawa Suburban Road Commission will be prepared to grade the approaches to the new bridge.

05/05/1922 *Eastern Ontario Review* *Vankleek* *Vankleek Hill*

Mr. Jno. Lariviere, Hawkesbury has a brand new bus now going from the C.P.R. station here to Hawkesbury, capable of seating sixteen. It is a handsome outfit.

12/05/1922 *Eastern Ontario Review* *Vankleek* *Vankleek Hill*

Mr. John Lariviere this week received his new auto bus which will travel between Hawkesbury and Vankleek Hill station on the C.P.R. It is a magnificent Reo, very comfortable, and is being admired by all.

12/05/1922 *Eastern Ontario Review* *Vankleek* *Hawkesbury*

The C.N.R. Co. on Tuesday kept tab on the number of people and rigs passing on the crossing of McGill street. The council has requested better protection at that crossing and this is in reply to it.

22/05/1922 *Ottawa Journal* *Smiths Falls*

CNR inaugurates a 'Stag' sleeping car on its overnight Ottawa-Toronto trains via Napanee.

This was added as the male passengers were complaining that the women's restrooms were often occupied by females for an extended period of time in the morning, meaning that the men had only one lavatory at the other end of the car, and there was often a waiting line to get in, resulting in people alighting from the overnight train at Toronto at a very late hour. And this hampered switching operations at Toronto Union as well. Now this extra sleeping car would have both ends of the car in use by only the male occupants of this 'stag' car.

23/05/1922 *Ottawa Citizen* *Waltham*

Mr. C. Lalonde, residing on the Aylmer road, lost a valuable colt under peculiar circumstances yesterday afternoon, the unfortunate animal being drowned in the Ottawa river and its body was carried over the Chaudiere falls. Mr. Lalonde had let the colt out in a pasture on the Aylmer road bordering on the river on one side and the C.P.R. tracks on the other, it was its first outing, and when a C.P.R. train went snorting past the colt became terrified and racing for the river plunged in and getting outside the log booms was caught in the tug of the current in the main channel and went under, battling bravely for some time.

## NOTICED BREAK AND PREVENTS ACCIDENT

The derailing of the G.T.R. express from Pembroke, on Saturday night, was narrowly averted through Mr E. Moore, 134 Cartier street, the fireman of the train, looking back from the window of the engine cab and noticing that an axle of one of the passenger coaches had broken. The train at the time was near the Nepean yards of the J. R. Booth Ltd. It was immediately brought to a standstill, and the passengers were transferred from the passenger coaches to the mail and baggage cars and brought to the city.

The spot where the broken axle was noticed is but a short distance from a sharp curve, near Holland avenue viaduct, and It is generally believed that had the train taken this curve one or more coaches would have become derailed. After the regular train had delivered its passengers at the Central Station, a crew was sent out to bring in the damaged passenger coach.

29/05/1922 *Ottawa Journal**Renfrew**Bank Street*

## GTR TRAIN BREAKS AN AXLE IN YARDS

A broken axle on Grand Trunk train No. 52 occasioned some inconvenience to passengers on the train early Saturday evening, as a result of which they had to transfer to other coaches at the Bank street yards.

The break occurred at 6.40 o'clock standard time, Saturday evening, as the train was pulling into the Bank street yards. The axle broke low in the second class coach. There was no confusion, the passengers changing quietly over to the express and baggage cars.

The train which makes the run from Depot Harbor to Ottawa, was only about 10 minutes late as the result of the break. Conductor Tom J. Brachen, 38 College avenue, was in charge.

02/06/1922 *Eastern Ontario Review**Montreal and Ottawa*

Refrigerator cause for cheese to Montreal

The Department of Agriculture have requested the reinstatement June 5th to September 2nd, 1922, the Canadian Pacific Railway will place at the Vankleek Hill and McAlpin stations a refrigerator car to be loaded on Monday of each week with cheese. These refrigerators are picked up by fast freight same day and the cheese is delivered the following morning to the different consignees in Montreal.

Good team track facilities are provided leading to the Canadian Pacific Railway at Vankleek Hill.

The refrigeration received by the cheese from the time it is loaded here until it arrives in Montreal, leaves the cheese in excellent shape for the test the cheese receives there by the dealers. Shippers in this locality will do well to take full advantage of these shipping facilities.

02/06/1922 *Eastern Ontario Review**Vankleek*

Mr. I. Sauve, section foreman of the G.T.R. branch line here, has lately purchased a gasoline railroad track car to travel to and from his work.

08/06/1922 *Winchester Press**Kingston (CN)**Maitland*

On a charge of having liquor in an illegal place Frank Stick. Former inpector under the O.T.A. appeared before Magistrate Page and was fined \$200 and \$8.45 costs. Inspector Plumb, Prescott, who laid the information against Stick, confiscated 12 bottles of whiskey and four bottles of beer, which the accused had in his possession at Maitland, after leaving a train at that point.

23/06/1922 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The C.P.R. station yards here are undergoing very decided improvements. A gang has widened the gateway by removing the hedgeback ten feet, and re-cindered the yard. The popular agent, C.E. Armstrong, is always up to date when improvements are needed.

30/06/1922 *Eastern Ontario Review**Vankleek**Hawkesbury*

Mr. McCall, inspector for the Board of Railway Commissioners, was in town on Monday and inspected the railway crossing on McGill Street in company with Mayor F.J. Pattee, Coroner H.R. Kirby, Mr. W.A. McRae and Mr. J.R. Lauria, the latter two representing the Board of Trade. Mr. McCall suggested a subway as the real cure for our troubles. The town share in an undertaking of this kind would be in the neighborhood of \$1,500, and under the present financial condition of our town it is hardly feasible. The next suggestion was for a wagging signboard and bell. This was considered both annoying and undependable. The next suggestion was a watchman such as we had at the Main street crossing. We do not wish to prophesy but we believe the latter suggestion will be accepted.

07/07/1922 *Ottawa Citizen**Hull Electric*

## URGED IMPORTANCE PROPER LIGHTS AS PUBLIC SAFEGUARD

Judge Mulligan Awards Damages Against the Hull Electric Railway for Aylmer Road Collision.

Holding that the Hull Electric Railway Company did not carry proper running lights on the rear of its train, which was propelled by an electric engine and was backing across an Aylmer road crossing on the evening of January 27th, Judge Mulligan, late last night, gave substantial damages and costs to Mrs. Mina Campbell. Mrs. Campbell was given \$383 damages and her husband \$50, making the award \$433. of her \$500 claim.

The Major Hill Taxi Company, in whose car Mrs. Campbell, her husband, and a party of friends were travelling along the Aylmer road, was absolved from blame or negligence in connection with the smash. Owing to July and August being "long vacation", the judge allowed a stay of proceedings in entering final judgment until September 15th. up to which date the Hull Electric Company, if it cares to, has the right to appeal. Evidence in the case, which began about ten days ago, and was adjourned until seven o'clock last night for the attendance of two witnesses who were unavoidably absent at the first sitting, showed the train crew had waved a lantern of light from the top of a freight car which formed the "front" of the backing train.

Stress was laid by Mr. A. E. Fripp, K.C., counsel for Mrs. Campbell, on the importance of railway regulations calling for the displaying of a light on either side of the end of a backing railway train.

To Protect Public.

The displaying of a light on the side instead of somewhere on the top of the last car, Mr. Fripp urged, was of great importance for the protection of the public when a train was crossing a public highway. Judge Mulligan, in his finding, took a similar view of the case, holding that the improper exhibition of lights constituted the negligence and want of care complained of.

The Major Hill Taxi Company car was running west on the Aylmer road, and the freight train was backing up from tracks crossing the road and coming from a southerly direction. The chauffeur and passengers in the car testified they had had no warning of the approach of the backing train until the smash took place.

Time for Appeal. Mrs Campbell, in her evidence, said she had been placed in a highly nervous condition as a result of the accident, and further said that she could now enter a motor car only with considerable apprehension.

The action which was brought by Mrs. Campbell and her husband against the Hull Electric Railway Company and the Major Hill Taxi Company as co-defendants, was later followed by another action brought by the Taxi company against the Hull Electric Company for damages to the motor car. This action is in the Supreme Court of Ontario and has not yet come to trial.

Following the decision of Judge Mulligan last evening, Mr. W. L. Scott, counsel for the Hull Electric Company, was unable to state definitely whether or not an appeal would be taken, as he said he had not had time to make a complete survey of the entire evidence. Mr. W. C. McCarthy represented the Major Hill Taxi Company.

11/07/1922 *Ottawa Journal**Alexandria**Bowesville Road*

CAUSE OF WRECK. Investigation this morning showed that the derailment of two Canadian National Railway freight cars near the Bowesville Road crossing at 1.11 last evening was caused by a brake fitting becoming loose and catching in the cattle guards. The cars were replaced on the rails later in the evening and taken to the Ottawa yards.

**27/07/1922    Winchester Press    Montreal and Ottawa    Pendleton**

Through presence of mind and quick action, Mr. S.J. Dixon, of Pendleton, Ont., brother of Mr. Geo. Dixon, Winchester, saved the life of a lady at Pendleton Station last February, when she fell between a moving train and the station platform. In recognition of the brave act Mr. Dixon has not only received the medal from the Humane Society, but special recognition from the C.P.R. authorities

**04/08/1922    Eastern Ontario Review    Brockville    Brockville**

A Russian named Michael Sandow was struck by an express train on the C.P.R. track near Brockville and died from his injuries.

**04/08/1922    Eastern Ontario Review    Kingston (CN)    Lansdowne**

Norman Meldrum, of Belleville, a G.T.R. brakeman. Slipped between cars near Lansdowne and was instantly killed.

**11/08/1922    Eastern Ontario Review    Montreal and Ottawa    Pendleton**

Montreal. - Not only does the Canadian Pacific Railway recognize acts of bravery by its own employees, but it acknowledges them when performed by those outside its service. This was shown when the Canadian Pacific recently applied to the Canadian Royal Humane Society for recognition of Samuel J. Dixon, of Pendleton, Ontario, for his gallantry in Saving Miss Amelia Boudreault, of St. Pauscal, Ontario from Serious injury or probable death.

At the suggestion of Mr. A.D. MacTier, vice-president, C.P.R., several affidavits from witnesses of the incident and others bearing on the courage and presence of mind displayed by Mr. Dixon was supplied to the Royal Humane Society, and as a result the society has decided to grant a medal for bravery to him. The incident happened at 6:30 p.m. on February 11th last, when Miss Boudreault, who was late for the train, ran after it as it was leaving Pendleton station, and in attempting to board it fell between the end of the platform and the train Wheels.

Affidavits of several witnesses pay a tribute to the pluck displayed by Mr. Dixon. They show that as he was walking on the platform he noticed the young lady clinging to the bars of a coach. Just as he reached her she released her hold and fell, her head striking the oil waste box of the car truck. This swung her around with her feet on the rail. Part of the train hit her, throwing her head and shoulders across the rail. At this instant Mr. Dixon grabbed her and pulled her clear of the moving train wheels. While holding her until the train passed out, Mr. Dixon his himself was hit on the head by a coach step. The injured woman was taken to the CPR agent's residence and attended by the local doctor. She recovered soon afterwards, and admitted there was no one to blame for the occurrence but herself.

**11/08/1922    Eastern Ontario Review    Kingston (CN)**

To economise coal Grand Trunk engines on passenger trains are now run through between Montreal and Belleville - 222 miles - instead of changing at Brockville as has been the custom.

**11/08/1922    Eastern Ontario Review    Kingston (CN)    Brockville**

Thos. Callaghan, a marine fireman belonging to Toronto, who was found riding the blind baggage on the G.T.R. by Constable Riepart of the railway force, was fined \$2 and costs of \$5.23 by Magistrate page in Brockville, and given two weeks to pay upon the understanding that he leave town immediately.

**18/08/1922    Eastern Ontario Review    Kingston (CN)**

When driving a freight train on the G.T.R. west of Prescott, Engineer P.W. Logan noticed a handbag a few feet from the track, and picking it up delivered it to the agent at Brockville. The bag belonged to a lady from Hamilton, who lost it from the International Limited four days previously, and with its contents, which were of considerable value, was restored by the company to its owner.

**18/08/1922    Eganville Leader    Eganville    Eganville**

Reduced Train Service

After this week the C.P.R. train service between Eganville and Renfrew will be reduced. The noon train will be taken off, leaving the morning and evening trains running on the same time schedule. The shortage of coal is the reason given by the company for the new arrangement.

**24/08/1922    Winchester Press    Winchester**

Waste of Fuel

Attention of the Press was called by a local merchant to a needless waste of good fuel by the Canadian Pacific Railway Company. This gentleman stated that on coming from Montreal a few days previous he had noticed the burning on the side of the track large piles of used railroad ties. There must have been several hundred cords of good stove wood in the piles, and he could not see why a railroad Company noted for its Conservation principles and economy should permit such a wanton waste of good household fuel. There are many families, who would be only too glad to haul away those ties and cut them up into firewood. Why then should they be burned in heaps, and practically wasted? At the present time of fuel scarcity it seems a wanton and needless waste.

**24/08/1922    Ottawa Journal    Renfrew    Eganville**

TRAIN LEAVES TRACK DELAYING PASSENGERS

Freight Derailment West Eganville.

A derailed truck of one of the cars of a western freight train a few miles west of Eganville, is holding up the local G.T.R. passenger train between Pembroke and Ottawa. At two o'clock the train was four hours late in reaching- reaching Ottawa and the obstruction had not yet been removed. The Pembroke train is due in Union Station at 11.35 and may not arrive until five or six o'clock. The derailment is not serious.

**25/08/1922    Eastern Ontario Review    Belleville**

Stepping from one track to another to avoid a train, James Lavender, a farmer residing near Port Elmsley, a few miles west of Smiths Falls was struck and killed by a C.P.R. express train. Lavender had driven his cows to pasture and was walking home along the tracks when struck. He was 82 years old and partially deaf and is survived by four sons and two daughters.

**25/08/1922    Eastern Ontario Review    Montreal and Ottawa    Vankleek Hill**

About 75 harvesters left the C.P.R. station at Vankleek Hill on the 11th for Winnipeg. This is the largest number for a good many years.

**TWO NOW DEAD RESULT HULL CROSSING**

"Double Headed" Engine Collides With Truck Containing Five Hull Lads, and A. Bertrand, Chauffeur.

**CONDITION TWO INJURED CONSIDERED DANGEROUS**

Lucien Ouellette. Aged 12 Years, is Killed Instantly and younger Brother Dies Today.

Another victim of the fatal train and automobile collision which occurred at St. Florent street railway crossing. Hull, Thursday afternoon when one boy was killed outright and five others seriously injured, died at the Sacred Heart Hospital at six o'clock this morning. He was Hector Ouellette, aged 10. brother of Lucien Ouallatte aged 12. The latter was instantly killed and his body terribly mangled when the train crashed into the car

Condition Dangerous

Of the four other occupants of the motor truck when the crash occurred, two, Maurice Bertrand and Alphee Bertrand, the latter the driver of the truck, were declared by the authorities at Sacred Heart Hospital this afternoon to be in a very dangerous condition, both suffering acute pain, with lapses into unconsciousness. Leopold Goulet, another victim, was stated to be resting easily with every possibility of recovery, the sixth occupant of the truck, was declared to be the one who had escaped with the least injury.

Non-railway details omitted

The accident occurred about five o'clock yesterday afternoon, when the automobile truck with its six passengers, and driven by Alphee Bertrand, was struck by C.P.R. engine number 2022 as the car was crossing the tracks at St. Florent street, two blocks south of Hull station. It was stated that the train was travelling slowly and that it whistled, but that Alphee Bertrand did not hear it until too late

Carried 300 feet

When the truck was hit, it was carried for nearly 300 feet and most of the occupants were thrown out on both sides of the track. Thirteen-year-old Lucien Ouelette, who was sitting in the centre of the truck, was killed instantly and his body which was dragged for over 100 feet, was completely severed in seven pieces. The injured, except for young Royal Belanger, who was carried to his home nearby, were taken to Sacred Heart Hospital. Alphee Belanger, of 57 Frontenac street, Hull, aged 29, was taking the truck out for a trial spin. He picked up his young brother and sister, Maurice, and Jeanette, also the two Ouelette boys, living nearby and Leopold Goulet and Royal Belanger, who were playing in the neighbourhood. The two Bertrand boys occupied the seat while young Belanger and Hector Ouelette were sitting with their feet dangling over the rear of the truck. Goulet was standing on the running board and Lucien Ouelette was sitting on the floor in the centre of the car.

Just as the truck was crossing the railway tracks on St. Laurent street, C.P.R. engine 2033 with engine number 504 attached, which had been hidden by trees, appeared almost on top of them. The driver of the truck, Alphee Bertrand, swerved to the right to clear the tracks. In doing so it is thought he ran off the graded crossing, and his wheels locked in the tracks. No one had time to jump before the engines, which were only travelling at 10 miles an hour, hit the truck squarely in the middle.

Non railway details omitted

According to eye witnesses of the accident, two large trees in Mr. Maurice's property deadened the sound of the bell of the approaching train. The trains whistle was also deadened, apparently misleading the driver of the truck as the distance off of the approaching train. Mr. John Maurice, who was one of the first to assist the injured, stated that many near accidents had occurred at this crossing. Requests had been made for a level crossing but without avail. He had already pulled down a building on his property which concealed the approaching trains, but the trees still screened its approach from on-coming vehicles.

Allege Whistle Blown

According to C.P.R. officials. Engine 2022, in charge of Engineer Stan Stewart, and Engine 504 under Engineer Bottrell, were proceeding slowly. The bell was ringing and the whistle was blown at all three intersections, including St. Florent street. The accident caused the derailment of the tender of Engine Number 2022 and a wrecking crew was sent out from Ottawa.

The Brockville train was not delayed by the accident as engine number 2022 was replaced and the train detoured by way of Hurdman. Engine number 504 was held up for nearly 30 minutes before it could take out the Gatineau train.

Non railway details omitted

**TWO AMERICANS EN ROUTE HERE KILLED BY TRAIN**

Woman Tourist, Aged 65 Years, Loses Leg in Chesterville Crossing Fatality.

**THREE ARE INJURED IN SMASH-UP ON CROSSING**

Motoring to Ottawa, a party of five American tourists from South Bombay, N.Y., was struck by a C P.R. Montreal-Chicago flier, a little more than a mile west of Chesterville at noon Wednesday. Two were killed and three injured by the collision. The injured included an aged lady of 65 years, who had her left leg amputated at the St. Francis General Hospital, at Smiths Falls, last night. The other two patients are progressing favorably, though they are not yet in condition to discuss the accident.

The dead are: George Murray, aged 33 years, South Bombay, N.Y., and Mrs. Helen Reynolds, aged 40, South Bombay, N.Y.

The injured, who are in Smiths Falls hospital, are: Mrs. Charles Murray, South Bombay, N.Y. aged 65 years, left leg amputated, and scalp wounds, condition serious; Miss Annabelle Greenwood. South Bombay, N.T., aged 17 years, collar bone broken; Mrs. George Murray, South Bombay, N.Y., scalp wounds and shock, condition not serious.

Loses Left Leg.

Immediately, after the accident the victims were placed on the train. George Murray was dead when he was picked up. Death, it is thought, was due to internal hemorrhage. Mrs Reynolds died on the way to Smith Falls. She was terribly injured. The others were removed to the hospital where Mrs Charles Murray had her leg amputated.

The coroner, Dr. Locke, of Williamsburg, when informed of the fatality at once left to view the remains and the inquest was adjourned until next Wednesday noon, at the Chesterville Town Hall.

Did Not See Tracks.

The accident, in the opinion of Dr. Locke, occurred when the driver of the automobile failed to realize that the railway tracks crossed the road about a mile and a quarter west of Chesterville. From Chesterville to that point the railway and the road run parallel, and the driver had a full view of the train. He apparently did not notice that the high way and railroad intersected. At the time of the accident the train was travelling at about 45 miles an hour. Striking the automobile near the hood, the locomotive turned the car completely over, scatterlug the occupants and carrying the auto about three pole lengths.

Engineer Thomas Martin, of Montreal, Fireman A. Jeffrey, Montreal, and Conductor William Chapman, Toronto, were in charge of the train

The bodies of Mr. Murray and Mrs Reynolds are being held in the morgue at Smiths Falls pending the completion of arrangements to have them sent to South Bombay.

**TWO KILLED, THREE INJURED. AUTO AND C.P.R. FLYER CRASH**

American Auto Party On Way to Ottawa in Fatal Accident at Chesterville Crossing.

**TRACKS AND ROAD RUN ON PARALLEL**

Man Killed Instantly, Woman Dies on Train, Others in Smiths Falls Hospital.

Chesterville, Ont. Sept 6 - Two are dead and three others are more or less seriously injured following a collision between a Ford sedan and the C.P.R. Montreal-Chicago flier, about a mile and quarter west of here at noon today.

The Dead.

George Murray, aged 33 years South Bombay, N. Y. Mrs. Helen Reynolds, aged 40. South Bombay, N. Y.

The Injured.

Mrs. Charles Murray, South Bombay, N. Y., aged 65 years, left leg amputated and scalp wounds, condition serious.

Mrs. George Murray, South Bombay, N. Y., scalp wounds and shock, condition not serious.

Miss Annabelle Greenwood, South Bombay, N. Y., aged 17, collar bone broken.

The party were motoring from South Bombay, N. Y., to Ottawa. South Bombay is about five miles from Moira, N. Y. The accident happened at 11.45 o'clock am., standard time.

For about a mile, or most of the way from Chesterville to the railway crossing where the fatal accident happened, the railway and road run parallel, and the driver of the car had full view of any train travelling along this stretch. In the opinion of Dr. Locke, of Williamsburg, the coroner, the driver of the auto, which was travelling the same direction as the train, apparently did not notice that the road crossed the railway tracks at this point.

The Ford sedan in which the party were driving reached the crossing at the same time as the Montreal-Chicago flier No. 19, which was travelling at 45 miles per hour. The train was in charge of Engineer Thomas Martin, of Montreal. Fire man A. Jeffrey, Montreal, and Conductor William Chapman, of Toronto.

Carried Auto Alone.

The front of the locomotive struck the automobile opposite the engine and turned the car completely over, and throwing out all its occupants. After turning the car over, the loco motive carried it along about three pole lengths.

When George Murray was picked up he was dead, with some ribs broken over his heart. It is thought that death was due to an internal hemorrhage. The other four occupants of the car were taken on the train and brought to Smiths Falls. Mrs. Reynolds, who was terribly injured, died on the train while en route to Smiths Falls. Mrs. Charles Murray and Miss Greenwood were taken to the General hospital at Smiths Falls, where Mrs. Murray had her leg amputated. Mrs. George Murray, wife of the late Mr. Murray, was taken to St. Francis hospital. She is the least injured of the party.

Dr. Locke, of Williamsburg, the coroner for Chesterville district, was notified of the death of the late Mr. Murray and at once went to Chesterville to view the remains. An inquest was opened. After the usual swearing in of the jury, the inquest was adjourned until next Wednesday noon, at the Chesterville town hall. This inquest will also cover the death of the late Mrs. Reynolds.

The remains of the late Mrs. Reynolds are in the morgue at Smiths Falls awaiting arrangements for shipment to South Bombay.

07/09/1922

Ottawa Citizen

Renfrew

Parkdale Avenue

**BUGGY WAS STRUCK BY GTR TRAIN**

Clement Davis Has Narrow Escape at Parkdale Avenue Crossing.

Clement Davis, residing at the corner of Bellevue and Carling avenues, had a hairbreath escape from at least serious injury, a few minutes before six o'clock last evening, when a buggy in which he was driving was struck by an east-bound G.T.R. freight train at the Parkdale avenue crossing. As it was he escaped with a few scratches, his horse uninjured and the buggy badly smashed.

Davis was driving in a southerly direction along Parkdale avenue, and for some reason did not heed the bell at the crossing, which rings as a warning of trains approaching. The bell rang, for just a few minutes after the accident happened a Citizen reporter who was passing, heard it ringing. The freight train, drawn by engine number 1645, and in charge of Engineer H. Legate and Conductor J. Conley, both of Ottawa, was travelling in an easterly direction at a moderately slow rate of speed.

Davis had almost crossed the tracks when the accident happened. The front of the engine caught the rear part of the buggy and swung it to the east side of the road. Davis himself was thrown clear of the rig and fell among some grass the side of the road. As the train along was travelling slowly, and thanks to the presence of mind of the engineer, it had almost come to a stop when the collision occurred.

08/09/1922

Morrisburg Leader

Winchester

Chesterville

**Two Are Killed at Crossing**

Two are dead and three others are injured following a collision between an automobile and the Canadian Pacific Railway Montreal - Chicago Flier, about a mile and a quarter west of Chesterville. The dead: George Murray, aged 33 years South Bombay, N. Y., and Mrs. Helen Reynolds, aged 40, South Bombay, N. Y.

The injured are: Mrs. Charles Murray, South Bombay, N. Y., aged 65 years, mother of the dead man, left leg amputated and scalp wounds condition serious; Mrs. Geo. Murray of South Bombay, N. Y., wife of the dead man, scalp wounds and shock condition not serious, and Miss Annabel Greenwood, South Bombay, N. Y., aged 17, collar - bone broken.

When the party met with the fatal accident they were motoring from South Bombay, N. Y., to Ottawa.

For about a mile, or most of the way from Chesterville to the railway crossing where the fatal accident happened, the railway and road run parallel, and the driver of the car had full view of any train travelling along this stretch. In the opinion of Dr. Locke of Williamsburg, the Coroner, the driver of the automobile apparently did not notice that the road crossed the railway tracks at this point.

At any rate, the car in which the party were driving reached the crossing at the same time as the Montreal - Chicago flier No. 19, which was travelling at 45 miles an hour. The front of a locomotive struck the automobile opposite to the engine and turned the car completely over, throwing out all its occupants. After turning the car over the locomotive carried it about three pole lengths.

When George Murray was picked up he was dead, with some ribs broken over his heart. It is thought that death was due to an internal hemorrhage. The other occupants of the car were taken on the train and sent to Smiths Falls. Mrs. Reynolds, who was terribly injured, died on the train while en route to Smiths Falls. Mrs. Charles Murray and Miss Greenwood were taken to the public hospital at Smith's Falls where Mrs. Mary had her left leg amputated. Mrs. George Murray, wife of the late Mr. Murray, was taken to St. Francis' Hospital. She is the least injured of the party.

08/09/1922

Eastern Ontario Review

Vankleek

Hawkesbury

What about the watchman at the McGill street crossing? The Railway Commission seems to have forgotten us. School reopened on Tuesday and the danger will be greater than ever.



14 year old boy instantly killed

Four others injured when engines struck truck.

A dispatch from Ottawa, says Hector Ouelette, age 14 years, St. Jacques Street, Hull, was instantly killed, and four others were injured, two of them critically, at the St. Florent street railway level crossing in Hull, shortly after five o'clock Thursday, when a motor truck in which they were riding was struck by two C.P.R. engines traveling double headed towards Ottawa.

The engines struck the front part of the truck, turning it over and grinding the body and its wheels, so that the tender became derailed and tore up part of the right-of-way for a distance of over 50 feet before the engines came to a standstill. When the collision occurred the occupants of the truck were spilled onto the right-of-way, all clearing the engine with the exception of young Ouelette.

At the point where the accident occurred the view is somewhat obstructed by a short row of trees, and it is believed that the driver of the motor car did not hear the engine signal for the crossing. An inquest will be held.

08/09/1922 Eastern Ontario Review Kingston (CN) Brockville

To relieve the coal shortage cordwood has been shipped from Bainsville and other points to Brockville to be used in firing stationary boilers.

08/09/1922 Morrisburg Leader Montreal and Ottawa St. Florent Street

14 - year - old boy instantly killed

Four others injured when engines struck truck.

A dispatch from Ottawa, says: - Hector Ouelette, aged 14 years, St. Jaques Street, Hull, was instantly killed, and four others were injured, two of them critically, at the St. Florent Street level railway crossing in Hull, shortly after 5five o'clockThursday, when a motor truck in which they were riding was struck by two C. P. R. engines travelling double - headed towards Ottawa.

The engines struck the front part of the truck, turning it over and grinding the body under its wheels, so that the tender became derailed and tore up part of the right - of - way for a distance of over 50 feet before the engines came to a standstill. When the collision occurred the occupants of the truck were spilled on to the right - off - way, all clearing the engine with the exception of young Ouelette.

At the point where the accident occurred the view is somewhat obstructed by a short row of trees, and it is believed that the driver of the motor car did not hear the engine signal for the crossing. An inquest will be held.

14/09/1922 Chesterville Record Winchester Chesterville

Jury's Verdict "Accidental Death"

Tuesday evening in the Town Hall, the jury inquiring into the cause of the accident which resulted in the death of George Murray, of Bombay N. Y., who was killed when the auto he was driving was struck by the C. P. R. Montreal - Chicago fast train on the morning of Tuesday, Sept. 6th, returned a verdict of accidental death, without placing the burden of responsibility on anyone, adding that the crossing in question was a menace to the traveling public and warning the public that great care should be exercised when approaching it.

Engineer Thomas Martin swore that every precaution had been taken by him to avoid the accident. The whistle had been sounded for the crossing at the usual place, about eighty rods distant. The auto was seen by him when it was 200 or 300 yards from the crossing. It appeared to be going fast. When it did not appear to be slowing up the whistle was again sounded and the emergency brakes applied and the train was brought to a stop in about 1800 feet, being about three car lengths after passing over the crossing, where the auto had been struck. Martin considered that a good stop had been made as his train was traveling at fifty miles an hour, when it was evident the auto was not going to stop. He did not think that the auto had come to a standstill where it was struck.

Fireman Jeffrey being on the opposite side of the engine did not see the striking of the car. He had heard the warning whistle and said the bell was still sounding when the train was stopped, after continuous ringing up to that time.

Mrs. Murray, wife of George Murray, said none of the party had heard any warning whistle or the ringing of the bell. The auto was a sedan with all windows closed. She was sitting on the side away from the track and had not noticed they were approaching a railway crossing. The car was a new one and was running at a moderate speed. Her husband was an experienced driver, having handled a car for two years.

Geo. H. Baker said he lived opposite the point on the railway where engines have warning of their approach to the crossing. He heard the regular blasts of the whistle, but had not heard a second warning, which might be accounted for in the wind blowing from the east away from him. There was a crossing sign at the south side of the tracks but he did not remember seeing it from his place a thousand feet away, but he believed it could be seen at that distance.

Kenneth Baker and Willis Cassleman had not heard any second blasts of the whistle.

Thos. Hamilton had not heard the second whistling. He had heard strangers refer to the crossing as a dangerous one.

Mrs. S. Smith and Mrs. Boxell gave unimportant evidence.

J. H. Forbes, Division Engineer of the C. P. R. was on the train. Had noticed the application of the emergency brakes. He believed that the crossing could be made safer by the placing of a warning sign on the North side of the track, although the Railway Commission called for but one sign at such a crossing.

14/09/1922 Winchester Press Winchester Chesterville

Accidental Death

A verdict of accidental death was rendered by the jury at Chesterville who were assembled to inquire into the death of the man and woman who were killed when their auto was struck by a train at Smith's Crossing just west of Chesterville. The jury could not lay any blame on the Railway Company, but recommended that large signs be placed on either side of the crossing so that approaching cars could see them and be warned. Mrs. Murray wife of the driver of the car was present and testified that they did not know there was a crossing, and their car being closed they did not hear the whistle of the locomotive. Mrs. Reynolds, who was killed, had buried her husband only a few weeks previous.

26/09/1922 Ottawa Citizen Belleville Perth

CONTRACTOR KILLED AT LEVEL CROSSING

William Burro Was Building Road Between Perth and Port Elmsley.

PERTH, Ont., Sept. 25. William Burro, a contractor on the construction of good roads between Perth and Port Elmsley, was killed this afternoon when his auto was struck by the C.P.R. west bound passenger train due at Perth at 2.25 o'clock. The accident happened on the outskirts of Perth at the Catholic cemetery crossing. Deceased was driving towards Perth and had stopped his machine at the approach of an east bound passenger train and on its disappearance failed apparently to see the west bound train. The machine was hurled a considerable distance and was completely demolished. The man was picked up by a number of section men and taken to the station where he died shortly afterwards. His home was near Cornwall and he was forty-five years of age. Coroner A. W. Dwyre, M.L., empanelled a jury and an inquest was held tonight and adjourned until Wednesday. The unfortunate man leaves a wife and five children.

Road contractor killed at Perth

William Bure, contractor on the Good Roads system between Perth and Smiths Falls was killed Monday afternoon when the westbound York train ran into the car he was driving and hurled both car and driver over thirty feet. The injured man was picked up and conveyed to Perth station, but he died shortly after his arrival.

Bure had stopped his car to allow the eastbound train to pass and without noticing its approach, drove onto the track in front of the westbound York with fatal results.

Mr. Bure at one time resided in Cornwall. He leaves a family.

29/09/1922    *Morrisburg Leader*    *Westport*    *Athens*

A 15-year-old youth of Athens, Ont., was sentenced to the Juvenile Institution for six years, or until he reaches the age of 21. He confessed to the charge of breaking into the C.N.R. depot at Athens in August, and stealing a quantity of railway property. Most of the stolen property has been recovered.

06/10/1922    *Eastern Ontario Review*    *Kingston (CN)*    *Coteau*

The value of Grand Trunk first aid training was demonstrated in a striking way at Coteau Junction when a telephone message was received by locomotive Foreman Maw, at the roundhouse, that the little son of J.D. Fletcher, Grand Trunk brake man, had swallowed poison. The parents of the child were unable to obtain medical assistance, the local doctor being absent and Foreman Maw promptly summoned one of the roundhouse men skilled in first-aid work. Mounting an engine, the foreman and his assistant reached the residence of Mr. Fletcher within a few minutes and first aid treatment was promptly rendered to the child, this resulting in saving the little boy's life, and he has now on his way to recovery.

12/10/1922    *Kemptville Weekly Advance*    *Westport*    *Lyn*

MOTOR TRAIN HIT TRUCK DRIVER BADLY INJURED

Brockville, Ont., Oct. 6 - When the C.N.R. motor train from Westport this morning struck a motor truck owned by the Laing Produce and Storage Company at a level crossing near Lyn, the motor train was derailed, the truck badly smashed, and Edson Burnham, Young Mills, it driver, received injuries which warranted his removal to the General Hospital here, where he is said to be suffering from serious injuries about the head. No passenger injured.

13/10/1922    *Eastern Ontario Review*    *Carleton Place*    *Carleton Place*

Our railway men as a rule are most modest in the discharge of their duties, and rarely appear in the limelight for valuable service rendered. A case in point was brought to notice a few days ago. Some children were playing about the C.P.R. cattle yards at Carleton Place, when one little fellow ventured out on the tracks unconsciously just as a freight train was coming along. The engineer and fireman saw the lad and acted at once. The driver applied the brakes whilst the fireman climbed out over the engine and caught the child and held him by the arm until the train came to a stop and saved his life. The modesty has seemingly sealed the mouths of the men who acted so promptly and the names are still unknown.

13/10/1922    *Eastern Ontario Review*    *L'Orignal*    *Hawkesbury*

Hawkesbury Man Killed on Bridge

Daniel Timmins, 32, met instant death

Daniel Timmins, age 32 years of Hawkesbury, while walking across the Canadian National Railway bridge, between Hawkesbury and Granville, was struck and instantly killed by an eastbound passenger train running between Ottawa and Montreal, about 6.50 o'clock Sunday night. The unfortunate man had been to Granville and had started to walk back to Hawkesbury over the railway bridge where he met with the accident. An inquest will be held. He is survived by three brothers.

The train was in charge of engineer F. White, of Montreal. It left Ottawa at 3:45 Sunday afternoon.

13/10/1922    *Morrisburg Leader*    *Kingston (CN)*    *Morrisburg*

The early part of the week Grand Trunk passenger train No. 10 struck a herd of cattle on the tracks one and one-half mile east of Morrisburg and killed eight of them. There were 16 in the herd and were owned by Mr. W.C. Coir.

19/10/1922    *Winchester Press*    *Montreal and Ottawa*    *Pendleton*

The Royal Humane Society has presented Mr. Samuel Dixon, of Pendleton, Ont., with a bronze medal, for gallantry in saving the life of Miss Boudreault from beneath a moving railway train last February. Mr. Dixon is the brother of Mr. Geo. Dixon of Winchester.

20/10/1922    *Eastern Ontario Review*    *Smiths Falls*    *Smiths Falls*

Electric power is about to replace man power in the operation of the Canadian National lift bridge on the Rideau at Smith Falls. One advantage will be a distinct saving in time.

27/10/1922    *Eastern Ontario Review*    *Kingston (CN)*    *Morrisburg*

A fewdays ago Grand Trunk passenger train No. 10 struck a herd of cattle on the tracks one and a half miles eastof Morrisburg, and killed eight of them. There were ten animals in the herd.

08/11/1922    *Ottawa Journal*    *Winchester*    *Smiths Falls*

CONDUCTOR IS KILLED WHEN CAR DERAILED

William Barnet Loses His Life in Smiths Falll Yard

SMITHS FALLS. Nov 8

William Barnett of Havelock a C.P.R. conductor, met with instant death in the west yard here today through the derailment of the van of his train.

The rear end of his train was struck by the locomotive of another train running slowly, and shoved a short dstance ahead. When the slack came back the van was derailed and sent down an embankment. . Conductor Barnett had just stepped into the van, thinking all danger over, when the van left the track and rolled down the hill. The ill-fated man leaves a wife and family at Havelock.

10/11/1922    *Eastern Ontario Review*    *Smiths Falls*    *Smiths Falls*

The Department of Railways and Canals is preparing to proceed with the construction of a new steel bridge over the canal at Smiths Falls. Concrete retaining walls are also to be built in the basin there during the winter

24/11/1922    *Morrisburg Leader*    *Kingston (CN)*    *Morrisburg*

Six cars on an eastbound Grand Trunk freight train containing flour were derailed Wednesday morning ar Morrisburg. The Brockville auxilliary was despatched to the scene at 9 o'clock to clear the tack. The train was in charge of W.E. Easton of Brockville.

14/12/1922    *Ottawa Citizen*    *Kingston (CN)*    *Morrisburg*

BOTTLED BEER LOST WHEN CAR BURNS

BROCKVILLE. Ont. Dec. 13 Four hundred cases of bottled beer consigned from London, Out., to Montreal were destroyed when a refrigerator car in which they were being carried on an eastbound Grand Trunk freight train, caught fire from a heater at Morrisburg yesterday. After the train crew had made efforts to put out the fire by placing the car under the water crane, the Morrisburg volunteer fire brigade was called. About 100 cases of beer were saved, but the car was wrecked.

On Tuesday, four hundred cases of bottled beer consigned from London, Ont., to Montreal, were destroyed when a refrigerator car in which they were being carried on an eastbound Grand Trunk freight train caught fire from a heater. An effort was made to extinguish the fire by placing the car under the water crane, but failing, the Morrisburg fire brigade was called. About one hundred cases were saved but the car was wrecked.

Three Injured when Freight is Derailed

Fireman Previously Injured Painfully Burned in Accident

Fireman Robert A. Ellis of Renfrew, aged 23, had his right hand and wrist painfully burned and Conductor J.M. Drummey, 141 Eccles street and Brakeman H.J. Martin, 88 Bell street, were both bruised and cut when a Grand Trunk Railway freight train went off the tracks between Kinburn and Carp, Saturday midnight. Ten cars with grain and the caboose went off the tracks into the ditch and the roadbed was torn up for a considerable distance. A broken wheel was the cause of the derailment. The injured men were brought to Ottawa Sunday morning at six o'clock. Ellis was taken to St. Luke's hospital, where Dr. F. W. McKinnon attended to him. The other injured men were able to proceed to their homes. While Mr. Ellis' home is in Renfrew, he has a room on Nicholas street..

Fireman Ellis had been unfortunate to slip off the icy step of the engine when the train was pulling out of Galetta a short time previous to the derailment. He injured his left back and hip and was incapacitated from further duty. He was taken to the caboose where he was lying down. When the caboose and the other cars left the track and fell on their side in the ditch, Ellis was shot forward against the stove and his right hand was pinned under the open mouth of the damper against the live coals.

Drummey and Martin were also thrown heavily to the floor when the car was upset. Drummey received injuries to his back and to the left shoulder blade and Martin to his left knee and ankle. Despite their injuries Drummey and Martin went to the assistance of their comrade, who was suffering excruciating pain with his hand pinned down by the stove, and released him. The freight engine was detached from the rest of the train and rushed the three injured men to Carp where they were attended to by Dr. W. G. Robertson an old schoolmate of Ellis.

As soon as news of the wreck was received in Ottawa, a relief train was despatched. The injured men were brought back to Ottawa and the repair gang started clearing the roadway. No passenger trains were operating yesterday, but a freight train following behind the wreck was held up for over 12 hours. The grain in the 10 derailed cars had to be transhipped into other cars. The wrecked train, which consisted of 33 freight cars and a caboose, had been made up at Madawaska, and was proceeding east from Depot Harbor with western grain.

Official report from the local headoffice of the railway last night stated that the line was repaired and cleared by 10 o'clock Sunday morning.

Also in the Ottawa Citizen same date

Decorate Trainman for Act of Bravery

Chesterville, Dec. 14th.

A pleasant event occurred on the evening of Dec. 14th, in the Music Hall, Chesterville, in the presence of 400 friends, when Brakeman R.W. Lumden, of Smiths Falls, was presented with a gold medal by the small daughter of Reeve and Mrs. Wesley Hamilton, in the recognition of his bravery in saving Mrs. Hamilton's life. The following address was also read by Mrs. (Dr.) W. A. Brown:

The whole world delights to honor one who overtops the ordinary human being by an act of conspicuous bravery, and it is to do honor to such an one that we are assembled here tonight.

Let me relate the history of the incident which embodies so many tragic elements.

The scene is laid on a bright sunny morning in early June of this year, on a busy village street, crossed by the Canadian Pacific Railway, near its northern boundary.

Upon the shiny track stands a train, drawn by a powerful locomotive, which is puffing and straining as though eager to be on its westward way. Along the street, hastening homeward to her household duties, comes a woman. She glances swiftly up and down the railway track, and seeing only trains at rest, quickly decides to make the crossing. Making a dash to get across before the express starts to move west, she is arrested by hoarse cries of danger and with paralysing horror she realises that a locomotive, which was hidden from the view by cars, is bearing down upon her. Becoming confused, she falls prone upon the track, unable to help herself.

A brakeman, who had been busy with his duties about the shunting train takes in the situation at a glance, and with God-given swiftness the man thinks and acts.

Hurting himself forward he grasps the woman and bears her to safety, just as the grinding wheels of the locomotive pass over the place where she had fallen.

The woman here described is Mrs. Hamilton, a highly esteemed member of our community, and wife of our Mayor. The brakeman, who so gallantly rescued Mrs. Hamilton from a horrible fate, is Mr. R. Lumsden, our guest of honour here tonight.

Cheeks blanched with horror and eyes suffused with sympathy and admiration as the story passed from lip to lip; the whole town was thrilled, sir, with your splendid heroism.

What then must have been the feelings of those most nearly concerned - the aged parents, the fond husband and the loving children?

We believe that just as the highest expression of the love of our Savior for a lost world was His willingness to suffer death that we might live, so the highest pinnacle of human achievement; and though we know that your retiring disposition would cause you to shrink from any publicity as is the way of heroes, still we feel that in the public interest, if for no other reason, you, sir, must allow us to speak of admiration for you, and to applaud your noble act; for it is just such deeds as yours that serve to keep alive our belief in human goodness and self-sacrifice.

In recognition, in slight degree, of your magnificent heroism, Mrs. Hamilton begs you to accept this medal, which will serve at once as a reminder of your splendid bravery and of the undying gratitude of her, whose life you saved.

Signed on behalf of the ladies of Chesterville.

Mrs. W. B. Lawson.

Mrs. F. McCloskey.

Mrs. (Dr.) W. A. Brown.

At the same meeting, the medal of the Royal Humane Society was presented to Mr. Lumsden by W. J. Wren, assistant general superintendent of the Canadian Pacific Railway.