

Local Railway Items from Area Papers - 1929

14/01/1929 *Ottawa Journal*

Winchester

Apple Hill

Derailement Cause of Delaying Train

Freight Cars off Tracks East of Apple Hill Station

Two cars of the C.P.R freight train No. 3603 eastbound from Smiths Falls to Montreal were derailed east of Apple Hill station this morning. The derailment occurred one mile east of the Apple Hill station, 60 miles west of Montreal at 9.15 o'clock.

No one was injured in the derailment, the cause of which had not, shortly before noon, been ascertained. The cars left the track but remained in an upright position upon the roadbed. It was stated by C.P.R. officials that upon the arrival of auxiliaries from Smiths Falls, which were expected about noon, the track would be cleared in short order.

Train No.19 leaving Montreal at 9.45 a.m. for Chicago was rerouted via Ottawa. The Smiths Falls local, shortly before noon was being delayed by the obstructed track but was awaiting its clearance before proceeding.

No damage was sustained by the cars which left the track. These were loaded with wheat and were bound for Montreal.

01/02/1929 *Ottawa Journal*

Ottawa Electric

OVR streetcar skids to edge of Somerset Street bridge when rear axle drops without warning

Twelve passengers kept cool and reached safety

30 foot drop to CPR tracks was possibility

Rear wheel wheels of swung over north side of bridge.

A broken axle on the rear truck of Britannia street car no 312 caused the streetcar to leave the rails, the rear end swinging out over the edge of the Somerset Street Bridge just after midnight, causing excitement among 12 passengers.

There was no panic. Some of the women passengers screamed at the sudden and unexpected jolt and swing. As the car settled down at a standstill none lost any time in making an exit.

The passengers at the front did not notice what had happened as soon as those near the back of the car. A Poulin, barber, 943 Wellington Street, said he was seated at the rear and did not notice anything wrong until the car gave a sudden lurch throwing some of the passengers from their seats.

Had close call.

Conducted Lawrence McAteer remained at his post as the rear of the car jolted about. Noticing that the back door of the car opened out into a drop of 30 feet. He quickly directed passengers out of the front door. The passengers did not realize what a close call they had until they got off the streetcar and were surrounded by smoke coming from a C.P.R. engine which was passing under the bridge. They realized had the car gone a little further its suspended weight would have carried it over the bridge. About half of the rear of the vestibule of the street car was suspended over the bridge.

Railing was tone.

When the car came to a stop part of the rear truck had broken through part of the flooring of the old bridge, and this railing was torn down for several yards..

The rear truck of the car rested on the outside of the wooden framework of the bridge. This seemed to be all that was holding the car from plunging over the side of the bridge to the railway tracks about 50 feet below.

Owing to the late hour at which the derailment occurred there was no great street car tie as most of the cars had already gone to the barns. Traffic from uptown was turned back from the top of the bridge and a jigger service was maintained to Holland Avenue where cars were switched to Britannia and the Civic Hospital. The O.E.R. wrecking car was rushed to the scene. The wrecking gang worked most of the night in order to have the line cleared for this morning.

The street car was in charge of Motorman Patrick Summers and Conductor Lawrence McAteer,

04/02/1929 *Chronicle-Telegraph Quebec*

Winchester

Smiths Falls

Young Brakeman Meets With Fatal Accident

Smith's Falls Ont. Feb.4 Lloyd Maxwell, 21 year old brakeman for the Canadian Pacific Railway was fatally injured in the local yards Saturday night when he fell before the wheels of a freight car. The young man apparently slipped when he leaped from his perch on the car to turn a switch. The front truck of the car passed over his body.

22/02/1929 *Ottawa Citizen*

Ottawa and Prescott

Orangemen had first trip on B & P

Used flat cars with railings around

Rails had been completed to Prescott in 1854, But there were no passenger coaches, but that did not prevent Ottawa and District orangemen from going to Prescott on the twelfth - A novel trip.

How far back can you remember?

Mr. Jos. Leslie, Concord Street, can remember incidents which happened when he was not quite four years of age.

One of the incidents referred to occurred in 1854, just shortly after the opening of the Bytown and Prescott Railway. On the twelfth of July that year the orangemen of Ottawa and along the B. and P. route went to Prescott to celebrate the Glorious twelfth.

According to Mr. Leslie (as he learned in later years), the regular service of the B. and P. had not been opened, though the tracks had been completed, and there were no passenger cars for the Orangemen.

But nothing daunted, they secured flat cars which had been used in connection with the ballasting of the road, built railings around them and put plank seats all around the cars inside the railings.

Plenty of music

The brothers sat on the seats while the fife and drum bands had room in the center to perform all the way to Prescott and back.

Mr. Leslie does not remember (of course not) just how many flat cars there were in the train that day, but his memory tells him there were many.

Blaze of Color

Though only four years of age at the time, he can recall very clearly the yellow sashes and badges of the Orangement, and the white shirts of the Young Britons.

Their First Trip

The novelty of the trip evidently appealed to the excursionists, for they were in great humor. As a matter of fact it was the first trip on a train which most of them had had, and the whole thing was new.

Many of the boys doubtless got cinders in their eyes that day, but the story does not say. That was, however, one of the Twelfths when it did not rain.

As far as Mr. Leslie knows, the excursion which the orangemen held that day was the first held on the road.

Man walks into side of moving locomotive

Carleton Place Resident Suffering from Shock.

Carleton Place, Feb 21. Henry Umphrey, about 65 years of age, was severely cut and is suffering from shock following an accident which occurred immediately in front of the C.P.R. station here at 7.15 tonight. Umphrey, who was on the station platform, attempted to cross the tracks to the opposite platform just as the Toronto local was pulling in. There is double track at this place and Umphrey is believed to have become confused as to which track the train was travelling on and walked into the side of the engine. He was removed to his home, but at no time lost consciousness. So far as could be learned his condition is not causing anxiety.

23/02/1929 *Ottawa Citizen**Ottawa and Prescott*

A Boy's Experience on the Old Bytown and Prescott in 'Sixties

Little Joe Leslie Had an Unexpected Ride Into Town from Gloucester Station - Got on Train at Spratt's Grade, and was afraid to Get Off Again - Conductor Daniels Was Severe, But Had Kindly Spirit.

When the Byetown (sic) and Prescott railway was built in 1854 it was a source of great interest to the farmers along its route. It was not till many years had passed that the puffing wood burning engines and trains ceased to attract attention. Mr. Leslie of Concord street, was 3 years old when the road was built. When he was 10 the road had been operating seven years. But to young Joe Leslie who had never had his foot on a train the road was still a real terra nova. At that time the Leslie family lived at Gloucester station, his father, the late George Leslie, being then a section foreman on the road, with headquarters at Gloucester Station.

Steep grade

There was a steep grade at that period south of Gloucester Station, called Spratt's Grade. When the B & P mixed trains struck this grade they always slowed up greatly - so much so that almost anybody could board them without having to actually stop the train. The trains nearly always stopped at Gloucester Station, but if the conductor knew that there was no one on the train who wanted to get off and no one was seen on the platform, the train would not be stopped, particularly if it was behind time.

One day young Joe Leslie decided to board the train and ride the mile and a half to Gloucester Station. He chose a bad day. It so happened that that was one of the non-stop days. The nearer the train got to the station platform the faster it went.

Train didn't stop

When the station was reached the train was going so fast (in Joe's imagination) that he dare not jump. So he remained sitting on the rear platform and wondering what was going to happen to him.

He had never been away from Gloucester Station, had no money in his pockets, and had a deep rooted fear of Conductor Daniels and his gold braided cap. Entered the Car.

After sitting on the steps Joe decided to go into the train and find out what was in store for him. He entered the rear car and took a seat quietly in a nice soft seat. He looked out of the window and decided it was a good thing he hadn't jumped.

Gold braid.

In due time came Conductor Daniels.

"Hello," he said. "Wher'd you get on. I didn't see you before."

"No sir," said Joe, and then the pitiful details of the story came out.

"Got any money?" the conductor demanded austere.

"No sir."

"I should throw you off," said the conductor. Joe quailed.

"My father could pay you later," Joe ventured. And it came out as to who Joe's father was and that he had been section boss from the start. Joe noticed a more friendly glint in the conductor's eye.

"Hah, so you are George Leslie's son, eh! Well stay where you are. You will have to go into Ottawa with me and I will bring you back this afternoon". It was the morning train the youth had boarded.

Stayed at Station

In due time Ottawa was reached by way of the old station on Sussex street.

The conductor gave Joe a quarter to get a dinner at a nearby restaurant (there were a score of them) and told him to return to the train and wait there, and not to attempt to go up town.

Joe had no intention of going into town. He was too scared. But in the yards of the B & P he could glimpse in every direction the evidence of a big and busy place.

A Warning

When, on the return journey Gloucester Station was being approached Conductor Daniels came to the boy and said. "Look here, young fellow, if you ever get on this train again, I'll put you where you can't get back so easy, remember that.

Wire Was Sent

It developed later that when Ottawa was reached Mr. Daniels had a wire sent to Gloucester Station to tell Joe's father where the boy was which showed that under his official sternness Conductor Daniels had a most kindly spirit.

02/03/1929 *Ottawa Citizen**Canada Central*

Gang of Rivermen Beat Up the Conductor

But Arnprior Constables of '70 Brought them to Task.

The conductors on trains that ran to upper Ottawa river points in the 'Seventies and carried shantymen, used to have a pretty hard time. The river men used, as a general thing, to get drunk, refuse to pay their fares or insist on turning the train inside out. Shantymen and train crews had frequent rows. Here is a story of a row which took place on a Canada Central train in the year 1873. It is told by the Arnprior Review of that year:

A row occurred on the Canada Central railway train, on its route from Ottawa to Renfrew on Monday last. It appears that a riverman being the worst of liquor, came to Mr. Munroe, of Torbolton, who was on his route up the river, and caught hold of him: neither being able to understand the other, led to a tussel between the two, in which the other rivermen took part. Monroe (sic) left them, when the conductor went in, and soon came back and asked Monroe to assist him in (illegible) the rivermen. A (illegible) in which about nine of the rivermen attacked and beat the conductor. The conductor telegraphed to Almonte and Pakenham to have them arrested, but no constables were on hand, but when they came to Arnprior our vigilant constables were on hand, and took three men. Two of the crowd were tried by our magistrate and sent to jail for thirty days for assaulting the conductor on the train. They went to Pembroke to break stones, on Tuesday morning. So much for whiskey.

26/04/1929 *Ottawa Citizen**Alexandria**Ottawa Union*

Nobody missed any trains at Union station this morning according to all the officials. Usually on first business day of daylight saving a few arrive about 55 minutes late.

The clocks in the station of course keep standard time, as do those in uptown railway ticket offices. A sign card "Eastern Standard Time: has been dusted off and put in the usual place one the clocks once more.

Damage on Lake Shore as Waves Batter Railway

Some C.P.R. Trains Re- Routed Owing to Trouble At Britannia. "Jigger" Service Above Aylmer.

The high water on the Ottawa river and wind of yesterday and Thursday has caused considerable damage to wharfs, cottages and railway ballasting along the shores of Lake Deschenes. There is a washout on the eastbound track of the Hull Electric Railway between the Cedars and Queen's park, while on Thursday C.P.R. officials found it necessary to route some of the trains via Smiths Falls as the roadbed along the lake at Britannia was battered all day by the high waves and it was feared that the trains would be in danger. Traffic was resumed over the line yesterday.

Beyond the damage to the ballasting along the Hull Electric Railway, little inconvenience is being suffered by the railway from the wind and water. As yet the summer service beyond Aylmer to Queen's park has not been commenced. There is a jigger service which is run on one track.

Yesterday the pier at Queen's park was badly battered by the waves and suffered considerable damage. Men were at work during the day securing the plank floor of the pier. The pier at Aylmer also suffered from the wind and waves. Cottages along the lake shore between Wychwood and Queen's park, right up to which the water has risen, were also battered and some suffered damage.

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Switch left open. Train jumps rails

Passenger train from Ottawa Crashes into Freight Cars at Alexandria

Carrying 150 passengers, the Canadian National Railway train which left Ottawa for Montreal at 2.30 yesterday afternoon ran into an open switch near Alexandria station and wrecked a line of freight cars. While at first it looked as if the collision would assume large proportions only one person was injured, A.E. Ricketts, fireman, of Montreal, who sustained a fractured collar bone, severe bruises and internal injuries.

Ran into derailer

When entering Alexandria about 3.45 p.m. The train ran into a derailer, tearing it out of the roadbed and then struck the open switch. After striking the switch the train left the rails and tore up the roadbed.

A freight car containing wheat, the property of D. Markinson's flour mills, was telescoped, the contents scattering all over the track. The train also ran into a string of freight cars and pushed them right over the open end of the siding into the railway station demolishing part of it.

Have Near Escape.

The car digging itself into the roadbed probably saved a more serious collision for it minimized the impact with the freight cars which might have been pushed right through the station. Many people were waiting on the station platform for the arrival of the train and said they had a remarkable escape when the train stopped at the end of the platform. In all three freight cars were destroyed. A number of handcars, used by a section of workmen who were working nearby, were also totally wrecked.

Fireman Ricketts received his injuries through jumping from the engine before it finally came to a standstill. Paul Lalonde, also of Montreal, followed Ricketts but escaped without injury, as did Conductor George Keeler, of Montreal.

No damage was done to the three cars on the passenger train, although the passengers were badly shaken up. As soon as the crash came, G.W. Sheppard, the station agent, notified Doctors E. Charbonneau, J.T. Rose and M. Markson, and Fire Chief Max Seger. The doctors were quickly on the scene and the fireman, after examination, was taken to the house of J.T. Bottomley foreman of the Bell Telephone Company. Later he was taken to Montreal where an X-ray examination will be made to ascertain the extent of his injuries.

Alex McNaughton, superintendent of the Montreal division, was called to the scene of the collision and he ordered the train running from Hawkesbury to Glen Robertson to proceed to Alexandria. On arrival, two day coaches and a palour car of the wrecked train were coupled on to it and it proceeded to Coteau Junction where another engine was chartered to take the passengers to Montreal. The passengers arrived there 45 minutes late.

Mr. McNaughton ordered an investigation to be held in Montreal this morning for the purpose of determining who was responsible for the switch being left open. Last night Mr. McNaughton would give no statement regarding the wreck.

Passenger carried right to his farm.

Incident illustrating "Service" on C.N.R. train.

There was much humor in an incident which occurred on a C.N.R. train bound from Montreal to Ottawa last evening, in charge of Conductor P.T. McGovern, 211 Bolton street, together with an illustration of what might be termed real service on the part of the official.

A man who had attended the Bennett rally at Alexandria boarded the train at that station just before it pulled out, and it was evident from his appearance that he had enjoyed the meeting to such an extent that he had celebrated "not wisely but too well".

He was bound for Maxville, two stations up the line, and the conductor, who knew him, had considerable difficulty in preventing him from leaving at the first station, Greenfield, as the passenger's sense of his whereabouts was very much at sea.

Prevented from getting off, he again subsided into slumber, and was not noticed until the train was pulling out of Maxville station, when a newspaper man suddenly remembered hearing the slumberer saying he was going to Maxville. The train was rapidly gathering speed when the conductor happened along, and his attention was drawn to the passenger.

"Well, if he isn't here still", said that official, who without any hesitation, pulled the emergency cord, and the train glided to a standstill and the man was awakened from his slumbers.

As the conductor was leading him to the exit he happened to look out of the window, and the passengers went into roars of laughter when they heard him say; "Well, that's what I call service. We have actually saved him a long walk, for his farmhouse is just across the fields there."

Two Women Hurt In Derailment On Alexandra Bridge

Mrs. C. Lahaie and Mrs. J. B. Massle In Hospital - Hull Car Crashes Into Iron Railing.

Two women. Mrs. Clement Lahaie, of Massop,(sic) P Q . and Mrs. J B. Massie, 34 Dollard street. Hull, passengers in a Hull Electric "Belt Line South" street car that jumped the track on the Hull side of the Interprovincial Bridge yesterday were removed to Water Street Hospital immediately after the accident suffering from minor abrasions.

Though no serious injuries could be discovered at the time, both were X-rayed and are being kept in the hospital until the plates have been developed. The motorman, Edward Boucher, of Aylmer, and three other passengers of the car were uninjured aside from a severe "shaking up."

Crashes Into Railing

According to an eye witness.the street car, which left Ottawa at 2.52 p.m.was going down the slight slope on the Hull side of the bridge when it jumped the tracks, the front of the car veering across the roadway on the right hand side and crashing into the iron railing. The car was going between six and eight miles an hour when it left the tracks.

The slow rate at which the car was travelling undoubtedly averted a serious accident for it would have dropped about 45 feet had the railing failed to check it in its course. Other contributory causes for the lightness of the injuries sustained were Motorman Boucher's prompt jamming on of the brakes and the fact that only six people were in the car at the time.

Traffic Holdup

According to the Hull Electric Company officials, the one man car, which had only single trucks, that is to say, four wheels in all, was more liable to jump the tracks than the common double-truck type would have been. It took about 20 minutes to get it back on the tracks again, all street car traffic across the bridge being suspended during that time, and when this was accomplished it was found that the front step, door and bumper had been so damaged by the impact that it would have to be taken to the shops for repairs.

The three passengers on the car who escaped uninjured were: Mrs. Joseph Desloges, 92 Levis street, Hull; Miss Jean St. Laurent, 35 Archambault street, Wrightville, and Omer Cousineau, 156 Nelson street, Ottawa.

Officials of the Hul Electric Company said last night they had been unable to determine the cause of the derailment.

15/11/1929 *Ottawa Citizen**Montreal and Ottawa**McAlpin*

Finds death of C.P.R. employe was accidental.

A verdict of accidental death was returned by a coroner's jury at McAlpin station last evening fter hearing evidence concerning the death of herbert Sproule, 64, laurel street, Ottawa, C.P.R. conductor, who was instantly killed on the afternoon of Nov.6, when he slipped under the whels of a moving freight train at mcAlpin station. Coroner H.H. Kirby, M.D., of Hawkesbury,presided. Five witnesses were heard, their evidence being that Sproule jumped off the moving train and slippe don the platform and under the wheels. Those who gave evidence were: Mr. Mcdermott, brakesman, and William Pearl, station agent.

23/11/1929 *Ottawa Citizen**Chaudiere**Ottawa, Gladstone Avenue*

Account of an accident at Gladstone avenue where a C.N.R. freight train backed into a car on the crossing.

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At the place where the accident happened there are two railway crossings, one on the C.N.R. line connecting the Bank street yards and the yards at the Chaudiere and the other on the C.P.R.line between Broad street yards and Ellwood. Both are level crossings and while there is an electric bell and wig-wag signal at the C.P.R. crossing, the C.N.R. crossing is unprotected.

It was necessary for Mr. Wilson first to go over the C.P.R. crossing before he could reach the C.N.R. To one going in the direction in which Mr. Wilson was travelling there is a clear view, except for darkness, at night for at least two or three hundred yards along the C.N.R. tracks to the southeast. Just before the crossingto the south the track curves from the east where it connects up with the much-discussed cross-town tracks

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<http://news.google.ca/newspapers?id=V6guAAAIBAJ&sjid=kNoFAAAAIBAJ&pg=6446,8566978&dq=railway+l+railroad+l+train&hl=en>

25/11/1929 *Ottawa Journal**Kingston (CN)**Aultsville*

C.N.R. Main Line Still Blocked

BROCKVILLE Ont. Nov 25. Main line traffic on the Canadian National Railways was still completely tied up this morning as the result of a serious freight derailment at Aultsville station yesterday afternoon, when fast freight No. 490 from Brockville for St. Albans, Vt., left the rails. Some of the 22 cars that were derailed crashed into the station building, also wrecking the express shed located to the east. All night passenger trains were routed by way of Ottawa and Napanee and wrecking crews were still engaged at the scene endeavoring to clear the line.

26/11/1929 *Ottawa Citizen**Alexandria**Ottawa, Laurier Avenue*

Must lengthen Laurier Bridge

C.N.R. goes ahead on cutting away embankment adjoining yards

Laurier Avenue bridge will necessarily have to be lengthened when the Canadian National Railways finishes the work of widening its yards, according to opinion expressed in reliable quarters today. The Canadian National at present is cutting away the high embankment on the east side of its yards south of the bridge in order to provide more track space and this operation will go under the east end of the bridge.

At present the bridge is unsafe according to Canadian National counsel who, in presenting an appication to the Board of Railway Commissioners, declared that unless repairs to the bridge were made, the structure was in danger of falliing. An inspection of the bridge will soon be made and the cost of the inspection will be paid by the Canadian National and the Ottawa Electric.

When the inspection is completed a new hearing will commence before the Board of Railway Commissioners on the application of the Canadian National for repairs and for apportioning the cost of these repairs as between the C.N.R. and the Ottawa Electric.

29/11/1929 *Ottawa Citizen**New York Central**St.. Albert*

Fatally injured when car struck by freight train.

Arthur Boucher of Cambridge, Ont., meets death near Finch and wife suffers serious wounds

Finch. When the auto in which they were driving over a New York - Ottawa railway crossing at St. Albert station, ten miles north of Finch, was struck by a northbound freight train, Arthur Boucher of cambridge, Ont., was fatally injured and his wife, seriously. Mr. Boucher passed away a few hours following the accident. Mrs. Boucher's injuries are not considered critical.

It was about 1.30 o'clock this afternoon that the accident happened. Mr. and Mrs. Boucher had made purchases at a general store close to the crossing and starting away from the shop drove onto the crossing without apparently noticing the approach of the train bound for Ottawa. The locomotive caught the car broadside and hurled it some 40 feet. Both occupants were thrown from the car. the two victims were given first aid by the train crew and medical attention was given by Dr. J. Gomerley of Crysler. Following Mr. Boucher's death, Coroner Martin Powers, M.D., of Rockland, was notified and travelled to St. Albert, where an inquest was opened. An adjournment was made until next week.

Urges protection at level crossing

Coroner's jury verdict on accidental death of William Watterson.

A verdict of accidental death was returned by a coroner's jury at the police station last night inquiring into the death of William Watterson on Nov. 27 from injuries received when an automobile in which he was a passenger was struck by a C.N.R. freight train at the crossing on Gladstone avenue. The verdict also recommended that some means of protection be installed at this crossing.

Dr J. E. Craig, coroner, presided.

The evidence of the various witnesses showed that the train had the necessary lights and that the driver of the automobile, T. H. Wilson, 136 First avenue, apparently did not see the approaching train. It was also stated that the C.P.R. crossing at this point was protected with a wig-wag and that the C.N.R. crossing was not.

Those who gave evidence were: Constable Robert Mahoney, Dr. T. A. Watterson, John White, 318 Lyon street; Thomas Wilson, driver of the auto; Robert Currie, 77 Strathcona avenue; H. George, 152 First avenue; Arthur Marchington of Montreal; Patrick Hammill, 57 Bawswater avenue; George A. Wallace, 117 Concord street, and William Manion, 9 McDougal avenue.

10/12/1929 *Ottawa Citizen**Alexandria*

Description of a trip from Ottawa to Montreal.

<http://news.google.ca/newspapers?id=ZaguAAAIBAJ&sjid=kNoFAAAAIBAJ&pg=6979,11104234&dq=railway+!+railroad+!+train&hl=en>

10/12/1929 *Ottawa Citizen**Montreal and Ottawa*

On the Way to Montreal

Many people have taken the train to Montreal, but nobody ever seems to have written about it. This commonest of trips has been unsung by poets and unhonored by scribes who have meanwhile, dilated lavishly on the loveliness of the south, the hardships of the north, the future of the west, and pre-Confederation glories of the east. It's about time somebody said something about the trip to Montreal.

Montreal, according to its own admissions, is a city of a million people, situated on an extinct volcano now familiarly known by Jacques Cartier's label, Mount Royal. It is, 113.3 miles by Canadian Pacific short line, 116.5 by Canadian National main route, 120.3 by North Shore Canadian Pacific, and 113-6 by Canadian National Tunnel Terminal. It is more than three hours by car and two days by boat.

As you leave Ottawa, you fly past the gas works panorama and railroad yards of the New York Central, before crossing the Rideau and cutting loose in good earnest going by Canadian Pacific, you slip past a number of stations. English in their name, but now as French as Gaspé. Blackburn, Navan, Leonard, Hammond, Bourget (formerly The Brook) Pendleton, Plantagenet, Alfred, Caledonia Springs and McAlpine are all in name as English as five o'clock tea or broad a's. It is an ironic touch that the first English town has a non-English name, Vankleek Hill being named after that inhabited nob in Prescott county, about a century ago. Now not a Vankleek can be found, but about the town as you may.

Meanwhile, if you travel by Canadian National (and here the writer emulates the circus equestrian and rides two horses at once you pass first, the now cobwebby spa at Carlsbad Springs, once famed for its water, but now gone back to prestige like its rival, Caledonia Springs, which was a bigger place a hundred years ago than it is today.

So we come to the mythical Junction of South Indian, where the old line from Rockland used to join the main route by means of what courteously was described as a train. But the sobriquet South Indian jarred the finer susceptibilities of the folk thereabout, and the lofty-sounding Limoges now replaces it. This is the spot where they spilled the Irish President Cosgrave a few years ago.

There are good towns on this line, the old Canada Atlantic under the direction of its owner, the late J. R. Booth, building wisely. The best of all these is Alexandria, where Gaelic may yet be heard, and which more truly seems to typify the county town of the united counties than the commercial Cornwall.

At Glen Robertson, a really and truly junction to be seen, the C.N. from Hawkesbury shooting in a 21-mile spur. Then the line continues east, allowing the traveller a view of Rigaud mountain far off to the left, before banging across the CP. Montreal-Toronto line near St. Polycarpe.

Reverting to the CP- the train passes Stardale, a shanty the size of a switchman's house, built on a little hummock, and after stopping at St. Eugene, rips into Rigaud. This French educational town has near it, Dragon, which blew up in 1917 when T.N.T. was being made there. The ruin can still be seen.

It is hard to find any scenery anywhere much prettier than the brief vista afforded the traveller as at reduced speed, he skirts Two Mountains Lake at Hudson. Towering beyond the lake are the twin Laurentide hills, with fertile acres nestling at the foot. A little lighthouse, white by day and cheerful flash of light by night stands out in contrast, while the islands that fleck the watery expanse give the picture a kinship with these overdrawn and over-colored postcard conceptions of Swiss lakes. Hard by is also the home of foot-packed Oka cheese.

Then both railroads shoot out into a magnificent expanse of line fences, and together they run into Val-d'Aulieu. This is where the fun begins. As often as not, there is a race between the trains, and the inequalities of schedule fore-ordain in the passing of one train by another. If not, perhaps a friendly freight will provide fleeting rivalry, as it rolls merrily along. If one train has a local stop to make, it therefore has a faster schedule, and the passengers have the thrill of passing and being passed. There are always great racing diversions long; here, and one glimpses Dorval race track, the wish rises that some of the "bangtails" could have given the holder of uncollectable stubs just half as good a run for his money.

Then the backyards of Montreal, viewed over your shoulder from the CN, or in panorama from the CP. Westmount on the left, followed by coach yards, box cars, and first thing you know, a red cap to making off with your carpet bag.

Of course, you can take the day off and go North Shore. Unfortunately, both the North Shore and Tunnel route are much more picturesque, but slow locals, lack of parlor cars and eating facilities more or less bar anything but hardy travellers of the Byrd or MacAlpine type, and then one does not always think to bring along book to keep a diary. However, on behalf of those whose zeal for penetrating this rural fastness has been whetted, comfort can be proffered. Firstly, the Canadian National will some day use this as the main line to Winnipeg and Vancouver, just as they employ a continuation of it from Federal to North Bay at present (This part about using the Tunnel Terminal line to Citizen scoop!) Secondly, the Canadian Pacific already has added a parlor buffet car once a day via North Shore, and operates into Windsor Station. With the developments at Montebello, it is predicted a fast train will be put on in a year or so. At least, if that information did not come from President Beatty, it was told the writer by a cook in a CP. dining car. It therefore looks that as if within this generation, fast trains - luxurious trains, will serve these little known routes.

The history of these lines, properly told, should make good reading, particularly dealing with the old days of crazy rivalry, eight-foot drive wheels, and less-than-two-hour trains. After a decade of slow scheduling, the railways are snapping back now to something like fast time, and two-hour and forty-minute runs are the order on both lines in one particular pair of rival Limiteds. Those wanting to hear about the Montreal trip by boat or car will have to wait

AUSTIN T. CROSS.

Accident may follow against railway

N.Y.C. held responsible for man's death by coroner's jury.

Hawkesbury: That the N.Y.C. Railway was held involuntarily responsible due to the negligence of employes, was the substance of the verdict rendered on Saturday by a jury investigating the death of Arthur Foucher (sic). It is understood that a civil action will be taken by the family of the deceased against the railway,

The accident in which Mr. Foucher lost his life happened at St. Albert station near Finch, on Thursday, Nov. 28th last. The automobile in which he and his wife were riding was struck by the engine of a N.Y.C. freight and Mr. Foucher was thrown some 81 feet. he died about four hours later.

The evidence given at the inquest which was conducted by Dr. Martin Powers of Rockland was very conflicting, especially the point as to whether the bell or whistle of the engine was sounded.

The family of Mr. Foucher has gone so far in the civil action as to retain Mr. Marion of Rockland to represent them, while it is understood that Mr. Scott will act for the railway.

<http://news.google.ca/newspapers?id=ZaguAAAIBAJ&sjid=kNoFAAAAIBAJ&pg=3926,11072580&dq=railway+railroad+train&hl=en>

Endorse project for new railway

Members of the Hull County council at their meeting held yesterday at the Hull Registry office fully endorsed the project for the building of the Amos-Maniwaki railway and promised the directors of the Abitibi Southern Railway company who are behind the project their moral support.

The resolution which was adopted unanimously was proposed by Mayor Edward Wallingford of North Templeton following an explanation of the project which was given by Engineer Theo Lancot and Mr. A. Brodie, director of the company. Plans of the proposed railway were shown to the members and the advantages this railway would bring to the district were enumerated.

Big Strides in Power Project at Chats Falls.

Today all is changed. It's now "a quaint little tentish town." and the vast transformation in so short a time by the contractors, Messrs. Morrow & Beatty, Limited, is evidence of what experience, organization and modern equipment can accomplish. Four hundred men are now at work; a right-of-way has been cut through the woods to the main line of the C.N.R. on the Ontario side and today steel is laid as far as the Quebec boundary; huge cranes upoad the great pieces of British Columbia fir and cedar; carloads of supplies for the work; the cookeries and the sleeping quarters were hauled in; tons of rock have been blasted and removed for the right-of-way, then came the grading gang and immediately following them were the men of steel. Everything suggests highly efficient organization. The crib work of the railway is to be utilized in part as the coffer dam and that structure has already been constructed for a length of several hundreds of yards, extending almost to Mohr's island which is the center of the river and will ultimately be the center of the work. With the completion of the coffer dam, construction of the permanent concrete dam nearly three miles in length, and the power house, will be commenced. Even for an organization as large as Messrs. Morrow and Beatty. It is not anticipated that their work can be completed much sooner than three years

property damage is not anticipated except on the right-of-way of the C.N.R. line on the Ontario side; whether the railway will be reconstructed to curve away from the lake or a retaining wall built for a considerable distance has not yet been decided; in any case the difficulty occasioned by higher water levels will not be insurmountable and the line of railway appears to be the only place where damage could be attributed to these higher levels.

The abutments for two bridges on the island are ready for the steel, one with a length of eighty feet and the other one hundred feet, and when these superstructures are completed the last of the railway tracks will be laid and the contractors will operate their own rolling stock; from that time the work will proceed even more rapidly than has been the case up to the present.

<http://news.google.ca/newspapers?id=baguAAAIBAJ&sjid=kNoFAAAAIBAJ&pg=6874,12425741&dq=railway+railroad+train&hl=en>