

Local Railway Items from Ottawa Papers - 1926

Friday *09/02/1926* *Ottawa Citizen* *Maniwaki*

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 owners alarmed that change will cause depreciated values.

Owners of property, especially summer residents along the gatineau River between 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 property 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 some miles 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 hundred 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 Caruthers, 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 reach 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. Caruthers will be able to "park" his motor boat, about 22 feet from his cottage.

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

27/02/1926 *Toronto Star* *Belleville* *Glen Tay*

Sixteen are injured in head-on collision

One man thought seriously hurt - others receive but bruises

Perth Ont. Feb 26 Sixteen people were slightly injured, one seriously, when a C.P.R. train crashed head-on into a waiting freight train at Glen Bay (sic) three miles from here this afternoon. Albert Labelle of Montreal, who is not expected to recover, is in hospital there.

An open switch threw the passenger train into a siding where the freight was standing at the station at Glen Bay (sic). The engine crew, Walter Norris and A. Bourne, Toronto leaped to safety when they saw the crash coming and escaped with bruises. Norris is the most seriously injured of the two and is in hospital here.

One of the Toronto people who were slightly bruised was Mrs. J.W. Hobday of the Bernardo Homes, 538 Jarvis street, Toronto. The passengers included the Ottawa professional hockey team and a number of the players received bruises. They are Frank Ahearn, manager; G. Boucher, E. Campbell, P. Green, Alex Smith and Alex Connell. Others who received minor injuries were: W.O. Sobel, Philadelphia; W.O.L. Hazel, Montreal; Mrs B.G. Cullen, Florence, Italy; Mrs. T.G. Potter, Montreal; Sister St. Stephen, Montreal; S.S. Etienne, Montreal; Miss H. Page, Ottawa and Miss A. Dodds, Hamilton.

The train was the fast Canadian Pacific passenger No. 20 ("The Canadian") bound from Chicago to Montreal. It is due in Montreal about seven o'clock to-night.

Wednesday *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.

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.

Wednesday *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 of 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.

Thursday 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.

Thursday 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.

Friday 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.

Monday 19/04/1926 Ottawa Citizen Lachute

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.

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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.

Friday 23/04/1926 Ottawa Journal

Eight long trains bring 4,000 from motorland.

Monday 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.

Thursday 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.--

Friday 30/04/1926 Ottawa Journal Ottawa Electric

Accident to car no 635.

Wednesday 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 fill 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.--

Tuesday 11/05/1926 Ottawa Journal Ottawa Electric

Streetcars 814 and 821 collide on Powell avenue.

Friday 14/05/1926 Ottawa Journal Hull Electric Luna Park

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

Saturday 15/05/1926 Ottawa Journal Canada Central

Article by H.H. Morgan on the Canada Central Railway. Get copy.

Monday 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 Wet 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.

Tuesday 18/05/1926 Ottawa Journal Ottawa Electric

Accident to streetcar No. 831 on Bronson.

Saturday 22/05/1926 Ottawa Journal Maniwaki

Four grade crossings will be eliminated.

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

Present plans call for the new 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.

Thursday 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.

Tuesday 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.

Saturday 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 Kingston (CN) Lancaster

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

Wednesday 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.

Saturday 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.

Monday 26/07/1926 Ottawa Journal Ottawa Electric

Accident to streetcar 825.

Thursday 29/07/1926 Ottawa Journal Ottawa Electric

Streetcars 312 & 802 collide at Bank & Albert.

Thursday 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.

Saturday 07/08/1926 Ottawa Journal Ottawa Electric

Accident to streetcar 804.

The swank Steamboat Express, pride of the St. Lawrence and Ottawa in the seventies.
The above picture of the "Lucy Dfalton" 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 coverfed 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.

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 coverfed 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.

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 Central, 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.

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.

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.

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.

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.

Monday 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.

Tuesday 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.

Wednesday 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.

Wednesday 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.

Friday 01/10/1926 Ottawa Citizen Lachute Gatineau Point

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.

Wednesday 27/10/1926 Ottawa Journal Beachburg Alice

Passengers on the 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 rerailed 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.

Thursday 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.

Friday 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.

Friday 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.

Wednesday 02/11/1926 Ottawa Journal Ottawa Electric

OER car 632 involved in an accident.

Thursday 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).

Saturday 13/11/1926 Ottawa Journal Ottawa Electric

Accident involving streetcar No. 533.

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

Saturday **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.

Tuesday **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.

Wednesday **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 Chied Telespore 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.

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

Records of the Board of Railway Coommission 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 aparently 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.

Tuesday **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.

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

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

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

Prince George slept in private car Killarney at the station.

Tuesday **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

Tuesday **14/12/1926** **Ottawa Journal** **Ottawa Electric**

Accident to OER streetcar 692.