

Local Railway Items from Area Papers - 1926

06/01/1926 Ottawa Journal Thurso and Nation Valley Thurso

Work was commenced last year at Thurso, and the first contract was the construction of a lumber railway into the heart of the Singer limits to bring out the timber. At present there are 35 miles of railway ready to operate, all privately owned lines, handling nothing but wood for Singer company needs. During 1925 a modern saw mill was erected at Thurso, and it is now practically ready for operation. Plans have been approved, and work will be started at once on the main plant, The woodworking mill at Thurso.

The factory will be completed this year, and when it commences operation it will give steady employment to 800 skilled workman.

The Singer company has another important plant in Canada, located at St. Johns, Que., and with the new Thurso plant in operation, its operations in the Dominion will reach important dimensions.

07/01/1926 Kemptville Weekly Advance Ottawa Electric

WORKMAN IS BLINDED BY ELECTRIC FLASH

Peculiar Accident to W.J. Bradley At. O.E.R. plant

Ottawa, Jan. 6. - Mr. W. J. Bradley, 50 Smirle avenue, operator at the Center street sub-station of the Ottawa Electric Railway Company, is in the Civic Hospital as the result of a peculiar accident.

Mr. Bradley, who went on duty at six o'clock yesterday morning, was working on an electric machine known as a compensator, around seven o'clock, when the heavy current jumped and blinding flash ensued, which affected Mr. Bradley's eyes so badly that for the present he is totally blind.

He was removed to the hospital by fellow employes, in a company car, and was attended by Dr. A. S. McElroy. At the hospital early this morning it was reported that his condition was favorable.

13/01/1926 Kingston Daily British Whi Chalk River Renfrew

Backed Locomotive Out.

A Spark Ignited the C.P.R. Round House at Renfrew.

One side of the C.P.R. round house at Renfrew, was destroyed by a fire on Monday evening, when a quantity of oil, stored near the entrance, was ignited by a spark from an incoming locomotive. The round house is a frame structure, and was only saved by the prompt action of the employees, who, within a few minutes, had several lines of hose playing on the blaze. The extent of the damage has not been ascertained, but it would have been considerably greater if the locomotive, which caused the blaze, had not been promptly backed out.

14/01/1926 Ottawa Journal Chalk River Sand Point

Freight Derailed Passengers Late

The C.P.R. passenger train from Chalk River to Ottawa, due at Union Station at 6.25 o'clock last night was almost four hours late, due to the derailment of a freight train between Sand Point and Braeside, a few miles west of Arnprior. No persons were injured.

C.P.R. officials said that the derailment was caused by the breakage of a flange on a wheel of a box car, causing it and another to leave the tracks

The train was east-bound and was followed by the passenger train to Ottawa. This train was held at Sand Point station until a wrecking crew from Smiths Falls succeeded in clearing the line.

Also in the Citizen same date

14/01/1926 Winchester Press Winchester

Chartering a special C.P.R. train in Montreal for a run to Toronto, to which he was urgently called, Elias Rogers made a record trip a few days ago, travelling the distance of 340 miles in 328 minutes. From Windsor street station, Montreal, to Smiths Falls, 129 miles, the run was made with one stop in 110 minutes.

19/01/1926 Ottawa Journal Chalk River Meath

Jumps from train instantly killed

Farmer of village of Westmeath mishap victim.

Pembroke, Jan. 18. - David McMullen, aged 52, farmer of the village of Westmeath, was instantly killed when he jumped from the platform of a passenger car on the evening local on the C.P.R. as it neared Meath station this evening. The train was moving at the time and was about one-half mile from the station. It is supposed that McMullen must have believed they were almost at the station and in his hurry to alight jumped as soon as the train slackened speed. He had been in company with his brother James and his cousin, W. J. Shields, attending a funeral at Haley's station, having driven from Westmeath to Meath to take the train to that point. It was on the return journey that the fatality happened and Mr. Shields, who was standing on the platform with the victim, had no intimation that he was about to alight.

After the train arrived at Meath, a party hastily raced up the track to find that McMullen had been so seriously injured by the moving train that death was instantaneous.

An inquest will be conducted by Coroner G. E. Joseph, of Pembroke. Mr. McMullen is survived by his wife and one son, about 20 years of age.

21/01/1926 Ottawa Citizen Winchester Monklands

APPLE HILL FARMER IS KILLED BY TRAIN

James Colborne Struck by C.P.R. Flyer.

MONKLANDS, Ont, Jan. 21. Jas. Colborne, well-known farmer of the Apple Hill district, was instantly killed yesterday afternoon at a level crossing of the Canadian Pacific Railway about one and one half miles east of this village. He was hurled from a sleigh he was driving by the eastbound flyer for a distance of one hundred feet and was dead when members of the train crew reached him. He was in his 60th year.

It is believed that Mr. Colborne was sitting on the rear of the load of cordwood which he was delivering to Monklands, as the team of horses escaped injury, although the load was scattered. The train was in charge of Engineer Thomas Martin and Conductor J. Phillips, of Smiths Falls, and at the point of the accident generally travels at between 50 and 55 miles an hour, according to Supt Crabb of the C.P.R. Coroner Munro, of Maxville, has opened an inquest into the occurrence.

The late Mr. Colborne is survived by a family of ten children. He was born at Riceville, Ont, and lived there until about ten years ago.

Freight train kills old man near Richmond

Huddled figure near rail is mistaken for a bundle of rags.

While walking the tracks from Ottawa to Westport, Joseph Stevenson, aged about 80 years, formerly rooming at the home of Mrs. H. Schnider, 166 Bessemer Street, was struck by a Canadian National freight train two miles west of Richmond at 3.45 o'clock yesterday afternoon. He died in the train caboose about 15 minutes after the accident, his skull having been fractured.

Stevenson, was sitting on the north side of the tracks, about 14 in from the left rail. Apparently he had become exhausted after his long walk, and was snatching a few minutes rest. So huddled up was he that Frank Hunter, 554 O'Connor Street, engineer of the train, seeing him at the side of the tracks, thought it was merely a bundle of rags which might have been abandoned by a tramp. He watched the object, but saw no signs of any movement from it.

Hit by projection.

When the train was within a few yards of the object, Mr. Hunter made it out to be a man, and applied the brakes. However, the train was then too close, and Stevenson was struck by a projection on the side of the engine as it drove past.

Members of the train crew, headed by conductor B. S. W. Finkle, 47 Third Avenue, rushed to the men's assistance, and carried him to the caboose. They endeavoured to render first aid, but the skull was fractured, and Stevenson died within a few minutes.

The body was placed on the train to Richmond, where the station agent and others about the station failed to identify him, whereon he was brought on to Ottawa on the train, arriving here at 5.40 o'clock. He was removed to Hulse Brothers Funeral Home on MacLeod Street.

Follow up clue.

Up to the time he was taken to the funeral home, the identity of the victim was unknown. However, here a search of his clothing revealed a spectacle case, with the name Joseph Stevenson, and that of T.T.Beattie, Optician, Ottawa, in it. He had a watch also, but no money in his pockets.

T. T. Beattie, druggist, 462 Bronson Avenue, was questioned by Hulse Brothers, and identified the man as Joseph Stevenson when informed that only the thumb and the first finger were on the right hand, the rest missing. Coroner J.E. Craig opened the preliminary inquest at Hulse Brothers undertaking parlour this morning, and adjourned it to Thursday, January 28th, at the courthouse.

22/01/1926 *Morrisburg Leader**Winchester**Monkland*

Wednesday afternoon the eastbound C.P.R. fast Chicago-Montreal train struck and instantly killed Mr. J. Colborne of Apple Hill, at the second crossing east of Mondland station as he drove on to the track. The horses were freed and ran away.

22/01/1926 *Ottawa Citizen**Smiths Falls**Richmond*

RETIRED FARMER MEETS DEATH ON RAILWAY TRACKS

Joseph Stevenson, Aged 75, of Kars, Killed by Fast Freight Near Richmond While Sitting On Tie.

BRAKES APPLIED SOON AS MAN WAS NOTICED

Was Too Late, However, To Stop Train.

Inquest Opens In City Today. Joseph Stevenson, aged 75 years, former well known farmer of Kars, but having of late years, resided with friends or relatives in Ottawa, was almost instantly killed, when he was struck by a Canadian National fast freight three miles west of Richmond yesterday afternoon. Mr. Stevenson had been in the city on Monday receiving medical treatment, and went to visit his sister at Westport. He apparently had been walking the tracks back to Ottawa when he was struck.

The unfortunate man, who for some years farmed at Kars, sold his property there, and frequently visited his sister, Mrs. Joseph Hicks, at Westport, but had resided mostly with friends or relatives in the city. On Monday, after paying a visit to his sister, he came to Ottawa for medical treatment, and then returned to Westport. When he left his sister's home is not known.

The freight train was coming from Belleville to Ottawa, and was due here at 4.45 o'clock. It was in charge of Conductor W. Finkle and Engineer Hunter, both of Ottawa.

Sitting On Track.

Mr. Stevenson was sitting on the end of a tie, outside of the track, and when Engineer Hunter first saw him, he could not determine if the object was a man or an obstruction of some other nature. As his engine approached the man, he then became aware that a human being was sitting on the end of one of the ties. He immediately applied the emergency brakes, but the engine, travelling at about twenty-five miles an hour, could not be stopped before striking the man.

When the locomotive was brought to a standstill, only a short distance from where it had hit Mr. Stevenson, the conductor and engineer jumped down and went to the unfortunate man, who had been thrown some distance by the impact. He was unconscious, and bleeding profusely from a deep wound in the forehead. He was taken aboard the freight train and passed away while being brought to Ottawa.

Mr. E. Landon, chief dispatcher of the Canadian National, to whom a report of the accident was made, expressed the opinion that Mr. Stevenson had been probably struck by one of the driving rods of the engine which would be on a level with the unfortunate man's head while he was sitting on the end of the tie. Apparently Mr. Stevenson, while walking the tracks, had become exhausted, and sat down to rest, but his failure to hear the engine approaching is beyond the comprehension of the conductor and engineer.

The arrangements for the funeral have been taken in charge by his sister at Westport, and burial will be made on Saturday at Kars.

28/01/1926 *Ottawa Journal**Winchester**Monklands*

No one to blame crossing fatality

Apple Hill farmer had not noticed fast train.

A verdict of accidental death, with no blame attachable to any person, was returned by the coroner's jury which yesterday afternoon investigated the death of James Colborne, farmer, of Apple Hill. Colborne was killed on January 20 when he was struck by the C.P.R. Chicago - Montreal flyer as he was driving a sleigh across the tracks, a few miles to the west of Apple Hill. Dr. J. H. Munro, coroner, of Maxville, conducted the inquest.

Among the witnesses called were engineer J. Martin, Montreal, and fireman J. McCreary, Smiths Falls, crew of the locomotive which struck the sleigh, and William Barclay, a farmer, and neighbour of Colborne, who also saw the man approaching the tracks.

Fireman McCreary testified that he saw the man driving onto the path of the flyer, which was travelling between 50 and 60 miles an hour. The victim was sitting on the front truck of the sleigh, with his back to the train, and apparently was quite unaware of its approach. The brakes were applied at once, and the whistle was blown. The heavy train was brought to a stop within a distance of 12 telegraph poles, but not before it crashed into the sleigh, killing the driver instantly, and hurting him over 100 ft.

Barclay verified the evidence. Colborne had his back to the train. The dead man was very hard of hearing, and apparently did not know of the train's approach until it was right up on him. The horses escaped without injury.

Will protest rerouting Gatineau line.

Reports have it that Railway will be sent via Meach lake and district instead of present route

Dam will necessitate moving of railway

Property woners alarmed that change will cause depreciated values.

Owners of property, especially summer residents along the gatineau River betwwwn Chelsea and Farm Point, are alarmed at reports received that the railway and highway up the river may be rerouted via Meach Lake and district, and there is talk, if this turns out to be the case of obtaining a restraining injunction.

Some thousands of summer cottagers and owners of proterty in that district who have built comfortable homes there are certain that such a move will depreciate the values of their properties. The road and railway would be somemiles from their homes.

Officials of the International Paper Company which is building the huge dam at Chelsea which will result in the formation of a large lake and necessitate the moving of the railway and road, are non-committal when questioned on the subject and state that only preliminary surveys have been made.

Some hundres yards.

It is learnt from an authoritative source, however, that the new railway line which will be paralleled by the new highway, will only be some few hundred yards from the old line.

The diversion of the railway and highway will take place somewhere near Chelsea and will rejoin the old route somewhere above Cascades. The old line will be fifteen feet under water at Kirk's Ferry and about 21 feet under at cascades.

A large corps of surveyors and engineers, under direction of major Walter Blue, Montreal, and Mr. J. A. Strumberg, Ottawa, are presently working the district ascertaining the exact route and also the exact shores of the new lake to be formed.

Meanwhile former residents of the flooded area are making arrangements to build summer homes along the shores of the new lake.

Start a new colony.

The little colony of cottagers who formerly lived on Chelsea Island, have already started a new colony at Tenaga on the top of a high hill, which will form a shore of the lake. Here cottages, tennis courts and bowling greens have already been built and will be ready for use this spring.

Mr. Hector Carruthers, secretary of the Ottawa Board of Trade, who had a cottage near Cascades, is in a peculiar situation.

A little lake formed in a wide readh of the Gatineau is at present about a mile and an half from his cottage.

When the water is raised by the completion of the dam the lake will be right at his doorstep, and Mr. Carruthers will be able to "park" his motor boat, about 22 feet from his cottage.

"For years", he told The Citizen, "my wife has been wisjing that the lake was a mile and a half nearer. It is a straight case of the mountain coming to Mohammed."

Every Precaution Is Being Taken Protect Big Gold Shipments

Heavily Armed Guard of New York Central, Mounties and City Police on Hand When Seven Millions Worth of Bullion Despatched to J. P. Morgan and Co.

FIFTY MILLIONS TO BE SENT OVER LINE

Utmost Secrecy Taken at This End to Prevent News Going Ahead to Gotham.

While bandits are daily making bigger and bigger hauls in the most barefaced fashion in New York and other large American centers, \$7,000,000 in gold bars was taken through the streets of Ottawa on Monday, loaded aboard a New York Central train and shipped to New York.

The money was from the Finance Department, consigned to J. P. Morgan and Company, New York.

That guardians of the golden hoard were not without apprehension of an attack was evident from the close way in which the bullion was guarded. Eight operatives of the New York Central Railway police, literally armed to the teeth with riot guns, sawed off shotguns and automatic revolvers. were on hand to guard the gold on its journey and a convoy of officer of the Royal Canadian Mounted Police, together with Ottawa city detectives, were in the offing at all time during the transporting of the gold from the Finance Department.

The gold, which is understood to be the first of a series of shipments to total \$50,000,000 being shipped to -New York In connection with refunding operation incidental to the taking up of maturing government loans, was taken from the vault in the East Block yesterday morning, packed in heavy boxes, triply padlocked.

Boxes Too Heavy To Lift

Too heavy for men to lift, the boxes were skidded onto trucks and taken to the station, the heavily armed convoy of officers accompanying it all the way.

At the East Block and at the station the bars were taken out of the boxes and checked.

Two special coaches were on hand to receive the shipment and it was loaded into four specially constructed bullion vaults in the coaches, which are so made to provide living quarters for the guardians in the same car.

At 4.25 p.m. the train left for New York via Tupper Lake and. Utica.

Local police, while etating that precautions in such cases are undoubtedly necessary, aay it would be impossible for anything short of a fully equipped regiment of men to have made a getaway with any of the gold if they did get it.

The bars weigh about 15 to 20 pounds each, according to rough estimates, and the boxes in which they are packed. are estimated to weigh around 600 or 700 pounds.

What the guardians of the treasure were particularly anxious about waa that no news of the shipment should reach New York ahead of the train, as that would be the most likely place for a serious attack if any was to be attempted.

In New York, with heavy and speedy trucks and an unlimited number of bandits on hand, robbers might conceivably make. a raid on a large scale, seize the gold, load it into trucks and by scattering in different directions get away with it, although their eventual capture would be absolutely certain, according to on of the New York Central operatives.

The railway coaches in which the gold was loaded are of steel, bullet proof construction and are provided with loopholes through which the gold guardlans could ward off any attack made during the journey.

At the New York end, the trsm wa met by armored cars, each provided with a big staff of trained riflemen, and carried to the depository of the Morgan company.

NO IDENTIFICATION OF MAN KILLED BY TRAIN

Body Still Lies at Morgue in Hull.

The body of the man who was killed on the Maniwaki-Ottawa CP, R. line, about one mile west of Beemer Station, Hull, on Saturday evening, still lies unidentified at Gauthler's morgue in Hull.

This morning Mr. A. G. Legault. of Hull, viewed the body and he considered that it was that of an oldish man whom he had noticed many times during the last few days walking on and near the railway tracks In the vicinity of the spot where he met death.

Engineer G. B. Parker, of 67 Rochester avenue, Ottawa, was driving the freight train from Maniwaki on Saturday evening, as he passed a crossing near the Hull Cement Works he noticed what appeared to be a dog fall in front of his engine. On arriving at Hull Station he and Fireman Eugene Brousseau, of Byron street, Ottawa, went forward to investigate and found a cap and one mitt on the cow catcher of the engine. They immediately walked back to the spot where Mr. Parker had noticed what he thought to be a dog on the tracks. They found the badly mangled form of a man, with part of the face and one leg completely severed.

Will Hold No Inquest.

They immediately returned to the station and reported the matter. Coroner Isabelle, of Hull, was summoned and a light engine was used to convey him to the scene of the tragedy. He viewed the body and had it transferred to Gauthler's morgue, deciding that no inquest was necessary. It is surmised that the body is that of a tramp who was walking along the road and fell over into the tracks either through fatigue or in a state of collapse, was caught by the cow catcher and carried many feet to the junction of tracks close to the cement works, where most of the mutilated corpse was found.

Street Car Stops being Changed

New White Posts are being Painted Now

"Staggered" street car stops on the Ottawa Electric Railway will be put into operation very shortly, as the work of changing the stop signs on telegraph posts and electric light standards is about complete.

Under the new system the number of street car stops will be reduced about 17 per cent., and should materially speed up the service, according to company officials. It was advocated by the Ottawa Traffic Committee and adopted by Board of Control and Council.

Cars will stop only under the new plan, which means that people living on certain streets will have to walk a block.

23/03/1926 *Ottawa Citizen**Carleton Place**Britannia*

BRITANNIA CHILD MEETS DEATH ON RAILWAY TRACKS

Four-Year-Old Daughter of Mr. and Mrs. James Foley Instantly Killed By Brockville-Ottawa Train.

Struck at the Britannia crossing by the Brockville-Ottawa C.P.R. passenger train shortly after four o'clock yesterday afternoon Phyllis Catherine Foley, aged four years, daughter of Mr. and Mrs. James Foley of Britannia Village, was instantly killed. The lifeless body was picked up and placed on the train and conveyed to the city and later removed to Burney & Son's undertaking parlors, where an Inquest was opened last night.

The child met her death, it is thought, while on her way to a store to buy some candy. Her mother had given her five cents, and she is believed to have been crossing the railway tracks at Main street from the Foley home situated to the north of the railway to a store on the south side. There were no eye-witnesses of the accident.

Mr. Foley, who is a laborer, was on his way home from work and was walking along Main street from the O.E.R. stop when he noticed the eastbound passenger train come to a stop after it had gone over the crossing and then back up. He then noticed that there was something wrong and going down the track saw what he was told was the body of a child being rolled up in canvas after it had been lifted from between the rails underneath one of the coaches. He did not know at the time that the body was that of his child. He later found her coat and toque alongside the track, and only then knew that it was his child that had been killed. He Foley said that there was an electric bell at the crossing and that he heard it ringing as the train passed.

The train was bound from Smiths Falls in charge of Conductor Michael O'Connell, 64 Spruce street, and Engineer Maurice O'Connell, 166 Bayswater avenue. The child, according to the crew, ran right in front of, the train as it was going over the crossing.

Inquest Is Opened.

After the train was brought to a stop the body of the child was placed on board, after which it proceeded to Union Station, where it was met by Burney & Son's car and removed to the undertaking parlors on Somerset street. There Coroner T. J. Scobie opened an inquest and after taking the father's evidence, and going through the opening formalities the session was adjourned until next Monday night at the courthouse.

In addition to what he saw of the accident, Mr. Foley identified the remains as those of his daughter. The body was so badly mutilated that Mr. Foley was not asked to view it but made the identification through a ring which the child wore and which was removed from her finger during the inquest.

24/03/1926 *Ottawa Journal**Hull Electric*

Open warfare exists between the Hull Electric Company and the Green Bus Line. Immediately following upon the Hull Electric Company's announcement of a reduction of 10 cents in the fare from Aylmer to Ottawa, the Green Bus Line, its greatest competitor, announced a reduction in its rates.

Commencing Thursday a single fare from Ottawa to Aylmer will be 15 cents; seven tickets for \$1, and 42 tickets for \$5, with a 10 cent fare from Ottawa to the Royal Ottawa Country Club, Chaudiere and Highlea Clubs.

The Hull Electric cut will not go into effect till Friday.

26/03/1926 *Ottawa Journal**wood*

The last of the old wood burners on the C.N.R. system, which went to the scrap heap under her own power recently. John R. McIntyre, who retired after 56 years' continuous service with the company was the first and last engineer to handle this pioneer of the steel.

This is accompanied by a picture of 2194.

29/03/1926 *Ottawa Journal**Kingston (CN)**Kingston*

EIGHTY CONVICTS CHANGE QUARTERS

5 O'Clock C.P. Despatch

KINGSTON, Ont, March 29.- In charge of 16 guards, 80 convicts of Portsmouth penitentiary this afternoon were placed in three prison cars with barred windows and specially built doors and were transported to the penitentiary at Stoney Mountain, Manitoba, which will be their future home for some time at least. The transfer is being made to relieve congestion at the Portsmouth institution.

30/03/1926 *Montreal Gazette**Kingston (CN)**Kingston*

SPECIAL CONVICT TRAIN

Party of Eighty Leave Kingston for Manitoba Kingston,

March 29. Eighty convicts of Portsmouth penitentiary left here today on a special convict train for Stoney Mountain penitentiary, Man., where they will complete their terms. The prisoners are being transported under the direction of the Department of Justice at Ottawa with Inspector Jackson of the department in charge.

Elaborate precautions were taken to guard against escape when the men were being brought from the penitentiary to the train today. The roads leading to the train were heavily guarded.

The convict train is specially constructed and consists of two convict cars, a combination baggage and commissariat car and an officers car. The baggage car is at the front of the train and the officers' car is at the rear. The windows and doors on all the cars, with the exception of the officers' car, are locked and covered with steel bars.

An electric alarm system has been installed, so that an alarm rings in the officers' car if any attempt is made to tamper with the doors or windows. There is a raised platform at each end of the convict cars for the guards. Several guards from Ste. Vincent de Paul penitentiary were brought to help guard the prisoners while they were being moved from the penitentiary to the train.

30/03/1926 *Ottawa Citizen**Kingston (CN)**Kingston*

To Stoney Mountain

Kingston, Ont., March 30. Ex-Constable Charles Graham, of Ottawa, serving a term for robbery, was among the eighty convicts transferred from the Portsmouth penitentiary to the Stoney Mountain penitentiary in Manitoba yesterday.

Little girl's death purely accidental
Child could not see train for snow drifts.

A verdict of accidental death was returned last evening by a coroner's jury sitting at the courthouse regarding the death of five-year-old Phyllis Foley, daughter of Mr. and Mrs. James Foley, Main Street Britannia, who on Monday, March 22, was struck by C.P.R. train 562, Brockville to Ottawa, at the level crossing at Britannia Village.

Witnesses, in addition to the fireman and engineer, included, Michael O'Connell, 64 Spruce Street, conductor; William McPherson, 4 Spruce Street, brakeman; Peter Boucher, 17 Osgoode Street, baggage man; William Nesbitt, grocery store proprietor near the crossing, and Dr. G. M. Pennock.

Edward J. Walker, assistant superintendent of the Smiths Falls division of the C.P.R. gave general information respecting the crossing, including a description of the condition of the electric bell which was stated to be in good order at the time. The engine whistle and bell were also in operation as the train approached the crossing.

The speed of the train was given as 40 to 45 miles per hour, a very ordinary speed for this crossing where there is no speed limit. While it was shown that an adult has a view west from this crossing for almost half a mile, Mr. Nesbitt stated that a child was not to be able to see very far on account of snow drifts. Some discussion rose regarding the question of cleaning the snow away from crossings, Mr. Walker stating that the railway was responsible for the roadway and footpaths.

The child was last seen by Mr. Nesbitt walking down onto the tracks from the drift, apparently about to cross the tracks. The train came along at the same moment and the child disappeared.

It was pointed out that this is the first accident of this character in 16 years at this crossing; the accident at that time being the death of a man and a horse there when struck by a train.

31/03/1926 *Winnipeg Tribune* *Kingston (CN)*

CONVICT TRAIN FROM KINGSTON REACHES CITY

Contained 80 Long-Term Prisoners Transferred To Stony Mountain

In charge of Inspector Jackson, of the federal department of justice, 80 convicts from Portsmouth penitentiary, Kingston, Ont., arrived at Stony Mountain penitentiary by special train today.

They were transferred to the penitentiary there. The train on which they travelled consisted of two convict cars, a combination baggage and commissariat car, and an officers' car.

With the exception of the officers' car, doors of all other cars were locked and windows protected with steel bars. An electric alarm system was installed to register any attempt to tamper with doors or windows. At the end of each car on a raised platform a guard was posted.

16 Officers In Charge

The train was in charge of 16 officers. It left Kingston at 8.35 o'clock Monday afternoon and made the trip to Winnipeg without mishap. Coming in by the Canadian National Railways, it was transferred by the Paddington switch to the Canadian Pacific line.

Col. Meighen, governor of Stony Mountain penitentiary, met the train at Winnipeg. The 80 new members of the Stony Mountain population will bring the total up to 300 at that place.

Besides Col. Meighen several officers stepped to the platform as the train awaited dispatch orders. An armed guard stood at the door of the car. Chief Detective George Smith was on the platform, as well as the Canadian Pacific Railway constables.

02/04/1926 *Morrisburg Leader* *Kingston (CN)*

Eighty convicts of Portsmouth Penitentiary left Kingston on a special convict train for Stony Mountain Penitentiary, Manitoba, where they will complete their terms. The prisoners are being transported under the direction of the Department of Justice at Ottawa..

07/04/1926 *Ottawa Journal* *Carleton Place* *Britannia*

As a result of the recent accident on the level crossing at Britannia village where a little girl was run down by a C.P.R. express and instantly killed. Residents of the Britannia line have expressed strong objection to the rate of trains on the line and the existence of level crossings.

This objection was voiced last night at the meeting of the Westboro Ratepayers Association when the organization decided to bring the matter to the attention of the Board of Railway Commissioners and to ask that some action be taken.

It was the feeling of the meeting that level crossings on the tracks constitute a menace to public safety. Regarding the speed of trains, it was stated that locomotives should be held to a speed of 15 and not more than 20 miles per hour, while crossing through the populous section just west of Ottawa.

This was repeated verbatim in the April 8 edition.

08/04/1926 *Ottawa Journal* *Hull Electric*

I.P.C. buying Hull Electric to clean up huge power plans.

Gigantic project crowned by deal for Hull Electric.

Exclusive announcement in the Journal this morning of the sale by the C.P.R. of the Hull Electric Railway, together with its power holdings on the Gatineau River, has served to renew interest in the vast enterprise planned for this district by the purchaser, the Canadian International Paper Company. More.

08/04/1926 *Ottawa Citizen* *Hull Electric*

International Paper purchases electric railway and power

Important transaction completed in Montreal yesterday by which Canadian Pacific Railway disposes of its rights in Hull and gatineau with the exception of the Gatineau Valley Railway, for \$4,750,000. Papers being drawn up in Montreal today to complete deal.

Yesterday afternoon at Montreal, in the offices of the Canadian Pacific Railway Company was concluded one of the biggest and most important transactions in its application to Ottawa, Hull and disctric, in recent years, whereby the International Pulp and Paper Company of New York becomes the owner of the Hull Electric Railway Company, the Hull Electric Company, and a water power development at Paugan Falls in Low township up the Gatineau for \$4,750,000.

Negotiations for the purchase of the Hull Electric Company, and its ramifications, which is a subsidiary company of the C.P.R., had been in progress in Montreal for the past ten days. The C.P.R., in ist offer of sale, asked for \$5,000,000, while the International Paper Company was only prepared to give \$4,250,000, but a compromise was reached yesterday afternoon at \$4,750,000, at which the deal went through, and the necessary papers are being drwan up today. An official announcement is expected to be forthcoming in Montreal this afternoon.

More.

The International Pulp and Paper Company, by the purchase of the Hull Electric Company, which is a subsidiary company of the C.P.R., will coe into control not only of the power plant at deschenes, and the rolling stock of the street railway, but will also acquire valuable power development owned by the C.P.R. at paugan Falls, acquired in 1919, where over 65,000 horsepower can be developed by plans which the hlding company had prepared two years ago, but which were not proceeded with.

09/04/1926 *Ottawa Journal* *Hull Electric*

Sale of Electric line to OER would speed traffic conditions between two cities.

Would give continuous service to Golf and other Clubs.

Speculating on future of H.E.R.

Two matters of importance are now engrossing the attention of Canadian International Paper Co. officials. The first is the formal taking over of the Hull Electric Railway Co. and the Hull Electric Co. with the power rights of the latter at Paugan Falls; the second it so find a purchaser for the street and suburban railway end of the business. More.

19/04/1926

Ottawa Citizen

Lachute

Templeton

The erection of a modern school, to cost in the neighbourhood of \$25,000; a new Canadian Pacific Railway station, and the construction of a mission church are some of the improvements which it is expected will shortly follow in the wake of the construction of the International Paper Company's big pulp and paper mill in West Templeton.

--

The new C.P.R. station has already been located about a mile and a half from the old station called Talon, and it will be called the Gatineau station.

A small office is at present doing duty for a station and the Fraser Brace Company has built a Y from its site, which joins the main line and is of standard gauge build, to its construction works. This will permit of the company shipping in its raw material from any point and routing its finished products to either Ottawa or Montreal.

22/04/1926

Ottawa Journal

L'Original

Cyrville

Cyrville Child Fatally Injured By C.N.R. Train

Eastview Priest makes Futile Effort to Warn Girl of Danger

Gazes Horror Stricken at Approaching Train

Yvonne Julien so frightened she could not step across rail to safety.

The third child in the Ottawa District to die a tragic death in 24 hours, Yvonne Julien, 9 - year - old daughter of J. A. Julien, a porter in the Post Office Department, Ottawa, was instantly killed yesterday afternoon when struck by a C. N. R. Montreal - Ottawa train at a level crossing at Cyrville.

The crossing at which the accident occurred is in the village of Cyrville, where the Cyrville Road crosses the C. N. R. tracks. After being struck by the train, the child was carried a distance estimated at 90 feet. When picked up, there was a trace of life in the hopelessly smashed body, but it vanished almost immediately before medical aid could be summoned.

Priest saw accident.

The accident happened at 4.16 o'clock, when the child was returning from school to her home on the Cyrville Road. An eye-witness was Rev. Father Henri Lemmens, of Our Lady of Lourdes Parish, Eastview, who had been making calls in the Cyrville district, and was walking west along the Cyrville road approaching the C. N. R. crossing, which is a little west of a small flag station maintained by the C.N.R. at this point.

According to Rev. Father Lemmens, before he reached the tracks his attention was drawn to the crossing by the warning whistle of the train. As he looked at the crossing, he saw the child standing in the centre of the tracks, gazing apparently in spell bound terror at the approaching train. He commenced to run and endeavoured to attract the attention of the child by shouting, but the little girl apparently was unaware of her danger or else was paralyzed by fear, and before he could reach the crossing, the train in the shrieking tumult of wheels locked in emergency and swept past. It carried the child along on the pilot of the engine until as it came to a jerking halt, it tossed her to the side of the right of way.

Pick up little body.

Rev. Father Lemmens reached the little form at about the same time as did the engineer Thomas J. Lynch, of 65 Rosemere Avenue, Ottawa, and with the assistance of others, the child was placed on the train. The train was then backed up to the small station, a distance of a few hundred yards, but although there had been some sign of life when she was first picked up, life had very apparently departed by the time the train reached the small station. The badly broken remains were then placed in the building to await the arrival of the coroner John E. Craig, of Ottawa, who was notified along with Gautier and Co., undertakers. The train officials having done everything possible then returned to the train and it proceeded to Ottawa where it arrived at 4.42, 12 minutes behind its scheduled time, 4.30. The conductor on the train was Jay Williams, of Montreal.

Coroner Craig, County Chief of Police Ernest Read, Chief of Police Richard Manion, of Eastview, arrived soon after the accident and after particulars had to be noted.

Coroner J. E. Craig formally opened an inquest at Gauthier's undertaking parlours, St. Patrick Street, at 10 o'clock this morning, but evidence will be taken only at 8 o'clock on Monday evening next.

Child paid no heed.

In his report concerning the accident, Mr. Lynch, the engineer, stated that while approaching the crossing at Cyrville, he saw a child come into the track from the left. The bell was ringing and whistle blowing, but the child paid no heed and continued to stand between the tracks. He immediately applied the automatic brake valve in emergency position, and the train stopped about five poles past the crossing. The train, he stated, was travelling at about 35 miles per hour at the time. Mr. Lynch also noted the efforts of the priest to attract the child away from the track, but she paid no heed.

26/04/1926

Ottawa Journal

L'Original

Cyrville

Death accidental.

A verdict of accidental death attaching no blame for the tragedy was returned by a coroner's jury last night in the Court House investigating the death of 9-year-old Yvette Julien, daughter of Mr. and Mrs. J. A. Julien, of Cyrville, who was killed by a C. N. R. train at a grade crossing at Cyrville, April 21.

Thomas Lynch, 465 Rosemere avenue, the engineer of the train, said he first noticed the child stepping on the crossing when he was 300 feet away. He blew the whistle and when the child did not make a move he put on the emergency brakes. The child had plenty of time to get across, he declared.

Coroner John E. Craig, M. D., presided.

26/04/1926

Ottawa Journal

Tramway

Chelsea

Description of the Fraser Brace work on the dam at Chelsea.

-- Farmers Rapids - Considerable progress has also been made in the construction of the west dam, which carries the railway tracks bringing concrete from the mixing plant at the upper development at Chelsea. --

Full description of the work at both locations.

29/04/1926

Ottawa Journal

Maniwaki

--The Chelsea dam will back up water to Wakefield and six miles of C.P.R. rails and the highway will have to be moved to higher ground.--

30/04/1926

Ottawa Journal

Ottawa Electric

Accident to car no 635.

05/05/1926

Ottawa Citizen

Winchester

Finch

ONE MAN KILLED AND ANOTHER BADLY HURT

SMITHS FALLS. May 4. J. F. King, aged 65 years, dairy inspector, of Avonmore, was instantly killed, and Duncan McDermott, also of Avonmore, was seriously injured when the automobile in which they were driving was struck on a level crossing by a C.P.R. freight train about three miles east of Finch this morning. Mr. McDermott was rushed to hospital at Smiths Falls suffering from a broken leg, internal injuries and concussions.

The auto was hurled 75 feet from Lafleur's crossing, and when recovered was a complete wreck. Mr. King, who owns the auto, was driving, and the side curtains were up thus obstructing a clear view on either side of the crossing. The car was seen to drive onto the crossing by the train crew, but before the engine could be brought to a stop it had struck the car. The smash was witnessed by a number of farmers who ran to the aid of the two men. Mr. King, however, was dead when picked up, and his body was taken to Avonmore. Mr. McDermott was unconscious, and was rushed to the hospital, in Smiths Falls where he is in a serious condition.

An inquest will be held on Mr. King's body by Dr. Pollard of Moose Creek..

05/05/1926

Ottawa Journal

Tramway

Chelsea

Workmen to sue Fraser Brace firm.--

Harry Boyd, of Aylmer, asks for an annuity of \$144.60 or \$2,000 in full settlement for an accident in which he suffered injuries to his head and left side on March 29, when the gasoline engine he was operating at Chelsea, left the tracks.--

07/05/1926 Morrisburg Leader Winchester

The people of this community were shocked when the news came that Mr. Jim King of Avonmore had been killed by a fast train while crossing the track in his automobile. Mr. King was one of Williamsburg's boys and had many friends here who regret to hear of his accidental death.

11/05/1926 Ottawa Journal Ottawa Electric

Streetcars 814 and 821 collide on Powell avenue.

13/05/1926 Kemptville Weekly Advance Kingston (CN) Iroquois

GIRL MILL EMPLOYEE KILLED AT IROQUOIS

Brockville, Ont. May 11. Miss Lillian Stephenson, aged 17, employed in a linen mill at Iroquois, was instantly killed at noon to-day when she was struck by the International Limited of the Canadian National Railways while on her way home to dinner with two other girls, she stood at a level crossing awaiting the passage of a freight train and then stepped in front of the passenger train, travelling in the opposite direction. The two others endeavored to warn her of the danger but failed. Miss Stephenson was the only daughter of Gifford Stephenson, of Domville, Ont. Coroner Dr. E. H. Marcellus has opened an inquest.

14/05/1926 Ottawa Journal Hull Electric Luna Park

Grand Opening of Luna Park 15 May, easily accessible by the Hull Electric Railway.

14/05/1926 Morrisburg Leader Kingston (CN) Iroquois

Girl Killed By Fast Train

Miss Lillian Stephenson, aged 18, was struck and killed on May 11th by the International Limited, going west at the Wilson Crossing, Iroquois. Miss Stephenson, with her cousin, Miss Ethel Perria, and Mrs Maude Hutt, all employed in the Caldwell Linen Mills, Lts., was going home to dinner. A freight train at the crossing delayed them and prevented them hearing the whistle of the west bound train. Stepping on the track immediately the freight train had passed, Miss Stephenson started across. The others had time to see the onrushing train and stop. Miss Stephenson was the only surviving daughter of Mr. and Mrs. Fred Stephenson of Domville. She had lived in Iroquois for two or three years. Dr. E.H. Marcellus, Coroner, ordered an inquest.

14/05/1926 Ottawa Citizen Kingston (CN) Cornwall

MAN KILLED BY TRAIN AT CORNWALL CROSSING

Wm. Tanney Failed To Notice Second Train.

CORNWALL, Ont. May 13. William Tanney, a native of Iroquois, aged between sixty-five and seventy, an inmate of the House of Refuge, located just north of the Canadian National station here, was instantly killed this evening at 7 o'clock when he was struck by the Moccasin train from Montreal. The old man, who had been in the House of Refuge for the past three years, had strayed away from the institution after tea and went over toward the track, having a great curiosity for trains. At the time of the accident an eastbound freight train had just pulled out of the Cornwall station, and the supposition is that he did not see the Moccasin approaching and stepped in front of it. An inquest will be held.

PLANNED TO MAKE CANADA CENTRAL RAILWAY PART OF GREAT TRANSCONTINENTAL SYSTEM STRETCHING FROM ATLANTIC TO PACIFIC.

The early objective of this road was to make suitable connections between Pembroke and the St. Lawrence, but greater idea was heartily endorsed when C. P. R. began extensive surveys.

By H. H. Morgan.

The opening of the extension of the Canada Central Railway to Renfrew in the month of December, 1872 was another step towards the attainment of that goal which the early builders of the Brockville and Ottawa Railway had set before them 20 years earlier, a connection between Pembroke and the St. Lawrence. With the carrying out of surveys for the proposed Pacific Railroad, that goal was now being extended, and with Ottawa and Renfrew joined the proposal was revived to make the Canada Central part of the great transcontinental system which was in embryo. That the Brockville and Ottawa would form part of such a system had been predicted by one far-seeing newspaper editor before a single mile of the Eastern Ontario line was in operation.

Pembroke, however, remained the immediate objective of the directors of the company and during the two years which followed they made strenuous exertions to reach it, the anxiety to do so being increased by the continued construction of the Kingston and Pembroke road, which had the same destination and hoped to profit from the same trade. Before this objective was accomplished, another change in the management of the railroads took place resulting in the administration being entrusted to Hon. A. B. Foster, who already had a seat upon the directorate. Since the retirement of John G. Richardson from the presidency of the two companies - the Canada Central and the Brockville & Ottawa - Harry Abbott had been both president and managing director of the latter as well as managing director of the former, of which his brother, Hon. J. J. C. Abbott, was the president. In August, 1873, however, a new board assumed control. H. L. Redhead, representing the English interests, took the presidency of both companies and in place of Harry Abbott, Hon. A. B. Foster became their managing director. A. B. Chaffee joined Canada Central as secretary-treasurer, a position held by George Lowe in the Brockville & Ottawa organization, C. H. Redhead was auditor of the Canada Central and Archer Baker remained accountant of the B. & O.. The remaining directors of the latter road were Allan Turner, E. J. Senkler, Jr., Dr. J. E. Brouse and Daniel Galbraith, and those on the board of the Canada Central were H. S. Foster, John Smith, Hon. James Skead, John Ashworth, H. V. Noel, E. McGillivray, James O'Halloran and N. Pettes. Not long afterwards, Tristram A. McKinnon, an Irish man by birth, who had been assistant superintendent of the Passumpic Valley & Vermont Railway was appointed to general superintendent of the two roads, and H. R. Alden also of the Passumpic management, took charge of the mechanical department. Archer Baker was promoted to the position of treasurer of both companies.

Improved service.

Improved service and numerous other betterments followed the inception of the new regime, which also made every effort to push forward the extension to Pembroke. In February, 1874, Mr. Foster appeared before the county council of Renfrew and proposed, in return for a bonus of \$100,000 with right-of-way, to have trains running into Pembroke in a year's time, and in the same month John P. Featherstone of Ottawa, was requested by a number of influential citizens to call a public meeting for the discussion of the matter. Some of the names appearing upon this requisition are worthy of mention, indicating as they do the feeling which prevailed in commercial circles in favor of an extension to Pembroke and the territory surrounding that town, once it was hoped to derive an enlarged traffic. Included among those who signed the petition (which was granted by the mayor) were:

(Long list of names omitted.)

Bonus is granted.

The outcome of this meeting and of others which followed it was that a by-law to grant a substantial bonus to the Canada Central for the purpose all aiding in the extension was submitted to the ratepayers of Ottawa in June, 1875, and defeated by a majority of 719. The variety of the demands for assistance being made upon the city at this period was undoubtedly a factor in bringing about the unfavorable result. In addition to the Canada Central, a number of other companies including the Huron and Ottawa, the Coteau Landing and the Ottawa and Parry Sound, were being floated and were seeking municipal aid. The Baldwin and the Haycock mining propositions were also to the fore and were desirous of receiving assistance, while a great many municipal improvements were waiting inception or completion. When a bonus of \$250,000 to the Huron and Ottawa railroad, which was projected to connect Ottawa and Toronto at the outset, was suggested in 1874, a correspondent signing himself "prudence" protested in the columns of one of the newspapers and pointed out that the demands for assistance by railroad and mining propositions aggregated \$875,000. This sum did not include expenditures for city improvements, to which the rate payers were either already committed or must soon undertake. "We must be prepared," he wrote, "to pave our streets as soon as the sewers are completed; we must pay our proportion of the cost of the new bridges over the Chaudiere slides; we must have a park and keep it in decent order; we must grant a large sum towards the Provincial Exhibition to be held here next year; and with so many railroads centering at the capital we must prepare ere long for a union railroad depot. These are some of the works that too must be undertaken at an early day, and yet without sidewalks in a dilapidated condition, new streets to open up and drain and old ones to improve, some of our leading men talk of granting three quarters of a million of dollars to private companies. If any enterprises are to be aided by the city, surely the new mining companies have the first and best claim. They propose to develop the vast iron mines in the immediate vicinity and to establish new industry in our midst. Their demands are moderate and if the city can't afford to grant what they request, it would be a mistaken ? to withhold assistance. But if the giving of bonuses to these ideal enterprises is to commit us to large grants-in-aid of new railroads, it would be much better to decline at once to expend one dollar in anything but legitimate local improvements. Well might we pause and ask ourselves "whither are we drifting?" We are building up the suburbs of the city by a reckless expenditure."

Engineer Keefer.

T. C. Keefer, the eminent civil engineer, was another citizen who did not favour aid being given to the Canada Central but who was not ready to withhold it from the Huron and Ottawa, which was then more favored as a route to the west. "What we most require," he wrote to the press, "is direct communication with the west at Toronto. This would place Ottawa on a main route between east and west, whereas now, although we have changed the name, this city is Bytown yet. A road to Toronto would bring us into direct communication with thousands of miles of the western railways. A road to Pembroke brings us in connection with nothing we do not now possess. The trade of Pembroke whether it comes by land or water, comes or will come to Ottawa in the same proportions as it ever will, until the Upper Ottawa is tapped by a western road. Again, where the Ottawa does or does not aid the Pembroke extension, that will be carried out by more powerful interests as soon as it will be required.... If Ottawa has any money to give to railways, it should be given towards a connection with the west, which will need all the aid it can afford. This is a feasible project running through a continuous series of municipalities able to aid its construction, and it will be sure to receive - as the main line between the local and the federal capitals - the maximum aid from the government of Ontario."

There was no corresponding division of opinion in the town of Pembroke which had long sought the boon of a railroad connection and which was ready to extend reasonable aid to any corporation which would bring it about. A meeting of the rate payers of the town, held in July, 1874, adopted the report of a special committee recommending the passage of a bylaw to grant \$50,000 to the company and appointed committees to canvas the neighboring municipalities to make up the sum of \$70,000 in accordance with the terms of Mr. Foster's proposals. As submitted to the rate payers on March, 1875, and carried with but one vote in opposition, the bylaw approved of a bonus of \$75,000.

Interest Capital.

In the meantime Hon. Mr. Foster had been in England interviewing capitalist with a view to obtaining additional funds, and when he returned in June, 1875, it was announced that he had been successful and the work would be proceeded with at the earliest possible moment. At that time the survey for the extension to the west had been completed for a distance of 92 miles. On the afternoon of August 30, 1875, the first start of the extension was turned at Pembroke by Mrs. Esther Supple, assisted by Colonel Peter Valite, Sr., and William Moffatt, reeve of the town, Miss Moffatt performing the ceremony of christening the road. After the turning of the sod those present adjourned to a large marquee and partook of a champagne lunch provided by the city, and in the evening the Town Council entertained the engineers, other visitors and a number of the leading citizens at a champagne "spread" in the Music Hall. The reeve occupied the chair and among the guests were our R. L. Harris and C. S. Mason, engineers of the road; T. A. Knowlton, private secretary to Mr. Foster, who was unavoidably absent, and J. L. Blackie of Toronto. The festivities lasted far into the night and were enlivened by the presence of the St. Patrick's brass band.

In the same month steel began to arrive at Renfrew for use on the new tracks and in November Mr. Foster notified the contractors that they must have the

roadbed in readiness that fall. One of the routes which had been set for the extension at an earlier period provided for it ascending the Bonnechere from Douglas and then proceeding via Golden Lake and Round Lake to the Eastern Terminus of the proposed Georgian Bay branch of the Canada Pacific about 85 miles from the Bay. This would have meant the elimination of Pembroke as a station on the main line. But in September 1875, it was announced that the route as far as Pembroke had been definitely fixed. From Renfrew it was to pass through the region known as "The Garden of Eden" until it should reach Cobden, whence it would proceed in a northwesterly direction along Muskrat Lake and crossing the Muskrat River west of Graham's Bridge until Pembroke was reached after the Ottawa had been skirted for a distance of five miles. When the annual meeting of the company was held in the same month, William Moffatt was added to the board as a compliment to the town of Pembroke. The Kingston and Pembroke line had then been ballasted for a distance of 36 miles and graded for ten more. It was the intention of the company to complete the road to Sharbot Lake that fall and in the following year to push on to the north, where a junction was to be formed with the Canada Central. In October, 1875, the Utica and Black River Railroad reached Morristown, N. Y., affording a southern outlet for the traffic of the Canada Central and B. & O., and in the same month the Montreal Telegraph line was extended to reach Mattawa. During the summer of 1876 the Canada Central arrived at Pembroke and after 33 years that place was at last upon a railroad line.

Directors Changed.

The remainder of the story of the two railroads is easily written. In October, 1876, John G. Richardson returned to the presidency in consequence of the ill-health of Mr. Redhead and in November Hon. A. B. Foster disappeared from the management owing to failure to complete the negotiations with the English stockholders. Harry Abbott took his place. When he resigned a short time afterwards to take charge of the Eastern extension railways affairs, he was succeeded by Archer Baker, who then assumed the position of General Manager, one which he held until the Canadian Pacific took over the direction of affairs.

The death in England on June 13th, 1878, of W. F. H. Bolokow, who had been the leading power among the bond-holders and the virtual controller of both companies, hastened the merger on July 1st, 1878, under the name of the Canada Central Railway. In October, 1879, the road was handed over to new proprietors. Mr Richardson resigned the presidency and retired to England (where he died in Bournemouth in 1893), and William Casells, of Montreal, took his place. The McIntyre-Worthington interests, which were then reported to have bought the Canada Central for \$3,500,000, paying \$750,000 down, were allied with the Canadian Pacific promoters, and there was consequently little surprise when on June 9th, 1881, the Canada Central passed out of existence as a separate company upon the amalgamation with Canadian Pacific. As part of that great transportation system it has since remained, the line being gradually extended from Mackey's station (where the terminal was situated in 1881), until Mattawa was reached in the next year and finally, a junction made with the road from the west. After the amalgamation Archer Baker remained as general superintendent of the eastern division of the Canadian Pacific, with jurisdiction over the former Canada Central, a position which he continued to occupy until the time of his appointment to the European traffic staff.

Credit to Builders.

Too much credit cannot be given to the men who made possible the construction of the Canada Central and Brockville and Ottawa, a task requiring great courage and perseverance, for the part which they played in giving Ottawa a place upon Canada's first transcontinental line. Had the Canada Central not been in operation between the capital and the Upper Ottawa, another route might quite possibly have been decided upon. That possibility was foreseen at an early date and led to the redoubling of efforts to advance the road up the Ottawa and when the Ottawa-Carleton Place section was opened to traffic in September, 1870, the Ottawa Times spoke prophetically as follows:

"It is most probable that the Canada Central is the first link in that chain of inter-oceanic communication of which we have previously spoken; that the road which will tomorrow be formally opened will, before many years have passed away, be crowded with the traffic of the northwest and of British Columbia, and even with a considerable portion of the Japanese and Chinese trade. Some of our readers may perhaps think that we are indulging in rather extravagant anticipations, but far more unlikely things have come to pass on this continent within the last few years. A railway across the continent is admitted by almost everyone to be an absolute necessity of the immediate future; the natural route of such a road from Montreal to the north shore of Lake Huron is up the valley of the Ottawa and along the very line followed by the Canada Central."

"Dead Calm."

And in 1874 James Bell, describing himself as a "mineralist," addressed an open letter to Hon. Alexander Mackenzie, the then Premier, in which he made mention to the "Dead Calm" which prevailed in the Canada Pacific Enterprise upon the score of the estimated cost. To reduce that involved in the purchase of iron and steel, he offered to present to the government as a free gift a "mine of vast extent" near Arnprior composed of red hematite iron ore of the best quality. "I do so," he wrote, "not only from the desire to facilitate the construction of this great railway, but upon the condition that the smelting works and rolling mills be constructed and carried on within the Corporation of Arnprior. I will further guarantee that sufficient land for building purposes and for yard room will be deeded over free of charge. Arnprior holds a central position between the Maritime and the Western provinces of Canada and is in the very track of the proposed Canada Pacific railway. Already it possesses large manufacturing establishments driven by the immense water power of the Madawaska river. It has at present three direct lines of communication by rail and steamer with the river St Lawrence and the lower provinces, while it is otherwise especially well adapted for the establishment of such works. It matters not on which side of Lake Nipissing the road may be located, it must pass through the valley of the Ottawa river, and by this course the only possible route must intersect the municipality of Arnprior."

Big men produced.

Whatever size the Canada Central and the B. & O. railroads achieved, they produced a number of great Canadian railwaymen who did much to advance the interests of the Canadian Pacific and other roads. Harry Abbott who had been managing director of the two lines, became, in 1883, manager of construction on the Sault Ste. Marie branch of the C.P.R. and later directed the building of the main line west from Sudbury. At a subsequent period he was supervising engineer of the entire construction, and in 1886 was appointed general superintendent of the British Columbia district. When the last spike was driven in March 1886, he was one of those present, and on July 3, 1886, he was in formal charge of the first train run from Donald to the terminus on the Pacific seaboard. Mr. Abbott remained general superintendent of the C.P.R. in British Columbia for 11 years, when he retired from active railroad service. Ten years ago he died in Vancouver.

Achieves Success.

Another leading railwayman who was developed by the Canada Central and B. & O. was Tristram A. Mackinnon, who joined the C.P.R. in 1885 as general superintendent of the Ontario and Atlantic division, with headquarters in Montreal and resigned five years later to assume the general managership of the Concord & Montreal Railway. His success in this position led to his appointment to be the general manager of the Boston and Maine, of which he was first vice-president at the time of his death in 1903. At that time David McNichol, then general manager of the C.P.R. said of him: "a man of great ability and energy, he rose to be one of the foremost railwaymen in America, for the Boston and Maine is at once one of the largest and best managed railways in the adjoining Union. Not a little of that efficiency was due to Mr Mackinnon."

One of the early employees of the transportation department of the B. & O. was Charles Spencer, who joined the railway as early as 1863 and remained in its service and that of the C.P.R. for at least half a century. He died in Ottawa in 1918. Mr. Spencer began work in the station and freight shed at Brockville and after six months became baggage man. Six months later found him promoted to the rank of conductor and this he retained until in 1906 the C.P.R. rewarded him for long and faithful service by appointing him to be a travelling conductor. He had charge of the first train between Ottawa and Carleton Place in 1870. In common with many other old employees of the road (one of whom at least, ex-conductor A. F. Chapman, continues to reside in Ottawa), Mr. Spencer had numerous stories of interest to tell of the days of the wood burners and hand brakes. On one occasion his train took eight and a half days to travel from Brockville to Sand Point, so heavy was the snowfall. As for pay, he worked for 92 cents a day for two years and when an increase finally came it gave him wages of \$1 per day.

Had two sons.

The old conductor had two sons, each of whom made his mark as a railwayman. One of them, Charles W. Spencer, started his career as a telegraph operator and clerk in the Ottawa station of the Canada Central in 1871 and rose from the ranks to become, first, general superintendent of the Eastern Division of the C.P.R., then general superintendent of transportation on the C.P.R. eastern lines, and finally general manager of the Canadian Northern and other Mackenzie and Mann lines east of Fort William. His untimely death in 1911 was generally lamented in the world of railroading.

The other brother, Harry B. Spencer, started as a messenger for the Montreal Telegraph company at Ottawa, he was promoted to the key and thence joined the Grand Trunk as an operator and despatcher. In 1870 he transferred his services to the Canada Central, where he served in a variety of capacities - as telegraph operator, assistant agent, agent, brakeman, train baggage man, conductor and train despatcher - until he became superintendent of the Ottawa division of the C.

P. R., a position he relinquished two years ago after a long period of faithful service.

Went to England.

Besides Archer Baker (who closed his railroading career as European traffic manager for the C.P.R. with headquarters in London), two other Bakers entered the C.P.R. service via the Canada Central. Walter R. Baker, now of Montreal, was local freight and passenger agent for the Canada Central in Ottawa in 1873-74 and afterwards rose to become secretary and assistant to the president of the C.P.R. The third brother, Frederick Baker, who died recently in Vancouver, was paymaster for the C.P.R. in that city until two years ago.

F.M. Spidal, a division superintendent with both the Canadian Pacific and the Canadian Northern, got his start on the Canada Central, and the list might be extended to include many more officials, among them A.J. Dana, who was purchasing agent for the CPR at Vancouver, and Johnston Elliott and George T. Fulton, long associated with the mechanical department of the C. P. R.

17/05/1926 Ottawa Citizen Montreal and Ottawa Prince of Wales Bridge

New railway bridge above the Chaudiere

A new steel bridge above the Chaudiere Falls is contemplated by the Canadian Pacific Railway to replace the present structure known as the Prince of Wales' bridge, connecting Ottawa West and West Hull. It is expected the new bridge will be erected this summer. The present structure was built in 188- and is still perfectly safe, but a new bridge is necessary to carry the heavier power engines in use. This will do away with the necessity of changing engines and bringing the trains over the bridge with lighter engines.

18/05/1926 Ottawa Journal Ottawa Electric

Accident to streetcar No. 831 on Bronson.

22/05/1926 Ottawa Journal Maniwaki

Four grade crossings will be eliminated.

--rerouting of highway necessitated by flooding from the Internation Paper Company's dam.--

Present plans call for the enw route of the highway to commence at a point known as Eaton's Chute just at Kirk's Ferry and proceed northerly at a considerably higher elevation for a distance of about five miles to Cascades. -- would make the new route about 1,000 feet west of the railway tracks.--new route would do away with four dangerous crossings.--matter before the Dominion Railway Board.

27/05/1926 Kemptville Weekly Advance Carleton Place Britannia

HAVE A REMARKABLE ESCAPE AS TRAIN HIT

Struck by C.P.R. Transcontinental Flier at Britannia Crossing, Ottawa Dairy Motor Truck Practically Demolished.

Ottawa, May 27 When the truck on which they were riding was struck by the CP.R. transcontinental flyer at the Main street, Britannia, crossing shortly before noon yesterday two Ottawa Dairy employees, D. T. Lockerby, 157 Flora street, and Wallace Blackwell, Percy street, miraculously escaped instant death.

Blackwell was uninjured while Lockerby received some slight scratches.

The two men were driving in a motor truck of a light model carrying ice cream, and as they approached the railway tracks from the north did not notice the train until they were almost on the rails. Blackwell, who was at the wheel, made every attempt to bring the truck to a stop but did not succeed in doing so until the front of it extended over the railway tracks, only a short distance from the oncoming train.

Hurled to Road.

Mr. Lockerby, still wondering how he escaped, graphically described the accident to a Citizen representative. He said that the truck in which he and Blackwell were driving was travelling in a southerly direction from Britannia village towards the Richmond road. A building situated at their right hand side of the road, he said, prevented Blackwell from seeing the approach of the train.

The locomotive caught the front of the car with a terrific force tearing it away and hurling the driver to the road. Blackwell picked himself up out of the dust uninjured, while Lockerby remained seated in what was left of the truck He received a few slight cuts from flying splinters, but otherwise escaped injury.

There was a quantity of ice cream on the truck and this also was scattered over the road.

Say Bell Ringing

The train, drawn by locomotive No. 2210 and in charge of Engineer Harry Davidson, Ottawa, and Conductor Clarence W. Leach, 106 Rochester street, was travelling in the direction of Ottawa, due to arrive at Union Station at 1045 o'clock standard time. It was travelling on time and at quite a fast rate. Striking the front part of the motor truck it tore away leaving the rear part standing on the road.

There is an electric bell at this crossing, which, according to witnesses, was ringing for the approach of the train.

Early this spring a little girl, who was on her way to a store, was struck by a passenger train at the same crossing and was instantly killed.

27/05/1926 Ottawa Journal Ottawa Terminal

Urges New Station for Through Traffic

Noulan Cauchon Favours Tunnel Under Ottawa River.

Report of a speech by Noulan Cauchon.

27/05/1926 Ottawa Journal Chaudiere

BOY LOSES LEG "HOOKING" RIDE ON FREIGHT CAR

Slips Ot! Udder .uic Right Leg Is Mutilated By Box Cat Wheel.

Harold Pratt, six-year-old son of Mr. and Mrs. T. H. Pratt, 33 Lett street, had his right leg so severely crushed by a Canadian National Railway shunting train near his home at 4.45 o'clock yesterday afternoon that amputation of the leg was found necessary to save the boy's life. The accident happened when the boy slipped while trying to alight from a train on which he had been "swiping a ride." accord-ihg to the train crew.

He is now in Water Utrtxt Hospital, and Dr. E. Bourque, 212 Bronson avenue, who attended him, states that his life is not in danger, unless unforeseen complications set in.

At the hospital today it was stated that the boy's condition was fair and that he had spent a restless night.

Slips off ladder

It was while the train was crossing on the Booth mills spur line at Ottawa Street, between lloyd and Lett streets, that the accident occurred. Harold Pratt and several other boys were playing on a number of large iron pipes in a field through which the tracks run, and when the train, consisting of an engine and several freight car, passed, going out from the mills towards the southwest, Harold, with other boys, ran along the side of the train, endeavoring to climb on the side ladders of the cars.

As there is a very heavy grade at that place, the train was going at between two and three miles an hour, according to members of the crew. The boy succeeded in climbing to a ladder and rode on it for some little distance. As he was endeavouring to descend, he slipped and his right leg, falling across the track, was crushed beneath the wheels of the car.

Conductor W. J. Bottomley, 69 Rosedale avenue, who was in charge of the train, saw the boy fall, and hearing his cry signalled the train to a stop and rushed down to the boy's assistance. He carried him to the home of Garnet R. Cowan, 91 Lloyd street, in a semi - conscious condition and suffering greatly.

More

SAFETY FIRST DISPLAY OF NEW YORK CENTRAL

Movies Aid Campaign for Safer Level Crossings.

In connection with the special drive to reduce - the frequency of accidents at railroad crossings which begins tomorrow under the auspices of the safety section of the American Railway Association and is to continue until October 1st. two special cars of the New York Central Railway arrived in Ottawa today and are giving four displays. Two of these were given this morning at 10.30 and 12 noon, and the others are scheduled for 4.30 and 8.30. The cars are in charge of Mr. Roy Newcomb, general safety agent, and a number of motion pictures are being shown. One of the pictures is called "Gambling With Death." Employees of the road are taking advantage of the opportunity and there is a steady stream of visitors to the cars.

01/06/1926 *Ottawa Journal* *Maniwaki*

Numerous double trackings near the Gatineau River banks and a large station yard at Cascades, Que., are the big new works for the Ottawa, Northern and Western Railway, and its lessee, the Canadian Pacific Railway, on the Maniwaki subdivision, Quebec division, in Hull Township, according to plans of the line files at the Registry office in Hull today.

The plans have been approved by the Board of Railway Commissioners and constitute the first definite outline of the re-routing of the C.P.R. in the Gatineau Valley as a result of the flooding of big areas, and other works, to be done by the International Paper Company at its Gatineau holdings.

Plans show that the new route starts about a mile north of Chelsea, Que., at mile 8.21. It runs from there to 14.6 mileage, but from mileage 12.65 to mileage 13.26, it follows the old line of the railway. There are stations indicated at mileage 9 (Tenaga) and at 10 (Kirk's Ferry), with double tracks and sidings at various points. There is a long piece of double track between Kirk's Ferry and Tenaga.

It is indicated that at no point will the new railway line run more than 750 feet west of the present route of the line. At some points the old and the new routes almost converge and at others they are wide apart. The greatest difference in position is shown between Tenaga and Lacharite.

According to the plans extensive yards will be situated between the Cascades station and the river, overlapping the present line of the railway there.

04/06/1926 *Ottawa Journal* *Westport* *Delta*

NEARLY CAUSE WRECK

BROCKVILLE, Ont.. June 1. Charged with having placed spikes and other obstructions on the tracks of the Canadian National Railways near Delta Station some days ago, Clifford Goodridge and Burton Halliday, youths belonging to that village, have been arrested. The obstructions were seen by the driver of the gasoline motor car operating over the line in time to avoid a possible derailment.

11/06/1926 *Morrisburg Leader* *Westport* *Delta*

Found guilty of having placed heavy pikes and other obstructions on the track of the Canadian National Railway Westport subdivision near Delta station, Clifford Goodridge and Burton Halliday, both of the township of Bastard, and both seventeen years of age, were sentenced this week by Police Magistrate Page to serve six months in the Ontario Reformatory, with a further indeterminate sentence.

12/06/1926 *Ottawa Journal* *Renfrew* *Ottawa Car*

Includes a picture.

Railway gasoline coach built in Ottawa impresses on trial trip.

Ottawa Car Company product is something new in railway equipment - has many improvements.

Something new in railway equipment is a big gasoline motor coach built by the Ottawa Car Manufacturing Company Limited and turned over this week to the Canada and Gulf Terminal Railway Company, for whom it was constructed, for use on the line out of Mont Joli, Que.

This coach is luxuriously appointed and a neat compact train in itself. It has a capacity for 50 passengers in its main sections and self locking seats for six passengers in the baggage compartment. In the main section of the car leather upholstered seats of the spring type ensure the maximum of travelling comfort.

The interior of the car contains a wide central aisle, and the whole is trimmed in dark bronze metal. The finish, including all doors sash and moulding, is of mahogany, stained to a dark rich finish. A feature of the big coach is the hot water heating system.

The coach has a six cylinder engine valve in head, double-duty type, bore 6-7 inch, 190 h.p. with four valves per cylinder. The engine at the front of this car is so mounted as to be removable as a unit. The coach is fitted with Westinghouse air brakes. It has one four-wheel truck under each end of the car, like parts of which are interchangeable. The whole coach weighs 59,000 pounds and has a length overall of 55 feet.

The crew consists of an operator and a conductor. There are five gears, of which Nos. 3, 4 and 5 are equally efficient. Any one of these may be used indefinitely if extreme conditions make this necessary. The speed of the car is 58 miles per hour.

On Tuesday there was a trial run to Renfrew and back, and the car was delivered on Wednesday morning to the owners and proceeded immediately to Mont Joli. It is specially designed for trailer operations when required, and is expected to be a great asset to its owners.

17/06/1926 *Ottawa Citizen* *Lachute* *Hull*

TEAM BALKED AT CROSSING GATINEAU RY.

Engineer Throws on Emergency Brakes and Stops train within Few Feet of Stalled Dairy Wagon.

PASSENGERS ARE GIVEN THRILL THIS MORNING

Prompt Action of Mr. George Holly Highly Praised by Those on Train.

Passengers on the Gatineau train coming in to their homes or work this morning were given a thrill when, shortly after the train had left Beemer station, in Hull, after an uneventful trip and with a big load of passengers aboard, the emergency brakes went on with such suddenness as to almost throw passengers from their seats.

The train, under the urge of the clamping on of the brakes, came to a standstill within a few feet of a crossing, upon which passengers rushing to the doors and windows of the train to find out what had happened, discovered white-faced driver of a Producer's Dairy wagon fighting a team of refractory horses, with their noses a few feet from the engine tender.

Passengers declare that the prompt action of the engineer of the train, Mr. George Holly, 346 Cambridge street, prevented an accident in which Edgar Blais, milk driver, 27 St. Henri street, Hull, might have lost his life, or at least suffered serious injury, together with the horses and rig.

St. Henri St. Crossing.

The place where the near-accident took place is the St. Henri street crossing, where a serious accident occurred some years ago, resulting in the death of two boys and the maiming of a third, when two C.P.R. engines travelling light struck a Ford truck loaded with youngsters.

The Gatineau suburban train, in charge of Conductor Houlihan, Ottawa, en route from Alcove to the city, where it was due at 8.30, was approaching the crossing, after the engineer having "sounded" for the approach and was within about forty feet of it, travelling fortunately at about only twelve miles an hour, when Engineer Holly, leaning out of the cab, saw a Producer's Dairy wagon, drawn by a team of horses, just getting on to the tracks.

Sounding a warning screech from the locomotive whistle, the engineer called to his fireman, clamped on the emergency brakes and brought the heavy train to a grinding stop, just in time to avoid hitting the team.

Horses Stopped on Tracks.

When Mr. Blais saw the train he attempted to back up, but the horses became refractory, possibly due to the whistle of the train, and swung around on the tracks with the wagon and a collision seemed imminent. When the engine came to a stop the driver succeeded in getting clear, after which the train proceeded on to the Union station, the passengers loud in their praise of the smart work on the part of Engineer Holly, who had averted what might have been a very serious accident. "We were travelling about ten or twelve miles an hour. We can't be any faster over those crossings," said engineer George Holly, "and I had sounded my whistle for the crossing, when, about forty or fifty feet away, as we rounded the curve, I saw the team and dairy wagon debouching on the tracks. The driver tried to back up, apparently, but the horses were giving him trouble and I clamped on the emergency and brought the train to a stop within a few feet of the outfit, which just succeeded in getting clear when we were a few feet from him."

17/06/1926 *Ottawa Citizen* *Kingston (CN)* *Lancaster*

Accout of a crossing accident at Lancaster in which one man was killed and one injured.

18/06/1926 *Morrisburg Leader* *Kingston (CN)* *Lancaster*

Fatal accident at Lancaster

A fatal accident occurred at a level crossing at Lancaster, June 16, resulting in the death of George Duvall, the well-known marbleworks dealer of Alexandria and the injury of his companion, William Hamelin, also of Alexandria, and the complete demolishing of the auto truck in which they were driving.

From information received the two men had been across the river doing some monument work, and on their way home to Alexandria, when the truck was struck by a way freight going west on the C. N. R. tTrack at the level crossing in the village.

Mr. Duveal was instantly killed, and Mr. Hamelin was badly bruised in several parts of the body, and had his right arm broken in several places.

21/06/1926 *Ottawa Journal* *Lachute*

Boy Throws Stone Passenger Is Hit

Charged with throwing a stone through the window of the Montreal C.P.R. train, and injuring Mrs. T. Fournier, of Masson, Que., an 11-year-old boy, of Gatineau Point, was placed under arrest today by C.P.R. constable J. A. Joanis. He will appear before Judge Roland Millar in Hull Court tomorrow.

08/07/1926 *Winchester Press* *New York Central* *Cornwall Junction*

Mr. W.B. Lawson, of Chesterville, is laid up with a broken collar bone sustained when hurrying to catch the train at the O.N.Y. Station at Cornwall when he fell off the running board of a taxi, breaking his collar bone and receiving many cuts and bruises and a severe shaking up a week ago Friday

13/07/1926 *Ottawa Journal* *Waltham*

BOOTH EMPLOYE IS CUT IN TWO BY C.P.R. TRAIN

Israel Robillard. Aged 59, 95 Boulevard St. Joseph, Hull, an employe of the J. R. Booth Company, was instantly killed yesterday afternoon at 5 o'clock, when the engine of the C. P. R. Ottawa-Waltham train. No. 381, ran over him at the intersection of the C. P. R. tracks and the Aylmer Road.

The body was completely severed, the trunk being found between the tracks and the lower part to the right. An inquest will likely be opened at Gauthier's Undertaking Parlors, Hull, this evening by Dr. Joseph Isabelle, Hull district coroner, who was called to Notre Dame de Laus yesterday afternoon to investigate the death of Mathias Morin.

Police are of the opinion that Robillard may have noticed the train approaching and tried to hurry across the tracks ahead of it. In doing so he was evidently caught by the train and carried about ten feet when he fell on the track, being cut in two. That such is the case is born out by the position of the body when picked up. Robillard is known to have been somewhat deaf.

Owing to the time of the accident, and the general traffic on the Aylmer road there was a lengthy line of cars stopped shortly after.

The body was removed to Gauthier's Undertaking Parlors where it will remain until the opening of the inquest this evening by Dr. Joseph Isabelle.

Mr. Robillard is survived by his widow and two small children.

13/07/1926 *Ottawa Citizen* *Waltham*

Believe shortcut was fatal for Hull man

Israel Robillard, returning home from work at Booth plant, is victim of horrible accident.

Israel Robillard, employee of the J. R. Booth Company, married, residing at 95 Boulevard St Joseph, Hull, was instantly killed, and his body was most horribly mutilated, when he was struck on the Pontiac crossing on the Aylmer road yesterday afternoon by the outgoing C. P. R. Pontiac train from Hull.

There were no eyewitnesses to the accident as far as can be learned, but it is believed that the unfortunate man was taking a shortcut to his home, and was walking on the tracks near the crossing when the train appeared. Why he did not see it or hear it approaching, nobody knows, but the locomotive struck him squarely and he was thrown under the wheels, the greater part of the train passing over the body before it was brought to a standstill.

Neither member of the train crew, the engineer, Mr. Joseph Gilchrist, 25 Grant street, or the firemen, Mr. Thomas Davidson, saw the man on the tracks. They realized, however, that they had struck something, and after the train had been pulled up and the Conductor A. E. Wright walked back, the severed body of the unfortunate man was discovered within 15 feet of the crossing.

Gauthier's ambulance was summoned and the remains, on the order of Coroner Dr. Joseph Isabelle, were removed to Gauthier's undertaking parlours, Hull, where an inquest will be opened this evening.

Mr. Goulet, foreman for the J. R. Booth company under whom Mr. Robillard was employed, stated that the latter had asked permission to go home early and had left about five o'clock. The accident happened 20 minutes later.

The late Mr. Robillard was married and leaves beside his grief-stricken widow, two small children.

The engineer of the train stated that when approaching the crossing he had sounded the whistle on the locomotive, the bell was ringing, and in addition, an automatic bell at the crossing was sounding a warning of the approaching train. How, under these circumstances, Robillard failed to know of its approach is mystifying the authorities.

14/07/1926 *Ottawa Journal* *Thurso and Nation Valley* *Thurso*

Mill at Thurso is opened today by Sir Douglas

The new lumber mills, railway and timber limits of the Singer Manufacturing Company at Thurso, Que., are being inspected today by Sir Douglas Alexander, president of the Singer Manufacturing Company. Sir Douglas formally opened the new mill, which constitutes the first stage in what is expected to be a huge development at Thurso.

Sir Douglas spent the day inspecting the works and will leave Thurso this evening.

Although head of one of the largest corporations having headquarters in the United States, Sir Douglas is a Canadian, having spent the early part of his life in Hamilton. He is a graduate of Osgoode Hall and was knighted in recognition of the services of his company, and his own personal services, during the Great War.

16/07/1926 *Morrisburg Leader* *Kingston (CN)* *Lancaster*

Open verdict

The inquest into the death of Geo. Duval, who was accidentally killed at the Canadian National Railway crossing at Lancaster on June 16th, was held at the public library, Lancaster on Friday last before Dr. C. A. Stewart, coroner. The witnesses included the conductor and brakeman on the freight train which struck Mr. Duval's truck, James A. McDonald and Henry Sauve of Lancaster, who witnesses the accident, William Hamlin, who was in the truck when it was struck, and who was badly injured and James D. Wightman. The evidence was to the effect that the train was travelling at a rate of from 12 to 15 miles per hour, the train bell and crossing bell were ringing, and that the ill-fated truck had on it some tools which might possibly have prevented Mr. Duval or Mr. Hamlin from hearing the bells. The verdict of the jury was as follows: "We find that George Duvall came to his death accidentally, June 16th, 1926, by being struck by a way freight at the Canadian National Railway crossing at Lancaster. In view of the fact that there have been many fatal accidents already and others injured (at this crossing) a dangerous crossing at all hours of the day and night, tracks running as they do through the centre of the village, and view obstructed on all sides by stores and other buildings, and the leading county provincial highway of Glengarry County, which carries over 75 per cent. of the traffic north and south, and continually increasing, we therefore recommend that for the protection of life and property the Board of Railway Commissioners be petitioned to have properly manned automatic gates placed at the crossing, or other safeguard which would protect the public."

17/07/1926 *Ottawa Journal* *New York Central* *radio*

Picture

Employees of the New York Central railroad are shown installing the antennae on the top of the caboose of a freight train in New York yards, preparatory to testing a new method of signalling by radio. The experiment was very successful, the conductor and engineer carrying on an uninterrupted conversation while a mile apart.

NO BLAME FIXED ON ANYONE FOR DEATH HULL MAN

Coroner's Jury Finds Late Israel Robillard, Who Was Struck By C.P.R. Train, Died Accidentally.

At the inquest conducted last night at Gauthier's undertaking parlors, Hull, by Coroner Dr. Joseph enquiring into the death of Israel Robillard, aged 69 years, an employe of J. R. Booth Company, formerly residing at 95 Boulevard St. Joseph, and who was instantly killed on July 12 by the C. P. R. Ottawa-Waltham train No. 381 at the intersection of the C. P. R. tracks and Aylmer road, the jury rendered a verdict of accidental death. In making their verdict, the jury exonerated the train crew of any responsibility.

The train crew and several eye witnesses were called upon to testify. The first witness was Joseph Gilchrist, the engineer, of 25 Grant street, Ottawa. He testified that there was no bell at the intersection. but that a clear view of any on-coming trains could be had from the crossing. The train, he maintained, which was coming from Hull West station, was travelling at about 10 miles an hour. As the crossing was reached the bell was operated and the whistle blown. The first intimation he had of the accident was when he heard a strange noise and when the train was stopped at 140 feet from the crossing a man was seen under the wheels.

The next one to testify was Thomas E. Davis, the fireman, of 469 Parkdale avenue, who had been on the run for four years. He stated that he was not in a position to see anyone near the crossing at the time, as he was busy firing to meet the extra pressure required for the up grade.

In his evidence, Mr. A. E. Wright, the conductor, of 181 Cameron street, stated that the train was not exceeding 10 miles per hour on the heavy grade at the time of the accident. Proof of the slow rate of speed was amply demonstrated, he stated, in the train stopping up within 140 feet. As he was occupied with his duties, he was unable to see what was going on outside.

Other witnesses gave evidence to the effect that the train travelled slowly, the bell rang, and the whistle blew just before reaching the crossing.

26/07/1926 *Ottawa Journal* *Ottawa Electric*

Accident to streetcar 825.

29/07/1926 *Ottawa Journal* *Ottawa Electric*

Streetcars 312 & 802 collide at Bank & Albert.

03/08/1926 *Ottawa Journal* *Ottawa Electric* *Cascades*

Meeting of Hull West council

The council was consulted by a representative of the Canadian International Paper Company, with regard to the moving of the CPR tracks in the neighbourhood of Cascades. The removal of the tracks will straighten out a tortuous curve, as well as materially shorten the line. But as the moving of the tracks will necessitate moving the power transmission line towers as well as the Bell Telephone Line and also affects the highway crossing the council deemed it best to postpone a definite decision until a more complete investigation of the matter has been affected [sic], and until the opinion of the residents of Hull West in the neighborhood of Cascades had been ascertained.

It was thought, however, by many, that the request of the company will be granted as soon as the investigation has been completed.

03/08/1926 *Ottawa Citizen* *Beachburg* *Bells Corners*

DRIVER KILLED WHEN HIS CAR HIT BY TRAIN

Alexander Krantzberg Meets Instant Death at Railway Crossing Near Bell's Corners. Gas Tank Explodes,

REPORT WHISTLE AND BELL BOTH SOUNDING

Inquest Opened. Deceased Had Been In This Country Only Three Months.

When the auto which he was driving was struck by C.N.R. Pembroke-Ottawa train No. 120 at the railway crossing on the Richmond road near Bell's Corners yesterday morning, Alexander Krantzberg, aged 30 years, of 253 York street, was instantly killed.

Following the collision the motor car took fire and before the body had been extricated from the wreckage it was badly burned. Mr. Krantzberg was a clothing peddler, and about ten o'clock left Ottawa in a Ford sedan en route for points west of the city. The smash occurred at the C.N.R. crossing just west of the Bell's Corners station, and about half a mile north of Bell's Corners village. Aproachlngr the crossing, the motor car driven by Krantzberg was travelling about twenty iniles per hour, and the train, which was on its way to Ottawa, had a speed of about 25 miles per hour. In addition to the locomotive the train was mads up of three passenger coaches and a baggage car. Mr. R. K. Fair, 17 Robinson avenue, was engineer on the train and Mr. Seaton conductor.

Car Takes Fire.

The force of the collision caused the gasoline tank of the auto to explode. This caused the remains of the car, which with the body of Mr. Krantzberg was hurled into the ditch, to take fire. The train was brought to a stop in about 400 feet following the accident, and passengers and train crew hurried back to the wrecked auto, and although the fire was speedily extinguished the clothing was burned from the body which was also badly scorched. Mr. Kranzberg was dead and a large wound on his head indicated that he had been killed instantly and did not die from the burns which followed. Part of the auto was carried on the front of the locomotive.

Whistle and Bell Sounded.

Matthias Boisvenue, who had been working for W. H. Faulkner, had just passed over the railway crossing a few minutes before and met the motor car. He said that he heard the bell of the engine ringing and the whistle blowing for the crossing.

"When I noticed the speed with which the ill-fated motor car was approaching the railway crossing, with a train about to pass," said Mr. Boisvenue, "the thought struck me that it was travelling too fast for safety. I turned around just in time to see the smash and to witness the small auto being hurled off the road by the passing train." Mr. Boisvenue was one of the first ones to reach the unfortunate man after the car had been struck.

The body of Krantzberg was placed on board the train and was brought to the city and removed to Burney & Son's undertaking parlor. Coroner J. E. Craig, M.D., opened an inquest yesterday afternoon and after the usual formalities adjourned the hearing until Monday evening next at the courthouse, There is no automatic warning bell on this crossing, but the view is clear from both sides. Mr. Boisvenue was only thirty or forty feet from the crossing when the accident took place.

Canadian National Railway officials are at a loss to understand how the motorist failed to be acquainted of the train's approach. The train crew stated that the whistle had been blown for the crossing and in fact was still blowing when the automobile was struck.

05/08/1926 *Winchester Press* *Winchester* *Finch*

Finch Station Burned

The Union Station at Funch was last night completely destroyed by fire. We have no particulars as to the cause or how the fire started but it had gained such headway when discovered that there was no hope of saving it. No doubt considerable freight was also destroyed. The loss of the station itself will not be regretted by the travelling public for the re-building will probably provide them a more comfortable and convenient one.

05/08/1926 *Ottawa Citizen* *Winchester* *Finch*

FIRE DESTROYS FINCH STATION

C. P. R. Freight Sheds Also Burned in Blaze Breaking Out at Midnight.

(Special to The Citizen.) FINCH, Ont., Aug. 5. Fire of unknown origin breaking out about midnight completely destroyed the C.P.R. station and freight shed here. When the blaze was noticed it had gained so much headway that it was impossible with the firefighting equipment available to check the blaze before it had spread throughout the two buildings. Both are of frame construction and the second storey of the station was occupied as a residence by the agent, W. L. Hardy.

FINCH STATION BURNED

The Canadian Pacific Railway station and freight shed at Finch, Ont., were totaHy destroyed by fire about midnight last night. The fire was not discovered until it had gained great headway and could not be checked in time to prevent its spreading to both buildings through lack of fire-fighting equipment. The station and shed were frame and burned easily. The station agent, W. L. Hardy, lived in the second storey of the station. The cause of the fire has not been discovered.

06/08/1926 *Morrisburg Leader* *Winchester* *Finch*

Finch Station Burned

Fire of unknown origin last night destroyed the C.P.R. station at Finch. The tower just across the tacks to the east was saved after a hard fight. Operator Pye when reporting for duty at 11.30 was the first to discover the blaze and gave the alarm. Assistance was rushed from Chesterville where an engine was commandeered and such fire-fighting apparatus as could be hastily gathered rushed to the scene. The freight shed under the same roof together with its contents was also totally destroyed. The agent, who lived at the station, was at his summer cottage on the St. Lawrence at the time of the fire.

07/08/1926 *Ottawa Journal* *Ottawa Electric*

Accident to streetcar 804.

10/08/1926 *Ottawa Citizen* *Beachburg* *Bells Corners*

No blame attached for fatal accident

Verdict given on death of Alexander Krantzberg.

A verdict of accidental death with no blame attached to anyone, last night was returned by a coroner's jury at the courthouse which inquired into the death of the late Alexander Kranzberg, aged 30 years, of 253 York Street, who was killed when a Pembroke-Ottawa C.N.R. train struck his motor car on a level crossing on the Richmond Road, near Bells Corners, on the morning of August 2nd.

The evidence produced by various witnesses showed that the motor car had been struck at the crossing, part of it had been carried some distance, and the remains of it took fire. Members of the train crew all testified that the engine bell had been ringing and the whistle had been blowing when the train approached the crossing and before the smash took place.

Among the witnesses were engineer J. G. Loney, fireman P. H. Garvey, conductor A. A. Seaton, and Mr. Matthias Boisvenue, who witnessed the accident. Dr. J. E. Craig, coroner, presided. Mr. J. A. Ritchie, K.C., acted for the crown and Mr. J. J. O'Meara, of the firm of O'Meara and McHugh, appeared for the relatives of the deceased.

14/08/1926 *Ottawa Citizen* *Prescott* *Kemptville*

The above picture of the "Lucy Dalton" was taken at Kemptville about the year 1879. The engine was a wood burner of the later type and was considered a great engine. It was built at the famous Taunton (Mass) Locomotive Works in 1872 and was covered in brass and was beautifully painted.

The engineer standing between engine and tender is George Wallace who afterwards ran on the C.P.R. and is now dead. The conductor, in full view on the platform is Conductor O'Leary. They all became C.P.R. men. Mr. Wallace was a brother to Conductor J. Wallace, now pensioned, and one son is conductor on the C.P.R. at Ottawa at the present time. His father was roadmaster on the road (coming from the Grand Trunk in the sixties) and was pensioned by the C.P.R. in 1900.

14/08/1926 *Ottawa Citizen* *St. Lawrence and Ottawa* *Kemptville*

The swank Steamboat Express, pride of the St. Lawrence and Ottawa in the seventies.

The above picture of the "Lucy Dalton" was taken at Kemptville about the year 1879. The engine was a wood burner of the later type and was considered a great engine. It was built at the famous Taunton (Mass) Locomotive Works in 1872 and was covered in brass and was beautifully painted.

The engineer standing between engine and tender is George Wallace who afterwards ran on the C.P.R. and is now dead. The conductor, in full view on the platform is Conductor O'Leary. They all became C.P.R. men. Mr. Wallace was a brother to Conductor J. Wallace, now pensioned, and one son is conductor on the C.P.R. at Ottawa at the present time. His father was roadmaster on the road (coming from the Grand Trunk in the sixties) and was pensioned by the C.P.R. in 1900.

17/08/1926 *Ottawa Journal* *Brockville* *water*

Supplement on centenary of Ottawa. Article on construction of the Brockville and Ottawa.

On a day early in January, 1959, it was announced that the first passenger train was ready to move over the rails from Brockville to Perth...The party left Brockville in two miniature passenger coaches hauled by a wood-burning locomotive, puny in comparison with its successors, at nine o'clock upon a January morning, so bitterly cold that four hours earlier the thermometer is reputed to have stood at 40 degrees below zero. All went well until Smiths Falls was reached, the trip being made at an easy rate over a road in first class condition except for a few miles south of that town which were yet to be ballasted. Then the trouble began

Snow Blocks Trains

The line between Smiths Falls and Perth had not been run over for a few days and snow which had fallen in the interval had become part and parcel of the rails under the influence of a slight rain which, with the frost, had converted it into ice. When the little train attempted to proceed after having left Smiths Falls at eleven o'clock, the wheels revolved but would not grip. After several attempts had been made, each attended by complete failure, an order was made to back up to the station in order that the excursionists might dine while another locomotive was despatched over the line to give battle to the ice and snow itself. Dinner over, another start was made with little improvement. The cow catcher of the forward engine simply caught the snow from the centre of the track and deposited it upon the rails making progress impossible. For a second time a backing up was carried out and another locomotive was employed to precede the passenger train. At this stage of the proceedings, some of the passengers, despairing of ever reaching Perth, decided to abandon the excursion. The remainder, continued in the coaches and on the third attempt had the satisfaction of making considerable progress before it became necessary to search the ditches alongside the track for water to supply the locomotive. This experiment was repeated, slow but steady advance being made until at a point about a mile and a half from Perth, the second car suddenly came to a dead stop. A coupling had given way. No emergency equipment being carried, away went the locomotive and the other car, leaving a number of thoroughly disgusted passengers behind until it could return with a rope to hitch to the car. At length Perth was reached at 6.45 p.m. It had taken nine and three-quarter hours to make the passage of 40 miles.

After another meal the crowd returned to the station, the hour of departure having been fixed at 8 o'clock. But in the shunting operations one of the cars left the rails and about three hours were spent in replacing it. Finally at 11 o'clock, the welcome cry of "all aboard" was heard and the wearied excursionists reached their homes in Brockville at 3.30 a.m., never, it may be reasonably expected, to forget their first trip over the B. & O.

17/08/1926 *Ottawa Journal* *Canada Central*

Supplement on the Centenary of Ottawa.

Long article on the construction of the Canada Central Railway.

The first locomotives:

W.F.H. Bolckow,

John G. Richardson.

H. Abbot

were built at Taunton, Mass., which had already turned out locomotives for the B&O.

In July 1870, B&O and Canada Central suffered heavy loss through the destruction of their plant at Brockville including the roundhouse, and workshops as well as one locomotive, two passenger cars and seven boxcars, all intended for use on the Canada Crntral, as well as one sleeping car half completed.

In October 1870, taxes having been remitted, they were rebuilt in Brockville and continued in use there until their final removal to Carleton Place.

Coal tender leaves rails, delaying train

When the coal tender jumped the tracks a short distance east of Rock Lake, Algonquin Park, yesterday, shortly before noon, the Canadian National passenger train from Scotia to Ottawa was delayed for one hour 20 minutes. Heavy work on the part of the engineer prevented more car from leaving the rails.

The derailment occurred while the train was crossing a high embankment. As soon as the tender left the tracks the engineer brought the train to a stop, but not before the tender had plowed along the road bed for several score feet tearing up sleepers and digging deep into the bed.

All the passenger of the train gathered along the embankment and watched the efforts of the train crew to get the tender back on the rails. This they succeeded in doing by the use of "frogs" under the train power, and without the assistance of any wrecking crew.

03/09/1926 *Chronicle Telegraph, Queb Maniwaki**Gracefield*

Fire of which the origin has not yet been determined completely razed the Canadian Pacific Railway station at this small town in the Gatineau Hills here earlier today. No estimate of the damages is available.

03/09/1926 *Ottawa Journal**Waltham**Aylmer*

Fire which broke out in the sheds to the rear of the CPR station, Aylmer, shortly after noon for a while threatened a large section of Front street. One residence and adjacent sheds were completely demolished and nearby residences suffered damages from sparks and smoke. The damage at 2 o'clock was close to \$13,000, the fire then being under control.

Sparks from a passing engine are thought to have been responsible for the fire which began in the sheds to the rear of the home of Roland Cardinal, Front street. More.

04/09/1926 *Ottawa Citizen**Maniwaki**Gracefield*

C.P.R. STATION AT GRACEFIELD IS DESTROYED

Loss of Between \$10,000 and \$12,000 in Blaze Which Consumed Building and Contents.

TELEGRAPH OFFICE IS ALSO BURNED OUT

The Canadian Pacific Railway Company suffered a loss estimated at between \$10,000 and \$12,000 early Friday morning in the destruction of the railway station at Gracefield, by fire, which is believed to have started shortly after midnight from the sparks of a passing freight locomotive,

The first alarm received regarding the fire came from a Mrs. Garneau, living near the station, who was awakened between twelve and one o'clock by a ruddy reflection in her bedroom window. She then discovered that the station was in flames, and dressing, went to the residence of Mr. E. Sylvester, the station agent who hurried to the scene with volunteer firefighters, but the fire had gained such headway they were powerless to avert its progress, and the station was burned to the ground.

Just how much the loss will be will not be known until the express parcels are checked up, as there were a number of parcels in the office, together with records and freight sheets, all of which were burned.

The commercial telegraph office was also destroyed, but the freight shed, across the tracks from the station, was saved.

The station agent, Mr. Sylvester stated he was at a loss to account for the fire as when he went off duty Thursday night, after the Gatineau train had passed through, he left everything safe and secure. He is of the opinion that the fire was caused either from the sparks of the locomotive drawing a freight train which passed through Gracefield about eleven o'clock or from someone stealing a "doze" in the station, having dropped a lighted cigarette but.

The station was of frame construction and was built about thirty years ago. Advised of the fire, The C.P.R. officials restored telegraphic communication yesterday in a temporary office and it is likely that a brick station of a more modern character, will replace the old building in the near future.

There is no firefighting apparatus of any kind in the village and all fires have to be fought via the bucket brigade.

06/09/1926 *Ottawa Journal**Lachute**Chaudiere bridge*

Extensive alterations being made by the CPR to the Prince of Wales bridge will improve passenger service greatly at that point.

On August 1 the work of removing the old steel and replacing it with heavier steel was begun. It is now well under way, but so extensive is the work that it will not be completed before March 1927.

When the work is completed the bridge will be available to heavy traffic and the transfer engine will be withdrawn.

Despite the alterations, traffic is kept moving across the bridge with little delay.

The Dominion Bridge Company has the contract.

07/09/1926 *Ottawa Journal**Smiths Falls**Chaffey's Locks*

Several hundred passenger, most of whom were sleeping, received a shaking up this morning at 5.05 am when Canadian National train No. 8 from Toronto ran into a fall of rock which had slid onto the track at Chaffey's Locks.

The train was making around 30 miles an hour at the time and, due to the darkness, the obstacle on the track could not be seen until the engineer was upon it.

The pony trucks of the engine went off the track and the pilot was severely damaged, a new engine having to be sent out from Ottawa to bring the train in.

More

A delay occurred of about an hour and finally the engine was enabled to proceed very slowly as far as Smiths Falls where a new engine, No. 5105 from Ottawa, which had been wired for, was hooked on and the train made fast time into the city arriving at 10.30 standard time.

08/09/1926 *Ottawa Journal**New York Central**Cornwall*

Cornwall Sept 7. Mrs. Daniel Walmsley, of Massena, NY, who, with her husband, had been visiting for a few days with their daughter, Mrs. E.S. Carpenter, Cornwall, expired suddenly in the waiting room of the New York and Ottawa Railway station here today while waiting for the train from Ottawa to convey her home. More.

29/09/1926 *Ottawa Journal**Alexandria**Ottawa Union*

His excellency, the Right Honourable Viscount Willingdon, the Governor General will arrive at the Union Station at 11 o'clock next Monday morning.

Reporter learned some railway ethics.

Reminiscence of 1897 C.P.R. wreck near Gatineau Point.

In the year 1897, in the fall, two C.P.R. freight trains collided a couple of miles east of Gatineau Point. The smash occurred just after daylight and as what was going to happen became evident in plenty of time, the engine crews were able to jump and save their lives. The engines were pretty badly telescoped and a number of freight cars smashed.

Like other bad news, news of the collision spread quickly through the city. A reporter on one of the city papers was one of the first from Ottawa to get on the scene.

He at once tackled one of the engineers. To every question he asked as to how and why there came the answer, "I don't know".

They knew nothing.

The reporter then tried the other engineer with the same set of results. He knew nothing. Next the reporter tackled the firemen. They also knew nothing.

Then the reporter went back to the first engineer. "Look here", he said, "I am representing the -- newspaper. When you refuse to talk to me, you refuse information to the --. So you had better cut out the fooling and tell me how the thing happened or I will have to report to the --."

"H.B." was there.

The engineer turned his back on the reporter. Then over his shoulder he shot out, "You blanked blank, don't you see H.B. Spencer over there. Do you want to get me fired."

"Oh", said the reporter, "I'm sorry I hadn't seen him." Then he hustled over to "H.B." and got his story - or at least such facts as the general superintendent wanted to give.

02/10/1926 *Ottawa Citizen**Chalk River**Chalk River*

LUTHERAN MISSIONARY FELL UNDER A TRAIN

Rev. J. Koehle, 27, Killed Chalk River.

PEMBROKE, Oct. 2. Rev. J. Koehle, aged 27 years, Lutheran missionary of Waterloo, met instant death this morning at Chalk River when his foot slipped while he was boarding a train for Pembroke. The unfortunate man fell under the wheels of a coach as the train was moving away from the station, and was crushed to death.

Rev. Mr. Koehle had been conducting mission work between Massey and Pembroke, and had been in Chalk River for a few days. He was proceeding to Pembroke to fill an engagement there when he met his death. It is understood he was to be married in two weeks' time.

Dr. O. E. Joseph, coroner, of Pembroke, was notified and decided that death was accidental. The body will be removed to Waterloo on Monday for burial.

14/10/1926 *Kemptville Weekly Advance* *Kingston (CN)**Maitland*

PRESCOTT RESIDENT IS KILLED ON RAILWAY

Daniel Mills Knocked Down by Shooting Esqts. Brockville. Ont., Oct 10. Daniel Mills, an elderly Prescott resident, got in the way of a C.N.R. shunting engine from Brockville at Maitland last night and his legs were severed. He died in the General hospital here six hours later. His widow and a grown-up family survive

27/10/1926 *Ottawa Journal**Beachburg**Alice*

Passenger Coaches derailed near Alice

Train Leaving Ottawa at 1.35 a.m. Meets Accident

Passengers on No. 1 C.N.R. train were slightly shocked when three of the coaches were derailed near Alice, Ont., at an early hour this morning. No one was injured and the delay to the passengers lasted only ten minutes, those on the derailed cars being transferred to other coaches. The three cars were re-railed several hours later.

No. 1 leaves Ottawa for the west at 1.35 in the morning. It left as usual today and had reached Alice, 96 miles west of the city, when the accident happened. No cause for the derailment was given.

28/10/1926 *Ottawa Journal**Alexandria**Ottawa Union*

11 car special CNR train for Queen Marie of Rumania arrives from Toronto and is backed into Union station at 10.30.

29/10/1926 *Ottawa Journal**Beachburg*

Queen Marie of Rumania celebrated her 51st birthday today on her special train bound from Ottawa to Winnipeg. More. From Winnipeg she went into the USA.

29/10/1926 *Ottawa Journal**Other**Kapuskasing*

Accident with engine 1072 owned by the Spruce Falls Power and Pulp Company was shunting on the main line at Kapuskasing.

02/11/1926 *Ottawa Journal**Ottawa Electric*

OER car 632 involved in an accident.

04/11/1926 *Winchester Press**Winchester**Mountain*

Horse killed at Mountain

A valuable horse, owned by Mr. Bert Brooks, was killed at Mountain station on Friday night last about midnight. Mr. Brooks was driving towards the railroad crossing from the north, when a freight train was seen fast approaching from the west. Mr. Brooks who recently broke an arm, could only hold the reins in one hand, and the horse, a spirited animal, became frightened and ran into the freight train as it was passing. It was knocked sideways and the rig upset throwing Mr. Brooks to the ground but not injuring him. The next car caught the horse throwing him over on the track with the rig. When Mr. Brooks got up he saw the headlight of the midnight express from the east, and he hurried to the station and had the man there signal the express to stop, which he did, and the injured horse and smashed buggy was removed. had not Mr. Brooks exercised presence of mind and acted quickly, there might have been a bad accident, for had the through express struck the horse on the track it would in all probability, have been derailed. The horse was valued at over \$150, and under the circumstances it is the opinion of many that the C.P.R. Co'y ought to recompense Mr. Brooks for his loss.

11/11/1926 *Ottawa Journal**Ottawa Electric*

One man Preston Rockcliffe street car, No. 510, which figured in last night's hold up. As the back doors swung open to receive two would be passengers a large revolver was levelled at the operator, V. Landry and W.E. Scobie, car starter, who was going to the head office of the O.E.R. with money and tickets amounting to \$844. The bandits made off with the grips containing this booty. Five persons were arrested this morning in connection with the hold-up (picture of car).

13/11/1926 *Ottawa Journal**Ottawa Electric*

Accident involving streetcar No. 533.

FATHER AND THREE CHILDREN KILLED AT CROSSING, FREIGHT TRAIN CRASHES INTO AUTO

Distressing Accident at C.P.R. Level Crossing at Cobden. Fourth Child Escapes with Slight Injuries. Family Was Returning from Church Service When Accident Happened.

RENFREW, Nov. 14. Garfield Humphries, farmer, aged 37, his two children, Edgar aged eight, and Nina aged six, were instantly killed when the Durant car in which they were driving was struck by a C.P.R. freight train travelling east from Chalk River to Smith Falls, at 12.15 noon today, at a level crossing on the main street, Cobden. Another son, George, aged four, died a few hours later, while Mabel, aged seven, is seriously injured.

Mr. Humphries with his children was returning to the farm home in Bromley township, which is the old Humphries' homestead, after attending the morning service in the United Church, Cobden, when the accident happened.

The crossing has always been considered a dangerous one as the view is obstructed from the south approach to it by an elevator, and this is the direction in which the doomed car was travelling. There were several eye-witnesses to the tragedy. Engineer Hamilton says he blew tor the crossing but it is believed that Humphries did not hear the whistle as there were several other cars coming behind which caused considerable noise. He also had the side-curtains up. Mr. A. E. Yates, who conducts a grocery business just at the crossing, was one eyewitness and says he believes Mr. Humphries never heard the whistle. The car was struck in the center and hurled with all its occupants a distance of about 125 feet. Mr. Yates rushed to the scene of the accident and called for medical aid immediately. Miss Stella Ross, R.N, was the first on the scene, shortly followed by Dr. Ritchie, Cobden, and Dr. C. W. Ferrill, Cobden. Mr. Humphries, Edgar and Nina were pronounced dead, and Dr. G. E. Josephs, of Pembroke, the coroner, was sent for. The two other children, George and Mabel, were carried to the Yates home. Dr. Ritchie said that everything had been done for little George that was humanly possible, but he could not see that he would live through the night. The unfortunate child suffered concussion of the brain. He died at seven o'clock, his mother being at the bedside.

Injuries to Young Girl.

Little seven year old Mabel, would recover, the doctor believed. She had slight internal injuries, a broken shoulder and was suffering from shock.

The mother, when told of the dreadful accident which had befallen her loved ones, bore up wonderfully. She had stayed at home to prepare the dinner and look after the twin babies, the only surviving children. When Coroner Josephs arrived he viewed the bodies and ordered their removal to the Fraser undertaking parlors.

Hold Inquest Today.

The Inquest will be held tomorrow morning in Cobden at ten o'clock. The Durant car in which they were driving was a total wreck. The top was completely demolished. No trace of a windshield could be found.

The side curtains were torn from their place and hanging. Both front and back seats were almost in ribbons. The steering wheel was broken. The engine occupied most of the front seat. A sandal of little Nina was hanging to the spoke of one of the wheels. The automobile evidently was one purchased this year as only about six thousand miles showed on the speedometer.

A deep cut in the temple was the only mark on the deceased man, although it is believed the steering wheel stabbed him in the chest and this caused his death.

One arm was broken.

Widespread Sorrow.

Little Nina had bled freely from the nose and mouth, while Edgar was badly cut about the head. When Citizen reporter arrived about an hour following the accident, hundreds weve gathered about the scene of the tragedy. The whole town was in a state of sorrow. Grief was expressed on every hand as the Humphries' family were held in very high esteem.

Conductor Rose, of Smiths Falls, was in charge of the train, Number 74. Engineer Hamilton was at the throttle of Engine Number 2602. The train stopped for about an hour. The crew will return to Cobden tomorrow for the inquest.

Samuel McLaren and Miss Vide Guest were driving their cars just behind the ill-fated one, and thought that Mr. Humphries was driving about 15 miles an hour when the accident happened.

Garfield Humphries is a son of John Humphries, of Renfrew, and took over the farm seven years ago when his father retired and moved into Renfrew. His mother is dead. The funeral will be held Tuesday. The wide-spread sorrow was expressed in prayer tonight in various pulpits in Renfrew and Cobden.

16/11/1926

Athens Reporter

Westport

Posing as hoboes yesterday, Provincial Constable S.J. Elliott and Constable J.M. Henderson, of the local police department, arrested George Thompson in "The Jungle" and took him to jail. The Jungle is the area about two miles west of town, just west of the trestles on the unused portion of the Brockville and Westport subdivision of the Canadian National Railways. Thompson is reported to have a record of considerable length in several places where he is wanted on theft charges. Thompson demonstrated his marksmanship, using a .32 calibre revolver with which he was armed. Thompson evidently smelled a rat as he and the disguised officers were sitting down to an afternoon meal in true tramps style. He was about to make his departure but the officers pinned his arms behind him. Nevertheless, he managed to get his gun from his pocket and had drawn a bead on Constable Henderson when the officers, using wrestling tricks that would make Zybsco envious, removed the gun from him

18/11/1926

Kemptonville Weekly Advance

Chalk River

Cobden

FOUR THE DEATH TOLL

Whean Train Crashes into Car At Cobden Station.

Garland Humphries, of Cobden, Ont, his son, Edgar, and his daughter, Nina, aged eight, and six years respectively, met a tragic death shortly after noon Sunday when a freight train crashed into the automobile in which they were driving, at the railway crossing at Cobden Station. The three were instantly killed.

George Humphries, aged four years, suffered a badly fractured skull, from which he died two hours later. Mabel Humphries, aged seven years, only survivor of the fatal crash, received a broken collar-bone and minor injuries. Her condition is considered critical.

Mr. Garland Humphries was a farmer residing about four miles west of Cobden. With his four children he had been attending church service and was on his way home when the accident occurred. The heavy freight train struck the car just as it was on the crossing, smashing it completely. It is believed that Mr. Humphries had no knowledge of the train's proximity. The covers of the car were closed in and it is gathered that none of the five occupants of the machine heard the noise of the approaching train.

The entire countryside about Cobden has been shocked by news of the tragic accident as Mr. Humphries was well known and highly thought of through-out the district He was the son of Mr. and Mrs. John Humphries, of Renfrew, and leaves a wife and three children.

According to witnesses of the accident Mr. Humphries' car was carried a distance of 50 feet when the train struck it The train was a special C.P. R. freight and was in charge of Conductor William Rose, of Smith's Falls, who happens to be a distant relative of Mr. Humphries.- Smith's Falls Record News.

20/11/1926

Ottawa Journal

New York Central

Hurdman

Pranks of boys caused engine to leave rails On Sunday last boys placed obstructions on tracks of CNR & NYC at Hurdman. Early Monday a NYC engine the first to pass over one of the yard lines, struck a switch "at half cock", in the parlance of the railroad men, and was derailed, resulting in serious interference with traffic, considerably damaging the locomotive, as well as giving the engineer and fireman a narrow escape.

CONSIDERABLE LOSS C.P.R. PERTH FIRE

PERTH, Nov. 21. - A fire which caused considerable loss to the C.P.R. occurred here this morning when the building in which the passenger engine for the Perth local is housed became a total loss. The building is of stone and the interior of wood construction. The origin of the fire is not definitely known as yet. The alarm was sounded first by the continuous blowing of the engine whistle and was followed by the whistles of the factories close by. The fire brigade responded promptly but by the time they arrived little could be done towards saving the building and all efforts were turned towards trying to get the engine out of danger of blowing up as there was an intense heat from the fire due to the quantity of oil that was kept there and also to the dryness of the wood in the interior. After a short time freight train came in and the engine from this was backed down the siding to hitch on to the other engine and it was pulled out from where it is reported it will be taken to Montreal for repairs. The loss will mean that till the building is replaced the engine to take the local will have to go to Smiths Falls every night and come up to Perth in the morning, which will be a great inconvenience to the C.P.R.

23/11/1926 *Ottawa Journal**Waltham**Deschenes*

Large paper mill costing in the vicinity of \$4,000,000, on the Fraser property, between Deschene and Aylmer, is now considered a certainty.

24/11/1926 *Ottawa Journal**Waltham**Aylmer*

The Canadian Pacific Railway station at Aylmer was destroyed by fire breaking out shortly after one o'clock this morning, with a loss estimated at \$7,000 or more. The waiting room and office were burned practically to the ground but excellent work on the part of Fire Chief Telesphore Lortie and his volunteer fire brigade saved the freight sheds at the north of the waiting room from the flames. Damage in the freight sheds was confined wholly to loss due to water. More.

24/11/1926 *Ottawa Citizen**Waltham**Aylmer*

C.P.R. STATION AT AYLMER IS LOST BY FIRE

Two volunteer fire-fighters have narrow escape when chimney collapses. Estimate loss at about \$7,000.

With damage amounting to about \$7,000 the C. P. R. Station at Aylmer, one of the old landmarks of the town, was almost completely destroyed during the early hours of this morning. Two of the volunteer firefighters had a miraculous escape from at least serious injury when a chimney collapsed and the bricks sliding down the slanting roof shot out over their heads.

The fire was first noticed about 1.20 a.m. by people on their way home from a dance at Holts Hotel. These were attracted by a bright reflection as the flames broke from the building. Immediately an alarm was sounded and within a few minutes Fire Chief Telesphore Lortie and his volunteer firemen were on the job. However the building being old and of frame construction, it proved a difficult fire for them to fight so that all that is left standing is part of the section used as a freight shed.

Spread very quickly.

The building was about 75 feet long by 30 wide. At the north end was situated a waiting room, in the centre a ticket office, and at the south end a freight shed. Those who were early on the scene of the blaze said that the outbreak started in the waiting room and spread with lightning rapidity through the remainder of the building.

The origin of the blaze is unknown but it may have started from a stove in the waiting room. Mr. Richard O'Leary, the station-agent, said that a fire is kept burning in a stove in the waiting room and he usually banks up the fire each night. A resident near the station said that a few minutes before he saw the fire he heard a report like that of an explosion, and that on looking out a few minutes after saw the place a mass of flames.

Mr. O'Leary said that the station had been closed up since about 6 o'clock last night. Until recently it had been kept open at night, on account of coal being shipped into the town, and then there was a watchman on duty. Last night there was no watchman about.

Cut Trolley Wires.

Provided with good water pressure the firemen fought a brave but losing battle in their efforts to check the progress of the fire. It was found necessary to cut the trolley wires on the Hull Electric Railway line, which runs close along one side of the building, as a precaution against the fireman being electrocuted through the water streams coming in contact with the live wires.

When the fire was at its height a brick chimney projecting about five feet over the peak of the roof at the centre of the building collapsed. Firemen Edward Cooper and F. Leon were playing a stream into the burning building from the station platform, and escaped being struck by the bricks only by inches. Fortunately for them there were projecting eaves out over the platform and the bricks rolled onto the railway tracks.

In the freight shed were several pieces of freight awaiting delivery and shipment, and all these were successfully taken from the building and were undamaged. The end of the building occupied by the freight shed was also saved.

Was Town Landmark.

The station, which was one of the remaining landmarks of the town, was built over half a century ago by the old P. P. J. railway, which was taken over by the Canadian Pacific.

The fire while it lasted was quite spectacular and on account of the overcast sky could be seen for miles, hundreds of people gathering.

The destruction of the railway station marks the third outbreak of fire at night in Aylmer within about the last week. Fire broke out in a separate school, and then the Bourgeau Arena was rendered a total loss with a damage amounting to about \$9,000.

AYLMER SCENE OF \$7,000 FIRE STATION BURNS

Mystery Blaze Breaks Out Shortly After Midnight - Firemen Have Narrow Escape.

The Canadian Pacific station at Aylmer was destroyed by fire breaking out shortly after one o'clock this morning with a loss estimated at \$7,000 or more. The waiting room and office were burned practically to the ground, but excellent work on the part of Fire Chief Telesphore Lortie and his volunteer fire brigade saved the freight sheds at the north of the waiting room from the flames. Damage in the freight sheds was confined wholly to loss due to water.

The origin of the fire is uncertain, but it is thought that it started from a range in the office. When the fire was first noticed, the office at the south end of the building was a seething mass of flames. Young people returning from the Aylmer hockey team dance at Holt's Hotel turned in the alarm at 1.30 o'clock, and firemen were on the scene within a few minutes. However, the frame building burned with great rapidity and was doomed when Chief Lortie and his men arrived. Chief Lortie recognized that there was no hope of saving the office or waiting room, and turned his chief attention to keeping the flames from the freight sheds. The firemen were favoured by excellent water pressure, and several streams were brought into service to combat the blaze.

Cut wires.

The alarm of fire spread quickly and in the neighbourhood of 700 people viewed the destruction of the station. Many scares were thrown into the onlookers when the reports were spread that the electric wires to the station might fall at any minute, but this danger was removed when an employee of the Hull Electric Company cut the wires.

By 2. 30 o'clock nothing remained of the station proper except sections of the walls. The roof collapsed amid a shower of sparks while the fire was at its height. Edward Cooper and A. Leon, volunteer members of the firefighting force, narrowly escaped serious injury when a large brick chimney in the middle of the station crashed to the ground.

Was a Landmark.

The destroyed station was one of the landmarks of the vicinity. It was built over 50 years ago. Including the freight shed, it was about 80 feet in length and 30 feet in width. The value of the building was in the neighbourhood of \$10,000.

No one was in the station when the fire started, as it had been locked up for the night, late in the evening. A good fire had been left in the ranges in the waiting-room and in the office, and it is thought that the fire started either from one of the ranges or from the chimney.

25/11/1926 *Ottawa Journal**Renfrew*

Records of the Board of Railway Commission are being searched today on behalf of the City Engineer's Department to learn if permission has been granted the Canadian National Railways to extend their track facing on Isabella Street. (illegible) The existing railway siding on Isabella street was laid years ago and apparently without any opposition from the city. The company now proposes to extend it from O'Connor street to Bank, a distance of about 400 feet, crossing no street intersections, and has not consulted the city officials concerning it as it is the opinion of the railway officials that the extension is exclusively on private land. More.

30/11/1926 *Ottawa Citizen**Waltham**Aylmer*

TO CONDUCT PROBE INTO AYLMER FIRES

Since the arrest of Napoleon Lavigne and Romeo Gravel, at Aylmer, Que., charged with having set fire to St. Jean Baptiste hall there on Sunday morning, the services of the Quebec provincial police have been requisitioned by the town. Provincial Detective Arthur Malo arrived at Aylmer this morning and will conduct an investigation by which it is hoped the mystery surrounding the incendiary blazes which destroyed the skating rink, C.P.R station and badly damaged St. Paul's Roman Catholic school will be solved.

30/11/1926 *Ottawa Journal*

Special train for Prince George left Vancouver over CPR. Proceeding to Ottawa then to St. John NB to sail on Dec 7. This caught up the regular CPR transcontinental train and then a private car was added to it.

02/12/1926 *Ottawa Journal**Chalk River*

Visit of Prince George will be private arriving 0845 Sat morning and depart Monday afternoon.

04/12/1926 *Ottawa Journal**Montreal and Ottawa**Ottawa Union*

Prince George slept in private car Killarney at the station.

07/12/1926 *Ottawa Journal**Waltham**Deschenes*

Nickel plant to be re-opened in near future.

Old British American Nickel plant at Deschenes purchased by McCallum, Smith and Company from the Anglo-Canadian Mining and Refining Co.

More

CHILD FATALLY HURT AS TRAIN RUNS OVER HIM

Six-Year-Old Henry Rockburn, 35 Adeline St, Falls Under Moving Box-Car at Le Breton Street Crossing.

Falling under a box car, when playing near the tracks while a train was passing over the C.N.R. crossing at LeBreton street, at four o'clock yesterday afternoon, Henry Rockburn, aged six years, son of Mr. and Mrs Joseph Rockburn, 35 Adeline street, received injuries from which he passed away a short time after at the Civic hospital.

The little lad had both his legs amputated above the knee, and the lower part of his body was terribly mutilated.

He was on his way home from school, and while a freight train was travelling slowly over the crossing he caught on to the side of one of the cars, and losing his footing slipped underneath. The first intimation that the crew of the train had that there was anything wrong was when yardman J. Edwards, who was riding on the caboose was attracted by the children screaming and noticed a cap on the road. He immediately had the air brakes applied and the train was brought to a stop in a few feet.

Boy Still Conscious.

The little boy, still conscious, was found by a member of the train crew under one of the cars only a short distance from the crossing. He immediately picked the little lad up and carried him in his arms to Mr. Joseph Valiquette's drug store at the corner of Bell street and Elizabeth streets. Dr. Lome Gardner and Dr. F. W. McKinnon were called and had the child removed to the Civic hospital where he was taken in Hulse Bros, ambulance.

Mr. Joseph Rockburn, father of the boy, happened to pass the scene of the accident on his way home from work and was told by some of the lad's playmates that his son had been injured. He was in time to accompany the boy to the hospital in the ambulance, and be with him until he died. Only a few minutes before he passed away the child asked for his father, and he was brought to him by the doctors.

The unfortunate boy was pupil of St. Agnes Separate school on Louisa street, and his class had been dismissed at 3.30 o'clock. He accompanied Gerald Gavreau, age 6 years, 430 Arlington avenue, to his home, from where he went to the railway crossing.

According to Mr. James Gauvreau, father of Gerald, his son was a short distance north of the railway crossing on LeBreton street, when he noticed the Rockburn boy catching on to something on the side of one of the cars and then slipping under the wheels, which passed over him.

Mr. Joseph Wilkes, 350 LeBreton, who resides right alongside of the crossing, said that he was sitting in a window at his home, and noticed the train passing, travelling in an easterly direction. "The locomotive bell was ringing and so was the bell at the crossing," he said. He noticed that the train was travelling quite slowly. He said that a few minutes before he had chased some other small boys who were sliding on a small hill on the sidewalk leading down to the railway tracks, as one of them had fallen off his sleigh right between the rails.

Mr. Wilkes also said that on previous occasions he had seen little boys hanging onto steps on the corners of the cars, for the use of the train crews. The boys, according to Mr. Wilkes, would catch on to the steps at one side of the street, and on reaching the other side jump off and run back and hang on to another car. He thought that the Rockburn boy may have been doing this.

Mr. and Mrs. Nicholas Waselenuk, grocers at the corner of Elizabeth and LeBreton streets, immediately at the south of the track, noticed the train passing slowly. Their attention was attracted by children running and Mr. John Fullisa, 83 Willow street, who was also in the store, ran out and picked up a severed limb, asking Mrs. Waselenuk if she thought it belonged to one of her sons.

It was said by members of the Wilkes family that it was the last car of the train next to the caboose that the little lad fell under. They said that the rear trucks of this car and the front trucks of the caboose passed over him.

Railway's Report.

According to a report from the railway company, at four o'clock yesterday afternoon a yard engine, with Engineer Alex Campbell in charge, and drawing 12 cars, was proceeding east over the LeBreton street crossing travelling about ten miles per hour. Yardman J. Edwards, who was riding on the caboose at the end of the train, heard some boys shouting at the north side of the crossing, and realizing that something was wrong applied the brakes and stopped the train in sixty feet. The boy was found under one of the cars with both legs severed near the body. None of the crew saw the accident.

Mr. J. Valiquette, druggist, whose store the boy was carried to after the accident, told of the little lad remaining conscious and of being able to talk following the accident. He said that during the time the boy was in his store he had asked for a drink of water on several occasions and each time was given one. After the doctors' arrival they prescribed a stimulant for the lad's heart, but when they went to give it he closed his lips and would not take it until coaxed. The boy, according to Mr. Valiquette, didn't seem to be in pain, and evidently was numb from the shock and didn't realize the terrible injuries which he had suffered. According to the police report, Dr. Cameron, admitting doctor at the Civic hospital, attributed the child's death to hemorrhage and shock.

Besides his parents the little boy leaves two brothers, James and Joseph, and three sisters, Mary, Margarey and Irene.

Coroner J. E. Craig, M.D., was notified of his death, and had the body removed to Hulse Bros, undertaking parlors on McLeod street, where last night he opened an inquest into the child's death. After the opening formalities the hearing was adjourned until Tuesday evening, December 14, at the police station.

No funeral arrangements have yet been made.

The picture herewith depicts a freight train on the old St. Lawrence and Ottawa railway taken at Kemptville station in the seventies. The engine was a Taunton and came to Ottawa about 1870 and was named "Lady Lisgar." The old timers in the picture are: Geo. Brackenbury, the engineer in cab window; Gidd Fairbairn, fireman, standing between engine and tender; Conductor M. Mulvihill, standing beside the tender; next to him James Rosebrook, brakeman, and Tom Powell, brakeman, on top of first car. The St. L. and O. ran in the 70's wheat trains to Sussex street. The grain was brought to Prescott in sailing schooners and unloaded into the wheat house. It was then transferred to the cars and taken to the mills in Ottawa.

The grain cars were 28' x 9' and had 3 3-8" and 6" journals. Near the wheat house in Prescott was the crane by which much of the stone for the Parliament Buildings was unloaded from old sailing schooners in the 60's and loaded onto cars and brought to Sussex street. In the 70's the St. L. and O. operated the first sleeping cars to Ottawa. The names of some were the Ottawa, Pacific, Pembroke, St. Lawrence, and the Rideau. The Rideau was a first class car and could be used for a sleeper. It was lighted by wax candles, set in brass tubes, pushed up by a spring, the wick protruding through a hole in the top, and encased in cut glass globes. These cars were beautifully finished. Passengers could take through sleeper from Sussex street to Montreal or Toronto, the cars being transferred to the Grand Trunk at Prescott Junction. The St. L. and O. also operated a through baggage car from Sussex street to Montreal. Prescott Junction was about 1 1-2 miles north of the town, the Grand Trunk station was located there. The St. L. and O. ran what was known as the Branch train, making connections with all trains, and passenger steamers. The C.P.R. on Nov. 15, 1926, put parlor cars on Prescott trains, a recall of the 60's and the 70's when the old St. L. and O. operated parlor and sofa cars. This information is given through the courtesy of Mr. J. E. Dolman, of Elm street.

Caption to picture.

A reminder of the days of wide funnelled steam engines, and some of the old time railwaymen

FREIGHT DERAILMENT.

The C. N. R. passenger train from Montreal scheduled to arrive in the Capital at 1.12 o'clock this morning, was upwards of two hours late due to the derailment of an extra freight some distance north of Coteau. The trucks of one of the freight cars left the tracks shortly after midnight near St. Justine. The chief dispatcher at once ordered the Montreal train to put up at Coteau until the track was cleared. The wrecking train was rushed from Coteau. Coteau is about 71 miles from the Capital.

Accident to OER streetcar 692.

ATTACH NO BLAME TO C.N.R. EMPLOYEES

Train Crew Exculpated By Jury In Death of Little Henry Rockburn.

A verdict of accidental death was returned in the case of the late Henry Rockburn, six-year-old son of Mr. and Mrs. Joseph Rockburn, 35 Adeline street, who was run over by a C.N.R. freight train at the Le Breton street crossing on Friday afternoon last. The inquest, which was presided over by Coroner J. E. Craig, M.D., was held last night at the city police station. The jury in their verdict stated that they attached no blame on the 'train crew' in connection with the accident. The substance of the evidence was that the unfortunate boy slipped under the wheels of one of the cars of the train when hanging on to a car and had both legs amputated above the knees. All the members of the train crew who gave evidence told of not seeing anything of the accident until their attention was attracted by children screaming. Those who gave evidence were: Earl Springette, 251 LeBreton street; William McDonald, 31 Raymond street; Joseph Valiquette, 270 Bell street; John Fultsa, 83 Willow street; Dr. Dowd, Gerald Gouvreau, aged 6 years, 450 Arlington ave.; D.J. Bottemly, 69 Rosedale Ave.; E. McKee, 118 Spadina Ave.; Joe. Wilkes, 250 LeBreton street; T. Reasbick, 128 Hawthorne Ave., and Alex Campbell, engineer on the train.

A bloodless head-on collision in snow storm at Franktown, 1880

Engines damaged, but nobody hurt, due to headwork of engineer of standing train in backing up when he saw other train approaching.

On Feb. 3, 1880, there was a serious train collision at Franktown, on the old Canada Central Railway. The wreck occurred on a Tuesday evening. The following story of the smash will be read with interest. This story was written by a reader of the O. T. S. from documents in his possession. His story makes interesting reading.

The south bound train was late and the north bound train had orders to cross it at Franktown. The latter arrived safely through the blinding storm and was standing on the main line, when the south bound train was head rattling along at her usual flight.

Uneasy feeling.

There was a feeling of impending doom from the engine crew of the north bound train. This was in the days of hand brakes. Johnson Elliott, who was engineer on the north bound train, reversed his engine and started to back up. This little back-away by the engineer considerably modified the force of the collision.

When crash came.

"The engine truck of Elliott's engine left the track and ran under the end of the platform Elliott's engine continued to back up for a short piece after they struck.

"Elliott and his fireman jumped after they started back and when he saw the other train was not stopping.

"When the trains stopped the passengers on the north bound train discovered the stove pipes down and lamp chimneys broken. The front ends of both engines were pretty badly done up.

"Another engine was telegraphed for at Brockville, and another went from Carleton Place. At about 12 o'clock the passenger and mail on the north bound train will pulled back, the mail, baggage and passengers all being transferred.

Jumped in Snowbank.

"The express messenger of the north bound train was missing at first but turned up. He had jumped and was buried up in the snow bank.

"Nobody was injured in the slightest. Major Elliot of Perth was among the passengers. He was considerably upset at being deprived of the pleasure of hearing the renowned actress Miss Neilson, who played in Ottawa that night.