

Local Railway Items from Area Papers - 1930

06/01/1930 Ottawa Citizen

Winchester

Smiths Falls

C.P.R. Depot at Smiths Falls is Badly Damaged
Interior of Building is Wrecked by Fire Which Causes Loss Estimated at \$9,000.

SMITHS FALLS, Ont., Jan. 6. Damage to the extent of about \$9,000 was done to the Canadian Pacific Railway station here this afternoon; by fire which broke out at one o'clock. The blaze originated in the men's lavatory from a lighted match or cigaret thrown in the walls.

The whole of the second floor was badly damaged, while the ground floor suffered through the tons of water thrown in by the fire brigade which, after a battle lasting an hour and a half got the fire under control. The building was of brick construction, with asbestos roof, and the walls are still standing intact. The roof was destroyed.

The office of the superintendent and divisional staff which is adjacent escaped undamaged.

When the blaze was first noticed it had gained such headway that the firemen were unable at once to bring it under control, as the clouds of smoke hampered their efforts.

The upper storey of the building was used as living quarters for the restaurant staff and store rooms, while on the ground floor was the office.

The firemen were forced to bring all their apparatus into play and several streams were turned on the blaze, the men also mounting the roof in an effort to check the advance of the flames.

great crowd was attracted to the scene, and it was necessary for the police to rope off a part of the street to prevent accidents.

At the superintendent's office this afternoon it was stated there would be no interference with train schedules as a result of the fire, and that even while the fire was raging trains managed to adhere to their running orders while passing Smiths Falls. While the damage is estimated at \$9,000, replacement of the damaged part of the station will probably cost a great deal more, as a more modern and fireproof interior will likely be built.

06/01/1930 Ottawa Journal

Winchester

Smiths Falls

C.P. Smiths Falls Station On Fire
Blaze Makes Great Headway and Firemen Unable To Control It.

SMITHS FALLS, Jan. 6. - Breaking out between the floors in the Canadian Pacific Railway station here at one o'clock this morning, fire of unknown origin was still raging at 1.45 o'clock and it seemed likely that the entire station would be completely destroyed.

It is thought that the blaze originated in the restaurant section of the building and between the first and second floors. When the blaze was first noticed it had gained such headway that firemen were unable to contain it, and the interior of the building was soon a raging inferno.

Huge clouds of smoke and flames poured from the upper windows and through holes in the roof, while a pall of grey smoke hung over the entire yard and the district about the station.

The upper storey of the building was used as living quarters for the restaurant staff and practically everything in the upper rooms was destroyed.

Firemen were laboring to check the flames at 1.30 o'clock, but with little success and it seemed that the building was doomed. Several streams were played upon the conflagration and firemen clambered over the roof in gallant efforts to gain control.

A great crowd was attracted to the scene of the fire and it was necessary to rope off a part of the street to prevent accidents.

Trains were running on schedule, but those entering and leaving groped their way through a dense pall of smoke which hung over the station and the railway yards,

Damage, it is estimated, will be very heavy.

09/01/1930 Winchester Press

Winchester

Smiths Falls

The C.P.R. station at Smiths Falls was almost completely destroyed by fire on Monday afternoon. The fire started in the restaurant part of the station and had made considerable headway when discovered, A complete new station house will have to be rebuilt.

Several persons injured when vehicle runs into C.P.R. freight at level crossing near Ottawa

Accident attributed to Ice Covering Highway

Serious tragedy was probably averted by matter of a few seconds only.

Seven persons had a narrow escape from serious injury last night when a Gatineau Bus Line bus ran into the side of a C.P.R. freight train at the level crossing at Gatineau Mills, Que. All occupants of the bus received some injuries, two of them being admitted to the Ottawa General Hospital, Water street.

Names of injured

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The accident occurred about 10 p.m. The bus with six passengers was on its way to Gatineau Mills. The freight, a regular switch train, shunting cars into the International Paper Company yards, and according to railway officials, the first car had just reached the crossing when the bus careened into it, striking the car about ten feet from the end. The driver was thrown against the windshield and the passengers thrown to the floor.

two ambulances called

All injured were given medical treatment by C.I.P. officials, and by Dr. A. Richard, 174, St. patrick street, who was taken to the scene by Whelan's ambulance which was called. Brady and Harris' ambulance was also called and both conveyed the injured to the hospital.

The freight train was in charge of Conductor S.A. Quinn, 123 Cambridge street. ice covered roads are blamed for the accident, as the wheels of the bus skidded when the brakes were applied

Only a matter of seconds averted an accident of much graver consequences. Had the bus got on to the crossing before the train had been struck broadside by the end of the train it would probably have been overturned and probably lives lost.

Fortunately both the bus and the train were travelling slowly at the time, and the locomotive and 12 box cars which it was hauling came to a stop immediately after the crash occurred. the front part of the bus was caught on the side of the box car causing the bus to be dragged across the road. When the train came to a stop, the front of the bus was down over the shoulder on the south side of the road.

Drivers contention

While railway men maintain that they were riding on the rear of the train backing up and had lighted lanterns, the bus driver, Lionel Bertrand , 115 Wellington street, Hull, said that he did not see anything of the train approaching the crossing nor did he hear any warning whistle.

Bertrand said that he left Ottawa shortly after nine o'clock en route to Ste Rose de Lima. He said that his bus was travelling slowly on account of the slippery conditions of the road. As he approached the railway crossing on the siding running from the C.P.R. Ottawa-Montreal North Shore line into the Canadian International Paper Co. plant he did not see a train approachig either way along the tracks.

Bertrand said he was slowing up for the crossing, and as he applied the brakes to bring the bus to a stop the end of a freight car appeared in front of him. The wheels of the bus skidded on the glare ice on the pavement, and he was unable to bring it to a stop before it crashed into the side of the first car just as it was partly over the crossing.

According to Conductor Steven A. Quinn, in charge of the train, a serious accident was averted by the quickness with which Engineer M. Hussey, 552 Lisgar street, brought the long train to a dead stop. As soon as the crash occurred Engineer Hussey applied the brakes and the train moved only a few feet, dragging the bus with it to the ditch at the edge of the road.

There were 12 freight cars, an engine and coal tender on the train. It was moving with the engine at the rear.

Besides the conductor and the engineer, other members of the train crew were Thompson Vickers, 135 Sherwood street, fireman; L. Quinn, 129 First avenue, and S. Gravelle, Montreal, brakemen. The accident, which occurred tn Montreal division territory, was reported to the Montreal superintendent by Conductor Quinn.

N. Jenkins, who was badly shaken up, was perhaps the most fortunate of the seven occupants of the bus. When the crash occurred he was hurled through the windshield of the bus and landed on the side of the road without suffering a cut from the broken glass.

All occupants of the bus were promptly removed to the Canadian International Paper Co. first aid station, where they were given first aid by John Lee.

timekeeper. A call was sent to the Ottawa General Hospital for a doctor and ambulances. Dr. Richard and the ambulances were rushed to the scene. After having their injuries dressed, most of the accident victims were able to go to their homes.

The bus itself, though considerably damaged, was not wrecked. The front part was twisted and broken, while the motor and steering gear were also damaged. It had to be towed to the Gatineau Bus Line garage by one of the company's big tractor snowplows.

EXPERIMENTAL FARM LINE

Editor. Ciftren: The weekly booster of the Ottawa Electric Railway in his last article entitled "Keeping faith with the community" seems to have overlooked the existence of a place in the vicinity of Ottawa known as the Experimental Farm. It is now the sixth week since the car service to the Farm was discontinued, the ostensible reason being that the traffic receipts did not pay for the costs of operation.

In justice to ihe company it must be admitted that many things hava happened since the agreement of 1908 was drawn up which could not reasonably have been foreseen at that time. The war added very markedly to the cost of all kinds of materials used for construction snd maintenance. The recent increase in the number of automobiles was responsible for a very derided reduction in the revenue derived from passengers fares. The closure of the Arboretum against skiers during the winter months still further reduced the receipts from this section ol the line and seems to hava brought matters to a climax.

Notwithstanding these extenuating circumstances the railway company was morally bound to adhere rigidly to its agreement until a new one was formulated after a full discussion of all the factors bearing on the question. If a new agreement is now drawn up what guarantee have we that the company will pay any more respect to it than theu did to the previous one? Who is going to compel them to adhere to it? Of course the difficulty might be surmounted by the insertion of some such clause as "This company reserves to ittself the right lo abrogate this agreement without notice as and when it sees fit."

Oo the question whether the withdrawal of the car service to the Experimental Farm constitutes a breach of the agreement made with the city, the street railway committee of the municipal council continues to preserve a dignified silence. Possibly they feel that this question can only be settled satisfactorily after a series of observations on the motions of the heavenly bodies. J. ADAM. Ottawa. Jan. 15, 1930

The Canadian Pacific Railway station at Smiths Falls is almost ready for business. Emerging from the debris resulting from the serious fire which ravaged the building recently, is the entire downstairs part of the station building which has been redeccotated and repainted. The restaurant, main waiting room and ladies waiting room were receiving the finishing touches and it is likely that the station will be operating as of yore within a few days time.

Made ties for the old Central Canada Railway back in 1865

A man who cut ties for the old Central Canada Railway in 1865 and 1866 lives in Ottawa in the person of Mr. Alex Twa, Robert street. At that time the Central Canada was building its lines from Carleton Place to Renfrew. The line was not continued to Pembroke until 10 years later.

Mr. Twa then lived in Clarendon in Pontiac county and was about 25 years of age.

The ties in question were cut on the Quebec side of the Ottawa river in Clarendon and taken across to the Ontario side on sleighs in winter.

The ties which Mr. Twa helped to cut, hew and score were 'ties that were ties.' They were big generous ties. In size they were nine feet long, six inches thick, and had a face of eighteen inches.

Asked by O.T.S. why the ties were made that big Mr. Twa said, "Well the truth is they came that way. The tamarac trees from which we made them were big trees and it was easier for us to make them of generous size than to make them smaller. Less work was entailed."

At that time most of the farmers used single horses on their sleighs. A dozen of these big "green" or wet tamarac ties was considered a good load for a single horse to draw in the eight mile trip from the point of cutting in Quebec to the point of delivery in Ontario. The across river road was generally quite heavy. Didn't pay well

Mr. Twa says that three men cutting, hewing and scoring could make twenty-five ties in a day. As the company only paid 12 cents per tie delivered, it will be seen that the contractor for the ties could not make any money, unless he was able to use members of his own family in the work and not much even then. Went into the river

In the spring of 1866 Mr. Twa and two other men almost lost their lives while delivering ties to the Ontario side. It was getting late in the spring and the ice near shore was getting unsafe.

One day when three teams were almost at the Ontario shore, the ice broke under them and they went into the river. But fortunately there was a long shelving shore at that point and the men and teams merely got wet, instead of being drowned.

All made by hand

In connection with the making of these ties, it must be remembered that the facing was all done by hand and not by machinery and their manufacture was therefore necessarily slow. A little later ties were all faced by machinery and were turned out very quickly.

08/02/1930 *Ottawa Citizen**Union Forwarding*

Drove Horses on the Pontiac Tramline;

Probably Last Surviving Driver of Line

Horse Walked Without protection on Board-Walk From 20 to 30 Feet Above the Ground - Thousands Carried in Three years But No One Hurt - Some facts About the Old Connecting Link Between Two Waterways.

When David McClelland was 18 years of age and living at Pontiac village (which does not know exist) he secured a job (1867) as driver of one of the horse-car trains of the Union Forwarding Co. which carried passengers and freight from Pontiac at the head of Lake Deschene, to a point at the foot of Chats Lake.

Mr. McClelland is probably the only driver of those tramway cars still alive. If there are others, both Mr. McClelland and the O.T.S (Old Time Stuff). will be glad to hear from them.

The old Tramway was three miles long and ran for long stretches on trestle work just as a steam railway does. This was because of the unevenness of the country. In some places that cars ran from 20 to 30 feet off the ground.

Two horses were used on all cars, but owing to the narrowness of the track, they travelled tandem fashion.

On a plank walk.

The space between the tracks was filled in with three-inch plank, and it was on this plank that the horses travelled.

The trestles work was not fenced in and the horses always stood in danger of falling off. As a matter of fact one or other of the horses did fall off now and again. Sometimes a bird would fly suddenly up from the trestle past a horse's head and frighten it, and it would "shie" off the trestle. But Mr. McClelland does not recall a case where a horse, so falling was killed. Usually the traces supported them and they will hauled back on to the track.

As to the cars.

The freight cars were about 24 ft long and could carry about 50 barrels of pork, or the equivalent of weight in other things.

Cars Carried 50 to 60.

The passenger cars were approximately the same length. The seats were placed crosswise as in a stage and there were curtains to pull down to keep out the wet and cold. The cars were crowded and could carry between 50 and 60 people.

On this tram-line the company-owned three passenger cars and five freight cars.

Mr. McClelland drove on this line till 1870, when at his request the company transferred him to the freight service at Ottawa.

No one hurt.

During the three years that David McClelland drove on the Pontiac line thousands of passengers were carried, but not one was ever hurt.

11/02/1930 *Ottawa Citizen**Hull Electric*

Find death accidental

W.H. Radant met his death accidentally, on the evening of February 3rd was the finding of the jury at the inquest which was conducted last night at the police station by the Coroner J.E. Craig, M.D. The late Mr. Radant was struck by a Hull Electric Street car on the Aylmer line at the trestle over the C.P.R. tracks from the Prince of Wales bridge. Motorman Edward Boucher and Conductor Hubert Bergeron, who were the crew of the street car on the night of the accident, testified that Radant was waling on the railway tracks, and owing to the steam and smoke thrown up by a train passing under the trestle could not be seen.

28/02/1930 *Ottawa Journal**Ottawa Electric*

CAR IS DERAILED CAUSING TIE-UP

South-bound street car service was held up for 20 minutes last evening by the derailment of a Holland car at Bank and Somerset streets. East-bound cars on Somerset street were also blocked, but not as long as the cars on Bank street. The derailment happened about 9.30

As car No. 819 was turning west from Bank to Somerset the rear truck jumped the track. The wheels on the left side of the street slipped on to the nearest rail on the opposite track, thus preventing Laurier cars on Somerset street and Bank and Bronson cars on Bank street, from passing.

An emergency crew was rushed to the intersection and after 20 minutes work succeeded in clearing the switch. East-bound cars were able to proceed first. North-bound cars on the Rideau and Ottawa East lines were not delayed.

01/03/1930 *Ottawa Citizen**Kingston, Portsmouth and Cataraqui Kingston*

Kingston Minus Car service as a result of Fire

Lone car survives disastrous fire which is believed to have started from spontaneous combustion.

Kingston's street car service was wiped out by fire early today when all but one car was completely destroyed. With the exception of the lone car the city was without service.

believed to have originated from spontaneous combustion, the flames destroyed the barns and all contents and for a long time threatened many houses in the vicinity. More than 25 cars were destroyed and the damage will amount to more than \$125,000. part of the loss is covered by insurance and the prospects are that Kingston will be without street car service for some time.

Boys hid in culverts, let trains run over
Stewarton parents and teacher ? moved school

After the Canada Atlantic Railway was built in 1882 the Stewarton public school on Bank Street became impossible. The school was too near the tracks for the peace of mind of both parents and teachers recesses and at other times they used to play hide-and-seek in culverts near the school. They ? to think it's great fun to get into culverts and let the trains pass over them. The parents didn't, and so became > that in a short time the board moved the school over to Kent Street at the corner of Archibald. The new school faced Kent Street. It was a wooden building. Later when Stewarton came into the city the ? school board erected a brick school which was the beginning of the present Glashan public school on Arlington avenue.

03/03/1930 *Ottawa Citizen**Kingston, Portsmouth and Cataraq Kingston*

City is Offered Kingston Lines

Kingston Street Railway Company Feels Losses in Recent Fire Too Great to Recover

KINGSTON. Ont., March 3 - With only an hourly bus leaving the heart of the city for Portsmouth and intermediate points, the people of Kingston were today struggling along on a makeshift service, with little prospects of immediate improvement.

Officials of the Kingston Street Railway Company, who lost practically all of their rolling stock in the disastrous fire of Saturday stated today the company had practically decided to cease operations altogether. Tonight the officials of the company are scheduled to meet the finance committee of the city council and it is understood that a proposition will be made to the city to purchase the tracks of the street railway company as well as Lake Ontario Park which is also owned by the company, and also the tourist camp.

While the company carried substantial insurance, the cost of replacement is too high to prompt the company to purchase new cars. As a matter of fact the company has been a losing proposition and two years ago the company threatened to cease operations altogether unless their power rates were lowered.

It is understood that several bus companies have made application for permission to operate locally and it is possible that some action will be taken after the city council learns the official attitude of the company tonight..

03/03/1930 *Ottawa Journal**Kingston, Portsmouth and Cataraq Kingston*

Practically Ready To Stop Service

Street Car Co. at Kingston Prepares to Suspend All Operations

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03/03/1930 *Ottawa Citizen**Kingston, Portsmouth and Cataraq Kingston*

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07/03/1930 *Ottawa Citizen**Kingston, Portsmouth and Cataraq*

Kingston's Car Service

Fire last Saturday wiped out practically all the street cars in the city of Kingston. It is reported that the officials of the street railway company would like to be relieved of the responsibility of purchasing new cars. In recent years, according to the Canadian Press despatch, operation of the Kingston street car service has been unprofitable. Under the circumstances, reluctance to put more money into street cars is understandable.

In the meanwhile, it is reported that several bus companies have made application for permission to operate in Kingston. It may be found that an equally satisfactory service at considerably less overhead cost can be furnished. In some cities, street cars are being discarded in favor of busses without waiting until a fire has wiped out the older equipment.

Advantages in traffic handling, where busses are able to pull up alongside the kerb instead of being tied to rails and overhead wires in the middle of the street, have appealed to city authorities. The public are also finding busses more convenient for suburban service. Kingston's street car fire may prove to be as timely as some fires in stores with overloaded shelves are said to be.

21/03/1930 *Arnprior Chronicle**Chalk River**Arnprior*

From the C.P.R. came a request for a four-inch pipe rather than a two inch, as at present, at the local water tank, this in view of the fact that the Renfrew tank will be out of commission for a time during the coming summer and for that period the Arnprior service will be used more. Council placed the communication aside until further information is secured.

27/03/1930 *Winchester Press**Kingston (CN)*

Soils and Crops Train

The Soils and Crops Train equipped and operated by the Ontario Department of Agriculture in co-operation with the Canadian Pacific and Canadian National Railways is soon to be in this district again. Early this month it stopped at Iroquois and Aultsville where approximately five hundred farmers inspected the exhibits it carries.

The aim of the Department of Agriculture in equipping and sending out this train is to demonstrate the many factors in cheaper production of farm crops and to assist farmers in the solution of their problems in crop production. Two cars are devoted to exhibits which pretty well tell their own story. The Soils Car includes exhibits on Drainage, Tillage, Fertility, Crop Rotations. The Crops Car emphasizes crop diseases, root crops, cereals, fodder crops, seed cleaning and weed control.

A third car is fitted up as a lecture coach where farm problems peculiar to the district are discussed fro 2 p.m. to 4.30 p.m each day.

The train is open to the public from 9.00 a.m. to 5.00 p.m.

Man is killed as train strikes rig

Believe victim to be George Condie of Rosedale, Near Smiths Falls

Terribly cut and mangled, a man believed to be George Condie, of Rosedale, four miles from Smiths Falls, was killed about 12.15 this afternoon when he was struck by a fast Montreal-Toronto train at a crossing a few miles south of Smiths Falls. The body of the unfortunate man was found on the cow-catcher of the C.P.R. engine when it entered Smiths Falls at 12.20 o'clock this afternoon.

Bits of harness and the flesh of a horse also upon the cow-catcher of the engine made it apparent that the man had been driving over a crossing when the speeding train struck him. Coroner Dr. C.L.B. Stammers was called immediately and the body was removed to a local undertaking parlor. An inquest will be held probably this evening, it was stated.

03/04/1930 *Ottawa Citizen**Winchester**Rosedale*

Rider meets death when horse dashes in front of train

Animal takes fright of engine's of roar and carries George Condie, Rosedale farmer, to tragic death.

Smiths Falls, Ont., April 2 - identification of the mutilated body of a man, struck by the fast Montreal-Toronto C.P.R. train as it whirled by a farm crossing a few miles south of Smiths Falls shortly after noon today, as George Condie, a well-known farmer of the Rosedale district, was made this afternoon by his son Roy Condie, who was a witness to the accident.

The accident was described by Roy who with three other men, were at the crossing when the fatality occurred. All five were engaged in wood cutting on the farm and were returning home for lunch, Roy Condie, Harvey Condie, Ambrose Halliday and H. Woodridge in a motor car while George Condie rode on horseback beside the car.

Knowing that the train No. 19 was due, the party halted at the private crossing and waited for it to pass when the horse on which George Condie was riding suddenly became frightened by the approaching train and dashed onto the track just as the speeding locomotive swept by.

Neither John Muldoon, engineer, or Roy Graham, fireman on No. 19, knew anything of the accident until the train pulled into Smiths Falls a few minutes later. The body was removed by a local undertaking parlour after coroner Dr. P.C.L.B. Stammers had arrived.

03/04/1930 *Winchester Press**Winchester*

Considerable interest is being shown amongst farmers in the approaching visit of the SOILS AND CROPS TRAIN, which has been prepared by the Ontario Department of Agriculture, and made possible through the cooperation of the Canadian National and Canadian Pacific Railway. It presents in a very comprehensive manner, the best methods of increasing farm profits to cheaper production. In this day meagre farm profits, advice to farmers along the line of cheaper production is welcome indeed. Noteworthy among the subjects which will be discussed are: chemical fertilizers, weed control, and drainage, three subjects which are of vital interest to farmers of the vicinity. Chemical fertilizers, we know increase production, but we also realize that they are expensive and unless we know the fertilizers to use, and how to use them, we may increase rather than decrease them. Weed control has become compulsory, and thereagain timely advice may save the farmer much time, worry and expense.

Drainage is perhaps the key soils problem of the district, and a few pointers on the most efficient and cheapest methods of capital Drainage should be worth real money to farmers of this district. These are just a few of the many faces of crop production, which will be handled by men who are specialists in their respective lines.

The train will be on the siding in Winchester, Saturday, April 5th, and at Finch, Monday, April 7th, and will be open to the farmers of the section, from 9.00 a. m. to 5.00 p.m. Addresses commence in the lecture car at 2.00 p.m. The men in charge welcome farmers with their problems in crop production.

03/04/1930 *Ottawa Citizen**Alexandria**Ottawa, Laurier avenue bridg*

O.E. Blameless For Condition of Laurier Bridge

Cost of Repair Must be Borne by Cily and Public Works Department.

The O E.R. is in no way responsible for the condition of the Laurier avenue bridge. the cost of repairing or reconstructing which must therefore be borne by the city, and the. Public Works Department.

This, it is understood, is indicated in the report on the condition of the bndge. which has been submitted by the Inspecting and Testing Company Limited, of Montreal, on instructions from the Railway Commission

The report states that the O.E.R. has in no way disturbed the water proofing of the bridge. This has been indica'ed through a hole which was made in the roadway on the deck of the structure, which shows there has been no corrosion of the steelwork directly caused by water permeating through the bridge deck roadway.

That the concrete roadway built by the O.E.R. when it laid its tracks in 1924. was of a strong type, is shown by the fact that it is still in good condition, together with the fine stone concrete which originally covered the flooring of the structure.

The full report on the condition of the bndje is expected to be ready within two or three days.

Urges East End Laurier Bridge Rebuilt at Once
 Engineer Reluctant to Cause Alarm, But Says Part of Structure in Precarious State.
 Find Reinforcing Rods Are Badly Eaten Away
 Reiterates That O.E.R. in No Way Responsible For Bridge Condition.

The present condition of Laurier avenue bridge is a serious one, and one that calls for immediate application of definite remedial measures, according to Ernest E. Gagnon, bridge engineer, who has submitted to T. L. Simmons, chief engineer of the Board of Railway Commissioners, a memorandum concerning the recent inspection of the structure which was made by the Canadian Inspection Company of Montreal. Contents of the memorandum, which has been prepared in the last ten days, were gleaned by The Citizen today.

While reluctant to arouse alarm by condemning the structure as a whole, Mr. Gagnon, in his report, points out that the east end of the bridge is in a very precarious state and should be rebuilt at once. He expresses failure to see how the bridge can continue in service very much longer without danger to traffic over it or under it. The bridge was built in 1900, and the life of any bridge, Mr Gagnon says, depends in a general way upon the amount of traffic passing over or under it, the quality of materials used in construction, its design, and last but not least, the amount of care and attention given to the upkeep.

This bridge, it is found by the inspectors, has been improperly maintained, more particularly in regard to painting.

Elementary precautions have not been taken, for scale and rust have been found between the metal and the paint, this condition in itself having contributed its share in shortening the life of the bridge. The pavement, the sidewalk, the hand-railing and other portions of the bridge, which are termed "non-vital," are in fairly good condition. On the other hand, the portions of the structure consisting of the cinder-concrete arches, the steel reinforcing rods and the steel framing, termed the "vital portions," are in a very unsatisfactory condition. The cinder-concrete arches have been seriously affected by steam and acids from the heavy exhaust of engines.

Rods Badly Eaten Away

The rods used for reinforcing the concrete arches are exposed in many places and are very badly eaten away with the result that their effective section has been reduced some 70 per cent, when it is not gone entirely, as, for instance, in the slabs over the railway tracks. The steel framing supporting the concrete arches is in a poor condition, the result of corrosion due to the action of water, steam and gases from the exhaust of locomotives. The corrosion found particularly over the railway tracks was undoubtedly not caused by water coming through during construction of the pavement, following the laying of the Ottawa Electric Railway tracks. The corrosion has, for the greater part, been caused by steam, water and gases from the continual and frequent exhaust of locomotives.

Is No Criterion

Because the cars of the Ottawa Electric Railway have been passing over the bridge safely for the past three year is no criterion that the same safety will be enjoyed the next three years, the report says.

Mr. Gagnon further says: "We often hear it argued that a bridge must be safe, since it has been submitted to a heavy load, and did not break down. Such a test means absolutely nothing. It does not even show that the bridge will bear the same load again, much less does it show that it has the proper margin for safety. This bridge was designed with certain specified materials to carry certain specified loads. The loads have certainly not been reduced, whereas the materials have been seriously reduced, as explained before, hence there must be over strain in the material, and if overstrain exists and keeps on increasing, as in this case, the ultimate strain will come next, to be followed by the inevitable - failure."

Mr. Simmons concurs in the report of the inspection company and of Mr. Gagnon.

O.E.R. Not Responsible.

"It appears from the report of the inspection company," Mr. Simmors said, "that the Ottawa Electric Railway is in no way responsible for the condition of the bridge as it did not disturb the waterproofing. I suggest that a copy of the report be sent to the Canadian National Railway and that two copies be sent to the Department of Public Works. I recommend that the parties be requested to proceed with repairs or reconstruction of the bridge forthwith."

The report is now in the hands of the Board of Railway Commissioners which will give it careful consideration.

04/04/1930 *Ottawa Journal**Winchester**Rosedale*

Attach no blame in Farmers death.

Inquest is held into fatality after horse's dash into train.

Smiths Falls, Ont., April 3. - A coroner's jury, empanelled to inquire into the death of George Condie, well-known Rosedale farmer who was instantly killed yesterday afternoon when his fear crazed horse dashed onto the railway track at a private crossing directly in front of the speeding Montreal-Toronto train tonight returned a verdict of accidental death at the inquest. No blame was attached to anyone.

Ambrose Halladay, Harvey Condie, Roy Condie and H Woods, eyewitnesses of the fatality, and John Muldoon and E.G. Graham, engineer and fireman of the train were the witnesses heard.

Halladay and the two Condie and Woods also stated that the victim had been riding on horseback and had stopped his horse at the private crossing when the whistle sounded. The horse apparently grew frightened as the speeding train drew nearer and suddenly leaped onto the track directly in front of the locomotive. John Muldoon, the engineer stated that he knew nothing whatever of the accident until his train pulled into the Smiths Falls yard. A yard brakeman whose duty it was to change engines gave him his first notification of the tragedy when he told him there was a dead man lying upon the pilot. Graham, the firemen also knew nothing of the accident until notified at Smiths Falls. Coroner Dr. C. L. B. Stammers presided at the inquest and the jury was composed of T.E. Foster, foreman, O.C. Abbott, C.S. Belles, J.E. Burns, J.A. Cameron, F.C. Clayton, S.B. Phillips and J. F. Montgomery.

14/04/1930 *Ottawa Journal**Beachburg**Alice*

Minister is dead after being hit on C.N.R. Crossing

Alone in his car, 9 miles from Pembroke, Mr. Jannau fails to see freight train.

Pembroke, April 13th - while pursuing the duties of his ministry this afternoon, death came in tragic form to Rev. Mr. Jannau, who was driving from Black Bay, where he resided, about eight miles from Pembroke, to conduct a service at his Alice charge. The fatality occurred at what is known as Febler's Crossing, about a mile east of Alice station, and about nine miles distance from Pembroke. Approaching the crossing that is quite a heavy grade and a sharp curve, making it practically impossible to see a train coming through the rock cut west of the crossing. Rev. Mr. Jennau reached the crossing about 2. 40 p.m. and evidently did not hear a freight train coming eastward.

Engine Hits Car.

The engine hit the rear end of his car and the impact was so great the minister, who was alone in the sedan, was hurled through the windshield and his head struck a fence post, five or six feet away, resulting in severe fractures of the skull.

The train was stopped and the unfortunate man was picked up by the crew and taken to Pembroke and removed to the Cottage Hospital. A physician was on hand to attend to him, but his injuries was such that nothing could be done and he died about 15 minutes after entering the hospital without regaining consciousness.

18/04/1930 *Arnprior Chronicle**Chalk River**Arnprior*

COUNCIL REFUSES TO INSTAL (sic) A LARGER PIPE FOR C.P.R. TANK

Mr. Castleman, a C.P.R. engineer addressed a regular meeting of the municipal council on Thursday evening of last week in support of a request from the railroad that the town sanction the replacing of the present two-inch feeder pipe to the C.P.R. gravity tank on John street with a four-inch pipe. Council re-affirmed a former decision that it would not alter the present status quo. [details of discussion followed]

Build fence over Farm Tracks Loop

Department of Agriculture now uses right of way for chicken run

Seeing that the Ottawa Electric Railway has shown no indication of resuming the former jigger street car service to the Experimental Farm, from the Carling avenue loop, the Department of Agriculture has taken over the right of way.

Acting upon instructions from Deputy Minister Dr. J.H. Grisdale, employees of the farm have erected a fence across the tracks adjacent to the loop, and upon the rails where street cars used to run, fine healthy poultry are now housed, or run around pecking at the ties.

"We are using the right of way for an extension pro tem. of our poultry section," said Dr. Grisdale, but we have not interfered with the rails or the trolley wire.

Nothing further will be done pending the arrival back in the city of the minister, Hon. Dr. Motherwell."

It is understood that the right of way and also the rails and trolley wire are owned by the Dominion Government which bought them when the jigger service was installed and paid the O.E.R. to construct the line to the farm.

Officials of the street railway company had nothing to say on the matter this morning.

28/04/1930 *Ottawa Journal**Kingston (CN)*

Telephone call made to Britain from C. N. Train

Clarity features talks from express too many points.

Montreal, April 27th, - a brass-buttoned, gold-braided page boy walked the corridors of a fast train between Toronto and Montreal this afternoon and nonchalantly summoned passengers to the telephone. He was participating in an interesting and unique occasion - the opening on a commercial basis of the first two-way telephone service from a moving train.

From the Canadian National's "International Limited," 70 persons spoke by telephone during the afternoon to points as widely-scattered as Ottawa, London, England, Washington and Fort Worth, Texas. It was a six-hour journey under the train's new schedule, and thus a call was made every 5 minutes. All of them were completed, and in no case was there any difficulty in carrying on conversation. The parties to the London calls by wire and wireless in particular were amazed at the clarity with which they heard one another.

Engineer gives credit.

The train was run as a special section of the limited,

29/04/1930 *Ottawa Journal**Kingston (CN)*

SAW FIRST G.T.R. : TRAIN FOR TORONTO

KINGSTON. Ont, April 28 - The Canadian National Railway train, which passed West on Sunday afternoon and covered the distance from Montreal to Toronto in six hours, was witnessed by Exra Pringle, of Napanee, who viewed the first Grand Trunk passenger train go through that town 74 years ago on October 27, 1856.

Mr. Pringle, at that time, as a lad walked three miles to see the first train. The locomotive of 1856 used wood as fuel and the train was-composed of three coaches.

05/05/1930 *Ottawa Citizen**Carleton Place*

C.P.R. engineer's quick action saves life of 3-year old child at crossing.

Imminent tragedy rode the rails for three-year-old Lucy Blais, Gould street, Ottawa West, when she was playing on the Carleton avenue crossing shortly after eleven o'clock this morning and the C.P.R. train to Smiths Falls was approaching at a fair speed. Only the presence of mind of the engineer saved her. Noticing her when but a city block away, the engineer, George Moulds, 137 Huron avenue, applied all brakes and the long train ground to a stop within a few feet of the still unconcerned child. A baggageman jumped out of his car and pulled little Lucy from the track. Kind neighbours took care of her, while the parents, Mr. and Mrs. George Blais were communicated with. The little tot, while frightened by the din, had little idea as to what was creating all the excitement.

Lucy had wandered away from her home, about four or five blocks from the crossing, when her mother had been very busy with another child who is ailing.

Eye-witnesses said the grinding of the brakes caused a terrific screeching noise, also the sparks to fly abundantly.

09/05/1930 *Ottawa Citizen**Chalk River**Pembroke*

Train Crew Exonerated From All Culpability

Pembroke May 9 - At the inquest here today into the death of Stanley Graham, who was killed yesterday afternoon when a tractor which he was operating was struck by a C.P.R. train, the train crew was exonerated from all blame.

09/05/1930 *Ottawa Journal**Chalk River**Pembroke*

Stanley Graham instantly killed

While Grading Highway Machine is hit by C.P.R. Train.

Pembroke, May 8th. - Stanley Graham, an employe of the Edgar Irvine Contracting Company, engaged in surfacing the highway between Pembroke and Petawawa, was instantly killed here at 2.45 this afternoon when the tractor which he was driving was struck by the eastbound C.P.R. local. The accident occurred on Moffatt's crossing at the western extremity of main street.

Graham had been with the company only two weeks, and at the time of the accident was driving a truck with a grader attached, grading that portion of the road in the vicinity of the crossing. He was coming east towards the crossing, and did not seem to notice the approaching train until Joseph Wasiski, who was operating the grader, shouted to him and called his attention to it. Graham signalled back with a wave of his hand, and stopped a few feet from the track, but a few moments later the tractor moved forward again and had just reached the centre of the track when the oncoming train crashed into it, carrying it down the truck a distance of 200 ft.

Graham's body was found about 80 feet from the crossing, completely decapitated and in a terribly mangled condition. Wasiski succeeded in jumping clear before the collision and escaped with only minor injuries to his leg.

Just what caused the tractor to move ahead after it had stopped is not positively known. The most likely thing is that Graham, who was none too familiar with the tractor, thinking that it was in neutral gear, release the clutch while the tractor was in forward speed, and had not time to rectify his mistake before the train crashed into him.

The body was removed to Malcolm's funeral parlours, where a preliminary inquest was held at 5.30 this afternoon. The jury empaneled by Coroner Dr. D/ Delahey, consisted of C.R. Beal, Foreman; A.M. Thomson, William Cassidy, H.H. Middleton, M.J. Howe, J. Deacon Taylor and R. C. Coxford.

After viewing the body the inquest was adjourned until tomorrow morning at 11. 45.

19/05/1930 *Ottawa Citizen**Alexandria**Hawthorne*

Lost Part of Auto

Failure to see an approaching train cost Harry Nicholet, of Hawthorne, Ont.. the front part of his automobile. Harry, accompanied by his mother. Mrs. M. Nicholet and a cousin. Madeline Bray. were out driving Sunday morning. When crossing the CNR track near Hawthorne station the auto was struck by the CNR. transcontinental train. Only the auto was damaged. The passengers escaped with a shaking up.

22/05/1930 *Winchester Press*

Kingston (CN)

Cornwall

Ten Holstein cows, owned by Mr. Jas. Robinson, Riverside, east of Morrisburg, were killed on the C.N.R. tracks by east bound train No. 10 at Cornwall at 5 p.m., while the cows were being driven to pasture on Tuesday of last week. The train was a half hour late and came upon the cows unexpectedly as Mr. Robinson thought that it had gone by. The loss is estimated at around \$1,000

24/05/1930 *Ottawa Journal*

Waltham

Breckenridge

Struck By Train Albert Fleming, 58 Is Fatally Injured

C.P.R. Building Foreman Hurt Near Buckingham Dies In Civic Hospital-Inquest Is Opened.

Struck by an east-bound passenger train at Brackenridge [sic]. five miles west of Aylmer on the Canadian Pacific Railway Waltham line, yesterday morning, Albert Fleming, 58, bridge and building foreman, living at 63 Spruce street, died at four o'clock in the afternoon in the Civic Hospital from the injuries he received.

Mr. Fleming was in charge of a gang of workmen who were repairing a culvert a short distance west of the station at Brackenridge [sic]. Hearing the train approaching from the west Mr. Fleming cleared his men from the track and hurried to remove some of the materials which were obstructing the right of way. Was Lifting Plank.

J. H. Hughes, divisional superintendent of the C.P.R., said Mr. Fleming stooped to lift one end of a plank off the rails. This plank was one serving as a runway for wheel-barrows carrying cement to the culvert. As Mr. Fleming bent over to remove the other end of the plank, the train, which was slowing down for Brackenridge [sic] station, struck his side, throwing him to one side.

There were no witnesses of the accident as the engineer, Thomas Allen, 91 Preston street did not see Mr. Fleming until it was too late. Mr. Fleming's crew of seven men had stepped off to one side of the track while he had gone to the other, so that the train hid him from their sight. A. E. Wright, 181 Cameron avenue, was the conductor in charge of the train.

The train crew placed Mr. Fleming on board the train, which was due at Brackenridge [sic] at 8.42 a.m.. and brought him to the city. From the train he was removed to the Civic Hospital. Three physicians. Dr. H. B. Church, of Aylmer; Dr. T. J. Scobie and Dr. L.G. Smith, were called to attend him.

30/05/1930 *Ottawa Citizen*

Waltham

Breckenridge

Jury Returns Verdict Of Accidental Death

Accidental death was the verdict returned by a coroner's jury last night at the police station, which investigated the death of Albert Fleming, 58 year-old Canadian Pacific Railway employe, who received fatal injuries on the morning of Friday, May 22, when he was struck by the fender of a Canadian Pacific train from Waltham to Ottawa, leaving Breckenridge station. Immediately following the accident Mr. Fleming was rushed to the Civic Hospital, where he succumbed to internal injuries.

The witnesses who testified before Coroner R. M. Cairns. M.D., were, Thomas Allan, engineer, and James McCurry. fireman of the train; T. Martin, Edrmond Forcier and B. McCaffery, bridge men, who in their evidence said that they believed that Mr. Fleming, who was foreman of the maintenance of way gang, was struck by the train just as he walked across the track to pick up a stray tool.

07/06/1930 *Ottawa Journal*

Belleville

Glen Tay

Man found dead beside tracks

Perth, Ont., June 6 - David Hollywood of Sharbot Lake was found dead on the C.P.R. tracks near Glen Tay last night by one of the section men. It is believed he either jumped from a freight train or was struck by the Perth local, which goes to Glen Tay to turn. Hollywood was an employe of C.P.R., and was about 60 years of age. A jury was impaneled and after viewing the body the inquest was adjourned until Tuesday evening in the council chamber at Perth.

13/06/1930 *Ottawa Citizen*

Kingston, Portsmouth and Cataraugus Kingston

Kingston electors favor bus system

Vote 1,746 to 627 to grant ten year franchise to two companies

Kingston electors today decided to have a permanent bus system of transportation when they carried a bylaw giving the city council authority to grant a ten years franchise to the Kingston City Coach Company, Limited, and the Colonial Coach Lines Limited. The vote stood 1,746 for and 627 against the bylaw.

Council had already given second reading to the bylaw to grant the franchise, and as a result of today's vote council will on Monday next give final reading to the bylaw. This means that the bus company will continue its present temporary service until July 1 the date the new agreement goes into effect, when new equipment will be put on the line by the bus company.

Kingston's street car system was put out of business on March 1, as the result of a fire that destroyed the Street Railway Company's barns and all of its street cars. The report of an expert stated that it would cost \$325,000 to rehabilitate the street railway as a civic utility, the street railway company having stated that they would not continue the road.

14/06/1930 *Ottawa Journal*

Lachute

Hull

Man on bicycle struck by train

O. Deschamps, 28, seriously injured on Hull Street crossing.

Struck by the C.P.R.. Montreal North Shore train at 4.55 o'clock yesterday afternoon, Omer Deschamps, 28, 131 St. Hyacinthe Street, Hull, was hurtled 30 feet through the air while riding his bicycle over the St. Hyacinthe street crossing. He escaped with a fractured thigh and numerous painful and severe head injuries. At the time of the accident Mr. Deschamps was on his way home, proceeding north on St. Hyacinthe Street. Upon arriving at the crossing, Mr. Deschamps, who was going at about 15 miles an hour or slightly more, according to reports, failed to notice the excited gestures of the crossing watchman, Louis Edgar Hellan, 66 Main street, who was holding up traffic, and who yelled wildly at Deschamps.

Mr. Deschamps, unable to stop in time, sped across the tracks to be struck by the locomotive near the middle of his bicycle.

A crowd rushed to pick him up, unconscious, about 30 ft from where the accident took place.

The train came to a grinding stop some distance away. Constable Emile Carpentier of the Hull police force, was summoned and Mr. Deschamps was removed to Sacred Heart Hospital, Hull in Beauchamp's ambulance where he is at present under the care of Dr. J. R. Belisle.

The train, on its way to Montreal, was in charge of George Thorburn, conductor, and M. Moran, engineer. Mr. Deschamps' condition is described by hospital authorities as fair.

14/06/1930 *Ottawa Citizen*

Kingston (CN)

Brockville

Foreigner Found Injured Beside Railway Tracks

BROCKVILLE. Ont. June 13. Paul Wynkoff. a Pole, was found lying beside the tracks in the yards of the Canadian National Railways here yesterday morning with a severe gash in the back of the head. He was removed to the St. Vincent de Paul Hospital and attended by Dr. J. A. McBroom, the wound requiring several stitches to close. The man claimed that he was struck by a companion who was riding on a Canadian National train with him. He is still a patient in the hospital.

14/06/1930 Ottawa Citizen

Lachute

Hull

Cyclist Struck By Train at Crossing :

Omer Deschamps of Hull in Hospital With Condition Reported as Fair.

Omer Deschamps, 131 St. Hyacinthe street, Hull, is lying in the Hull Sacred Heart Hospital following injuries he sustained while riding a bicycle on St.

Hyacinthe street, Hull, when he was struck at a level railway crossing by the 4:55 Montreal North Shore train.

According to witnesses, the injured man was proceeding north, failed to see the approaching train and was struck by the fender of the engine and thrown about 20 feet. Deschamps was picked up by L. Gagnon and Arthur Monette, two eye-witnesses of the accident, taken to a nearby store and later, by Beauchamps ambulance, to the hospital, where he received medical attention by Dr. J. R. Belisle.

The train was in charge of Conductor A. Morran and Engineer L. Thorburn. Constable Emile Carpentier of the Hull police, investigated the accident and made a report.

26/06/1930 Ottawa Journal

Prescott

Prescott

CPR is building a new building at Prescott Ontario to house the freight shed, freight office, and the offices of the ferry service over to Ogdensburg NY.

08/07/1930 Ottawa Journal

Waltham

New Train for use on the CPR Waltham line.

Embodying the latest CPR train development in automotive traction, the CPR's new gas-electric car made a trial trip recently. The car is driven by a 400 horsepower 8-cylinder gasoline engine direct-current electric generator and two electric motors, and is carrying 400 gallons of gasoline. The car can be operated for 400 miles at an average speed of 30 miles per hour, but its maximum is 60-65 miles per hour. The new car will shortly be placed in operation on the Ottawa-Waltham Sub-division of the CPR.

21/07/1930 Ottawa Citizen

Montreal and Ottawa

Vankleek Hill

Unknown is killed trying to steal ride

Man falls beneath train at Vankleek Hill.

Falling beneath the wheels of a moving train at Vankleek Hill Saturday afternoon, an unidentified man was so badly injured that he died shortly after. It was the man's third attempt to steal a ride on the Montreal-Ottawa C.P.R. train, the crew having put him off twice before. He was at first found by the crew to be riding behind the tender. He was put off and again tried to board the train as it was leaving Vankleek Hill station. He was put off again but as the train got up speed he tried to grasp a handle on one of the coaches and missed, falling beneath the wheels.

Dr. A. McDonald, of Vankleek Hill, was unable to do anything for the man, who refused to reveal his identity before he died. He is described as being between 25 and 30 years old, clean shaven, dark brown hair, five feet, seven inches in height and weighing 150 pounds. He wore a grey striped blue suit and black pullover sweater.

The body will be buried at Vankleek Hill sometime today, unless it is claimed.

One man killed, 2 injured, at Alfred station.

Auto bearing three young men homewards for summer vacation runs into Montreal-Ottawa Express.

Injured men are rushed to Civic Hospital here.

Three were former residents of Alfred. were working at Massena, N. Y.

One person was killed, almost instantly, and two others are in the Ottawa Civic Hospital in a serious condition, as the result of an automobile colliding with a C. P. R. Montreal - Ottawa express train, at a level crossing at Alfred station yesterday afternoon.

Wilfred Villemaire, 24 years of age, of Massena, N. Y., received such terrific injuries that he died a few minutes after the accident.

The injured are: Andre D'Aoust 19 years of age, of Massena, N. Y., and Joseph Lalonde, 20 years of age, also of Massena. Those young men are in the Ottawa Civic Hospital suffering severe head and body injuries. It is thought, however, that both will recover, although their condition is regarded as serious by hospital authorities.

Going home on holidays.

All three young men were working and living at Massena, but were on their way to Alfred where they were going to visit relatives. The three men were residents of Alfred at one time, but for the past few years were living in the United States. The trio left Massena yesterday morning on the way to Alfred where they expected to spend the holidays visiting relatives and friends.

The train with which the automobile collided was the fast westbound Montreal - Ottawa C.P.R. express No. 505. The train makes only three stops between Montreal and Ottawa. No stop is made at Alfred and the train at the time of the accident is thought to have been traveling about 50 miles an hour.

The accident occurred just a short distance from the station at 2 o'clock standard time. The automobile was proceeding north on the township road which connects with the Ottawa - Montreal highway about a mile and a half from the scene of the accident. The automobile was driven by Joseph Lalonde, and it is understood that the two other young men were in the front seat with the driver.

As the automobile approached the crossing the fireman, Alex Spittel, 222 Booth street, who was looking out of the engine window, said the vehicle was going at a rapid rate of speed. As the train approached the crossing the auto did not slow up and just as the front part of the engine was a few feet over the crossing the auto ran into the side of the engine.

The emergency brakes on the locomotive were immediately applied when it was seen that a crash was about to occur, but owing to the fact that the engine was partway across the crossing the accident was unavoidable. The train was brought to a stop ten car lengths from the crossing and immediately the train crew rushed to the crossing.

The automobile was completely demolished and the three men were lying on the side of the road, having been thrown clear of the vehicle. What aid could be given was administered to the injured men and when it was known that one of the men was so badly injured that he was dying, the other two were placed on the train. Dr. J. A. Larocque, of Alfred, could not be reached so the train pulled onto Bourget where Dr. J.B.Ayotte was taken aboard and during the trip to the city administered first aid to the two men.

When the train pulled into the Union Station D'Aoust and Lalonds were conveyed on stretchers to waiting ambulances. Both were taken to the Civic Hospital (one in McEvoy Brothers ambulance and the other in George by Burney and Son.s.

C. P. R. Statement.

An official statement given out by the C.P.R. last evening said that the train at the time of the accident was traveling about 50 miles an hour and was in charge of engineer J. H. Murphy, 122 Beech street; Fireman A. Spittel, 222 Booth street, and Conductor Duncan McDiarmid, 175 Preston street. The train was number 505, Montreal to Ottawa and makes only three stops on the trip. These are at Montreal West, Westmount and Vankleek Hill. The fireman was looking out of the engine cab window and saw the automobile approaching the crossing, but as the train neared the crossing the auto did not slacken its pace. The fireman shouted to the engineer, who immediately applied the emergency brakes, but the accident was unavoidable on the part of the train crew, the report states.

The train was stopped in ten car lengths. The train left Montreal at 12 o'clock noon and was due in Ottawa at 3 o'clock. Owing to the accident the train was 25 minutes late. The accident occurred at exactly 1.58 o'clock according to the report.

Inquest opened.

Dr. H.H Kirby, coroner of Hawkesbury, was called and opened an inquest at the scene of the accident yesterday afternoon. After the usual formalities it was adjourned until August 8th in the town hall, Alfred.

26/07/1930 *Ottawa Citizen**Montreal and Ottawa**Vankleek Hill*

Relatives identify body of man killed by train

Hawkesbury, Ont., July 25 - positive identification of the body of the man who was killed by C.P.R train number 505 near Vankleek Hill station on July 19th was made at a resumed session of the inquest held today and presided over by Coroner H. H. Kirby, M.D. The body is that of Pascal Noel Lebel of Montreal, who according to evidence, set out to "beat" his way to Ottawa. The mother, a sister and brother-in-law of the deceased testified. Following the taking of evidence, a verdict was given to the effect that the deceased came to his death on July 19th near Vankleek Hill station in an accident in connection with C.P.R. train 505. A rider clearing the train crew of all blame for the accident was added.

09/08/1930 *La Press**Montreal and Ottawa**Rigaud*

Gédéon Vallée (named Napoléon in the newspaper) was walking on the tracks when the CPR rapido ran him over some 1200 feet from the Rigaud station. Lorraine Chevrier transcription

13/08/1930 *Athens Reporter**Westport*

Board of Railway Commissioners decides for abolition of the B&W "Jitney" service.

14/08/1930 *Ottawa Citizen**Lachute**Masson*

Fire at Masson makes hundreds without homes.

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No. 2 fire station at Ottawa sent a pump and four men, headed by Captain Homer Langdon, and the apparatus arrived on a special Canadian Pacific train taking only 56 minutes to make the journey.

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14/08/1930 *Pttawa J**Westport*

C. N. R. Adjusting its train service

Brockville, August. 13 - sitting here this afternoon, Calvin Lawrence and T.C. Norris, of the Board of Railway Commissioners of Canada, granted an application of the C.N.R. for an adjustment in the train service between Brockville and Westport, which has been operated at a loss. Under the proposed adjustment which would likely become effective early in September under the general change in time schedules of the railway, the motor train, which has been giving two round trips daily, except Sunday, between the two points, will be discontinued entirely and instead a steam train will be operated, making one round trip every weekday. On three days of each week the steam train will operate as a "mixed" and on the other three days as a passenger train, the latter giving residents of the district but three and a half hours of time in Brockville. The county town.

Tar laden truck smashed by train

Two men jump for their lives, one of them seriously hurt.

Plantagenet. Two men were injured, one seriously, when a tar spreading truck was struck by an eastbound C.P.R. train at the crossing here shortly before noon.

Ivan Gillespie, aged 30, of London, Ont., driver of the truck, was badly burned about the face and hands, and suffered a fracture of one arm, while Wallace Focault, aged 25, of Montreal suffered minor bruises. Both men jumped to save their lives.

The truck, which is owned by the G.G. McCarthy Construction Co., of Montreal, was engaged in roadwork, and carried 1,000 gallons of hot tar. Just at the crossing here the truck was trying to dodge an automobile when the roar of the train was heard. They had no time to move the truck from the tracks, but leaped to the ground clear of the rails. The truck was demolished and its contents plastered a house beside the track.

The men were rushed to Dr. E.P. Kelly's hospital at Hawkesbury, Ont. It was later announced that though Gillespie's injuries were serious, he would likely recover. Focault is in no danger.

23/08/1930 *Athens Reporter**Westport*

The recent order of August 13th concerning the B&W "Jitney" was cancelled.

25/08/1930 *Ottawa Citizen**Winchester**Deeks*

Fell Off Work Train

BROCKVILLE, Ont. Aug 23 - Doior Montroy, an employe of the Grenville Crushed Rock Co., at Deeks, fell off a work train and his left leg was struck by a wheel of the car. A Kemptville doctor was called to the scene of the accident and gave young Montroy first aid. It was first found his leg was badly crushed above the knee and his right heel also badly injured. He was conveyed to Smith's hospital and an effort is being made to save the young man's leg. Montroy is the son of Charles Montroy, section foreman, C.P.R. at Swan

27/08/1930 *Ottawa Citizen**Winchester**Chesterville*

Chesterville Man Instantly Killed By Train

Gerald Cairns, 25, Overtaken on Bridge While on Way Home from Dance Early This Morning.

Gerald Cairns, 25 son of John P. Cairns, of Chesterville, was killed instantly about 4.30a.m. this morning, when he was struck on the bridge over the Nation river, two miles east of Chesterville. by a Westbound C.P.R. freight train. The young man had been attending a dance in the village last night, and early this morning was walking home along the tracks. He was seen by the engineer of the freight train when the train was within a few feet of the bridge, who was unable to bring it to a stop until young Cairns had been struck and thrown some 50 feet west of the bridge. He suffered a fractured skull, broken right arm and right leg, and abrasions of various natures, and when seen by Dr. H. Casselman of Chesterville shortly afterwards was pronounced to have been killed instantly.

The accident was reported to Dr. P. McLaughlin, coroner of Winchester, who decided that an inquest would be held later in the week. An interesting feature of the accident is that the deceased had apparently removed his hat and shoes, and appeared to be dozing on the track at the time he was struck.

He is survived by his parents and several brothers and sisters. The body was identified by Alex. McMillan of Chesterville, who was the brakeman on the train which struck him. The remainder of the train crew were from Montreal.

27/08/1930 *Ottawa Citizen**Maniwaki**Eagle*

Auto struck by train and three persons injured

Residents of Chenier, Que., Hurt Near Gracefield in Crossing Crash, One Critically. All in Hospital.

When their auto was struck by a Maniwaki - Ottawa CPR passenger train near Eagle Station, two miles south of Gracefield, yesterday afternoon three residents of Chenier, Que., miraculously escaped with their lives. The car was hurled from the tracks and its three occupants thrown out. All three are patients at the Sacred Heart Hospital, Hull, where the condition of one is reported to be critical and that of the other two to be not serious.

The injured.

The injured are:

Zotique Bertrand, aged 38 years, driver of the car, condition critical, with serious injury to his back and also internal injury.

Mrs. W. Larche, aged 42, suffering from bruises.

Miss Florence Larche, aged 14, suffering from bruises.

At noon today, hospital authorities reported the condition of all three injured to being unchanged.

According to Dr. Arthur Desjardins of Gracefield, who attended the injured and who accompanied them on the train from the scene of the accident to the Hull hospital, the party had left Chenier at about 2:30, o'clock, standard time yesterday afternoon with the intention of proceeding to Gracefield. Miss Larche was ill and her mother had decided to bring her to Gracefield to consult a physician.

Mr. Bertrand, a neighbor, had agreed to drive them. It was stated that when Bertrand approach the crossing he did not notice the train coming and it was only when he reached the tracks that he saw the engine. He then tried to avoid the accident by swerving his car, but it was too late and the rear of the automobile was struck by the locomotive.

The train was immediately stopped and the injured placed in the baggage car and taken to Gracefield where Dr. Desjardins gave them first aid. Two nurses also helped Dr. Desjardins and accompanied the injured to Hull.

The train was delayed for about half an hour and when it arrived at the Beemer station the three ambulances of Gauthier Co. were waiting and took the three people to the hospital.

CPR statement.

A statement concerning the accident was issued last night from the local offices of the CPR. It read:

"Train number 534 from Maniwaki at 2:47 p.m. struck an auto just east of the crossing at Eagle station, seriously injuring the driver of the car, Z. Bertrand, also Mrs. W Larche and Miss Florence Larche, the other occupants of the car, all of Chenier, Quebec. Apparently the driver of the car did not notice the train approaching until he got on to the crossing. When he noticed the train he immediately headed the car down the tracks over the cattle guards and was struck by the engine about 60 feet from the crossing.

"The car was thrown clear of the track and the occupants were all thrown out. They were at once placed on the baggage car and immediately taken to Gracefield where Dr. Desjardins was called, also nurse Reid, who accompanied them on the train to Hull where they were taken to the Sacred Heart Hospital. Miss Alma Gautier, nurse-in-training at the Water Street hospital, was a passenger on the train and rendered valuable assistance.

"Engineer W. J. Hodges, of Ottawa, in charge of the train, has to be complimented for the prompt manner in which he stopped the train - considerably less than three coach lengths.

Eagle station is about two miles south of Gracefield. According to railway officials when engineer Hodges first noticed the motor car at the crossing his train was traveling about 25 miles per hour, and it was slowing down for the station a short distance beyond.

Adjustment Made In Train Service

Brockville.- the application of the Canadia [sic] National Railways for an adjustment in the train service between Brockville and Westport was heard by Calvin Lawrence and T. C. Norris of the Board of Railway Commissioners here recently, when a judgement was given granting the application of the railway, which proposes to discontinue the motor train service, two trips each way daily, except Sunday, and substitute there for a steam train making one trip each way daily, except Sunday, to become effective with the change of time in September. Representatives of the railway showed that motor car and the bus traffic has interfered to such an extent with the railways business that on this branch the motor train for the last three months of last year had operated at a cost of approximately 50 cents a mile, while the revenue was from 10 cents to 12 cents per mile

Killed By Train

A fatal accident occurred on the C. P. R. Capital Tracks, just west of the Railway bridge below Chesterville, at 4.30 a. m. yesterday morning, when Gerald Kearns, aged 27, son of Mr. and Mrs. John P. Kearns was struck by a westbound freight train and believed to have been instantly killed. He had been to the village of Chesterville the night before attending a dance, and was returning to the home of his parents, two miles east of Chesterville, via the railroad, when the accident occurred. Just how it happened we are not in a position to say. The engineer saw the man when, but a few yards away, but could not avoid striking him, the distance being too short to stop the heavy train. However, after the accident the train was brought to a halt and the train crew picked up the young man at the bottom of a 50-foot embankment. He was brought to Chesterville and Dr. H. H. Casselman was summoned but life had taken its flight before the doctor arrived. The right side of his face, and head were crushed and his shoulders and right arm fractured. Dr. McLaughlin, the coroner, was notified and has decided to hold an inquest, in the town hall, Chesterville, on Monday next at 3 p.m.

Pembroke, August 29 - Four persons were injured, three seriously, early this morning, when the Canadian Pacific Trans-Canada Limited train left the rails at the entrance to the Pembroke yards. A battered and twisted wreck, scattered along the bank of the Ottawa River, is all that remains of the engine, while four of the six cars which comprised the train are damaged considerably.

The injured are: John Shouldice, fireman, Ottawa; George Clark, engineer, Ottawa; Basil Watson, Ottawa, and Lester Weeks, porters, Montreal. None of the passengers were injured.

Shouldice is the most seriously hurt of the group. He is not expected to recover. His skull was fractured and he was severely scalded by escaping steam. When rescuers arrived, Shouldice was still in the cab which had become detached from the engine, and was buried in sand which had virtually filled the cab. Clark, the engineer, was hurled into the river, where he was found a few minutes after the crash. He is suffering from a broken left leg, fracture of the left arm, burns and other injuries, including a deep cut on his nose.

Watson, who was not a member of the crew, but was riding in the cab, was burned about the face and head, while the porter, Weeks, sustained no injury other than a damaged thumb. Conductor's Bravery Praised

The heroism of the sleeping-car conductor, who had to cut his way through a heavily screened window, when he was held captive in the half-buried wreckage of a coach, was described by appreciative passengers, who had been guided to safety through his unceasing efforts. Once freed from his prison of steel, heedless of his own predicament, his first thought was of the passengers imprisoned in the pullmans piled in a distorted pile along the river bank. Grateful passengers, still dazed from the distressing scene, spoke feelingly, and with great praise of his untiring efforts in their behalf.

Inquiry at the hospitals and from medical attendants late tonight, elicited the information that Shouldice's condition is unchanged, and that Watson is also in critical condition. Engineer Clark is expected to recover. It is estimated that the total damage to property will be about \$100,000. Switch is Blamed

The accident occurred about 12:50 a.m. as the train, westbound, was pulling into the local yard. When interviewed in the hospital, Engineer Clark was unable to account for the crash, it all happened so suddenly, he asserted, that he did not know what occurred. Several theories are advanced, but until an investigation is made by railway authorities, no statement will be made, according to Superintendent Tobin of Smith Falls, who reached Pembroke early this morning, and is superintending the work of repairing the damaged line and getting the cars back on the track. Some who were at the scene of the accident early state that the train entered an open switch, and this is considered the most probable explanation of the cause of the crash.

When the engine left the track it plowed through the sand between the track and the river bank before toppling over. The baggage car, which was immediately behind the engine, ran past the engine, as did also the dining car, next behind, and the baggage car came to a stop in a position at right angles across the track. The dining car and three pullman sleepers left the rails and were canted over on their sides but were not damaged greatly; two cars remaining on the rails.

Passengers, most of whom had retired, received a shock and some were thrown from their berths.

Narrowly Escape Plunge

It is considered little short of a miracle that the entire train did not plunge into the Ottawa River. The tracks run parallel with the river and are only about twenty feet from the water. Steel construction of the cars also averted a heavy death toll.

When the engine left the rails the tender and cab were ripped apart and the tender plunged from its chassis and came to rest beside the boiler. The cab was detached from the boiler and hurled almost into the river and partly buried in the sand. The fireman, who remained in the cab, was dug out with shovels. Pieces of apparatus from the engine were scattered along the bank of the river, about fifty feet. Telegraph poles were snapped off, and wires were a tangled mass.

Fireman Was In Wreck of Train At Sand Point

John Souldice, 32-year-old Fireman Critically Injured in this Morning's Wreck, Escaped Then

George Clark, Engineer Had One Narrow Escape

26 years ago He Laid Off Run and Substituting Fireman Was Killed

John Shouldice, 32 year-old Ottawa fireman who is lying in Pembroke Cottage Hospital in a critical condition following the derailing of the C. P. R. trans-Canada flyer at the end of Pembroke early this morning, was fireman on the C.P.R. special troop train which was wrecked near Sand Point last summer. The troop train was carrying soldiers and horses from the eastern part of Canada to Petawawa for the annual camp there. The coaches left the tracks and one soldier was killed. Shouldice then escaped unscathed.

George Clark, who was engineer on the trans-Canada had a close call about 28 years ago. At that time he was fireman on the regular crew which took the Sault train out of Ottawa. On one trip he laid off and it was on that occasion that a spare fireman, named Dubois, who had taken his place was killed when two passenger trains collided head-on at Sand Point. About 12 persons were! killed in the wreck,

Went on Fishing Trip

Robert Baugh of Booth street. Clark regular fireman, by a coincidence, booked off for last nights run so that he could go on a fishing trip and John Shouldice took the run in his place. Mr. Baugh is out of town today and it could not be learned if he knew of the accident.

The train crew on the ill-fated flyer took charge of the train at Union Station and were booked to take it through to North Bay. The engine crew took charge of it at Ottawa West and were to take it to Chalk River where they would get the eastbound trans - Canada and bring it into Ottawa. The engine crew is attached to the Chalk River subdivision and is the regular crew on CPR trains 7 and 8, the west and eastbound Trans Canada.

The engine attached to the flyer was 2217 which had been pressed into use only a few days ago to replace one of the latest 2300 class which had gone into the shops for repairs.

Wire repair train

A wiring repair train left Ottawa West CPR station at six this morning to repair the damage done the wires by the carrying away of telegraph poles, when the engine left the track. The train crew was as follows: D. McDiarmid, conductor; R. McIlquhan, engineer; R. Brunet, fireman. The train consisted of engine and caboose, the latter loaded with all the necessary materials for a quick repair of the service.

No orders could be sent between Ottawa and Pembroke for a clear track on account of the dead wires. Officials at the Ottawa and Pembroke ends of the line were considerably handicapped by this fact.

Been on run since May

George Clark, age 56, of 34 Preston Street, has seen 40 years service with the CPR. He has been on the present run since May. Previous to this he was on the Sault run from Ottawa to Chalk River. He is married and has four stepsons.

John Shouldice, aged 32 of 66 Loretta Street, has been with the CPR since he started as a call boy at the age of 16. He is on the spare list as a fireman. He is married, and has two children, Allen, aged 3, and Charles, aged one year. His parents Mr. and Mrs. Charles Shouldice live next door at 64 Loretta Street. His wife left last night with her husband's father for the Pembroke Hospital.

Basil Watson, aged to 26, of 637 King Edward Avenue, is not connected with the railroad and apparently was riding on the engine. He is married, and has a three-year-old daughter, Audrey. His parents, Mr. and Mrs. Henry Watson, live at 294 Booth Street.

02/09/1930 *Ottawa Citizen*

Chaudiere

Parkdale avenue

Jumping from their auto when it stalled on the CNR. crossing on Parkdale avenue. in front of an oncoming train, on Saturday evening, two Ottawans Wilfred Murray, 415 Lisgar street and Miss Agnes Erwin. 429 Lisgar both escaped injury. The car. which was struck by the caboose of the train, which was backing up, was thrown clear of the rail and, badly damaged.

03/09/1930 *Ottawa Citizen*

Chalk River

Pembroke

Tells of Error Causing Wreck of C. P. R. Train

Left switch open in lapse of memory, and a race with death failed, says Smiths Falls trainman.

Inquiry on derailment at Pembroke is opened

Walton Featherstone admits forgetting Trans-Canada flyer was due.

Pembroke, Ont., Sept. 2. - Bearing every evidence of the terrible strain he has been suffering and in a broken voice, Walton Featherstone, Smiths Falls trainman on a special stock train, told at a coroner's inquest tonight how a momentary lapse of memory on his part caused the wreck of the Trans-Canada flyer here early Friday morning last which resulted in injuries to Basil Watson, a passenger in the cab of the locomotive on the flyer, which ultimately caused his death, possibly fatal injuries to John Shouldice, fireman, and broken limbs and scalds and burns to engineer George Clark, both also of Ottawa.

Before Coroner Delahey's jury, Mr. Featherstone told of arriving at Pembroke at 11.45 Thursday night on his train, lifting a few cars at Hunter siding, then moving on the passing track to allow the eastbound Soo Express to pass at 12.20 a. m.

Immediately it had passed, or a few moments later, he walked to the engine and asked the engineer if Conductor Brown was down. The engineer had said he was - that he was on the engine, and he (Featherstone) had seen him. He then went up the track and opened the switch so that his train might go out, entirely forgetting that the flyer was due at 12.40. In his explanation to Crown Attorney H.B. Johnson, he stated that usually when the conductor came down to the engine he had his orders "to clear" and he took it for granted all was ready.

After opening the switch he returned to the engine and only after telling the engineer that the switch was open did he realize his error and commenced a race with death to close it. This race was lost by a scant fifty yards as the flyer crashed into the passing track and was derailed when he was but that distance from the switch.

Without the least attempt at evasion, he admitted he had completely forgotten that the Trans-Canada was due and asserted the only reason he had not seen the conductor's clearance on the stock train was that generally when the conductor came down to the engine, he had his orders to go.

Brief testimony was taken from Dr. J.H. Cully, who attended Watson FrankBuder, C.P.R. operator, and conductor Andy Brown of the stock train.

No verdict will be reached until tomorrow afternoon when the coroner and jury will take evidence from the engineer, George Clark, who is a patient in the Pembroke General Hospital and could not be seen this evening.

Both the trainman, Walton Featherstone, and C.P.R. Section Foreman Emile Darby testified that owing to the switch for the passing track being on a rather sharp curve, that the engineer of the flyer could not possibly see the light turned against him until he would be within fifty yards of it.

Injured fireman now improving

John A. Shouldice, hurt in train wreck, has good chance of recovery.

Pembroke, Ont., Sept. 5 - John A. Shouldice, Ottawa fireman so seriously injured in the Trans-Canada wreck here a week ago, and whose life was at first despaired of, is reported tonight to be showing continued improvement, and his chances for ultimate recovery would now seem to be considerably better, though of course he is not by any means entirely out of danger.

He is now enjoying longer periods of consciousness and as each day passes hope for his ultimate recovery increases.

Engineer cClark also is making satisfactory progress and his condition now gives every hope of ultimate recovery.

11/09/1930 *Ottawa Citizen**Renfrew**Ottawa, Booth street*

Auto runs against train at Booth street

A motor car driven by a man who gave his name as William McKenzie, and his address as the Alexandra Hotel, ran into the side of a lumber train at the C.N.R. crossing on Booth street, shortly before midnight last night. The train was in motion at the time.

The front of the auto was badly damaged but the two men in it escaped without injury. The train was in charge of Conductor K. Sullivan

11/09/1930 *Ottawa Journal**Kingston (CN)**Lansdowne*

One worker killed and three injured near Brockville

Rod between motor car and lorry on train disconnected and four are thrown off.

Brockville, Ont., Dep. 10. - when the connecting rod between a motor car and lorry, on which they were travelling to work, became disconnected, four men of a complement of 60 C.N.R. workers were thrown into the path of a second train, comprising another motorcar and lorry, near here today, one man meeting instant death and three others suffering serious injuries.

The list of dead and injured follows: A. Dregnook, dead; A. Bonderchuk, who sustained a fractured skull besides other head and internal injuries; G. Bortko, who suffered a broken leg, and K. Bondoruk, who also has a fractured leg and broken collarbone.

The accident occurred half a mile west of Lansdowne on the Canadian National Railway line and the injured were rushed to local hospitals.

The men were members of an extra gang employed on the C.N.R. main line in tamping operations after the tracks had been ballasted. They were returning to that work after the lunch hour and were riding on a train of two motor cars and two lorries. The injured men were riding on the first lorry with their feet resting on the motorcar when in some unaccountable manner the rod or pin between the motor car and the lorry became disconnected. The four were thrown to the roadbed with a lorry and motor car following struck them.

The train was carrying a compliment of some 60 men and was travelling at a speed of 15 miles an hour. An inquest is being held at Lansdowne on Friday night

25/09/1930 *Ottawa Citizen**Renfrew**Carp*

Carp District Farmer Killed at Level Crossing

J.J. Wilson was struck by train going to Scotia

Was riding alone and evidently did not see engine although view was unobstructed.

Fireman saw car but thought it would stop

Two witnesses state they heard train coming and the bell ringing.

John James Wilson, one of the most prominent farmers in the Carp district, was instantly killed this morning at 8:30 o'clock when the auto in which he was riding alone was struck by the Canadian National Railway Ottawa - Scotia passenger train at a level crossing on the line between Fitzoy and Huntley townships. It is understood that Mr Wilson was on his way to Carp to superintendent loading of cattle which he was shipping today. The train which struck Mr Wilson's auto left Ottawa at 7:40 this morning and was in charge of Engineer H. McCulloch and Conductor J. Marsh of Ottawa.

It is thought that Mr. Wilson who was on the sixth line of Huntley, was driving his Dodge sedan and on approaching the crossing failed to notice the oncoming train. He was traveling at a slow speed. There is an exceptionally good view for hundreds of yards on either side of the crossing, it was stated. Fireman E (illegible) said he noticed the auto but it was traveling slowly, thought would stop before it made the crossing. The day was clear and bright and vision good. Heard bell ringing

Dr. A.B. Hyndman, coroner was called and had the body removed to the Wilson home. An inquest will be held, the time and date to be announced later.

Witnesses to the accident, S. T. and Dalton Baird of Kinburn, both stated that they heard the oncoming train and also heard the locomotive bell ringing. Other members of the train crew were H.H. Holmes, Baggage man and E. Milligan, Brakeman.

Resided in this District

The late Mr. Wilson was born at Carp 66 years ago and had resided in the district all his life. Her was President of the Monk Gtelephone Exchange and a past president of the Carp Agricultural Society. In addition to his wife., formerly Florence Moorhead, he is survived by five sons, Wallace Wilson of Ottawa, Robert, John, Archie and Albert, all at home; two daughters Mrs. I. Switzer of (illegible) View and Miss Frances Wilson nurse-in-training at the Ottawa Civic Hospital, and one brother G.H. Wilson of Carpp.

The late Mr. Wilson attended Kinburn Presbyterian church and the funeral will be held from the family residence to that church and Kinburn Cemetery.

The preliminary inquest was opened at noon today by Dr. Hyndman and after the usual formalities, was adjourned until Monday next at Carp.

30/09/1930 *Ottawa Journal**Ottawa Electric*

Car Service Tied Up

The derailment of car No. 616 at the corner of Bank street and Gladstone avenue at about 6.30 yesterday evening caused street car traffic to the Glebe and Ottawa South as well as along Gladstone avenue to be interrupted for more than an hour. The derailment it is believed, was due to the car "splitting" the switch at the corner.

Huntley Man Killed on Railway Crossing

Mr. John James Wilson Meets with a Horrible Death.

This community has been the scene of another shocking accident, when on Thursday morning last (25 September) one of our most prominent citizens, Mr. John James Wilson was killed instantly by a train. He was on his way from his home on the sixth line of Huntley to his stock farm on the third line and was caught on the railway crossing near the cheese factory on the town line between Huntley and Fitzroy. He was in a closed car at the time and evidently did not hear or see the west bound morning passenger train coming as they met at the crossing at the same time. He could not have been thinking at the time as the crossing is not considered a dangerous one, and a good view can be had for quite a distance either way. Mr. Wilson received terrible injuries about the head which caused instant death and the car was badly smashed. One of Mr. Wilson's sons was driving along the road in a buggy and saw the accident as did also a couple of men working in a nearby field, but they were too far away to attract Mr. Wilson's attention to his approaching danger.

Inquest--funeral ---

07/10/1930 *Ottawa Citizen**L'Orignal**Cumberland*

Child is Killed by C.N. Passenger Train

James Ernest Taylor, 2,, Meets Death on Track.

CUMBERLAND, Ont., Oct. 7.-With only a single step to go to reach safety, James Ernest Taylor, two-year-old son of Mr. and Mrs. W. Ernest Taylor, was instantly killed on the track that crosses his father's farm, ten miles from Ottawa, by the C.N.R. Ottawa -Hawkesbury passenger train at 5.15 yesterday afternoon. His father told The Citizen that had he taken another step he would have won clear of the track and been safe from harm. No one was near enough to the scene at the time to save the unfortunate child. He was carried 62 feet by the cowcatcher of the train before falling to the side of the track. The train stopped in a hundred feet. The crew was from Montreal. An inquest was opened yesterday by Dr. Martin Powers of Rockland and adjourned until Friday. Apparently little Ernest lost interest in the fact that his father and his men were filling the silo with hay, and wandered away onto the track. He is survived by his parents, a brother, Douglas, aged 6, and a sister Gwendolyn, aged 7. The funeral will be held from his home tomorrow at 2 p m.

09/10/1930 *Winchester Press**Winchester**Rosedale*

Mrs. Elizabeth Stewart, 79, was instantly killed at Rosedale, Ont., six miles east of Smiths Falls, on Sunday afternoon by passenger train No. 19, from Montreal, on the Canadian Pacific Railway, en route to Smiths Falls.

11/10/1930 *Ottawa Journal**Kingston (CN)**Cornwall*

Hit by fast train section man dies

Cornwall man loses life when he fails get off track.

Cornwall, Ont., Oct. 10 Hubert Tyo, Cornwall section worker was fatally injured when struck by the first section of the C.N.R. International Limited, while at work on the Canadian National right of way, four miles east of here, this afternoon.

Tyo was one of a group of 60 men engaged in laying new steel East of Cornwall and although warned by a foreman of the approach of the fast train from the East at four o'clock, failed to leave the track in time. His fellow workmen believed that he could not hear the approaching passenger train because of the noise of an Eastbound freight.

He was struck by the engine and hurled some distance. First aid was rendered by workman and Tyo was brought to Cornwall on the second section of the train which was flagged 10 minutes later. Tyo died at Hotel Dieu Hospital at 6.20 this evening. He was a married man with several children. Coroner C. J. Hamilton has ordered an inquest

11/10/1930 *Ottawa Citizen**Alexandria**Laurier Bridge*

Big Elephant Was the Means of Hurrying a New Laurier Bridge

Refused to Cross Old Wooden Bridge - Judgment of Elephant Was Taken as Showing Need of New and Stronger Structure Some Old Time Bridge Stuff

According to a story told by Mrs. Charles H. Thorburn, an elephant was largely responsible for the present steel bridge over the canal at Laurier avenue. The elephant refused to cross the old wooden bridge and the fact hurried the erection of a new modern bridge. Mrs. Thorburn wrote.:

"The many bridges that span our rivers and canal would, in themselves, provide material for an interesting paper. The old Sappers' Bridge remained until 1873-4 when it was widened and improved and Dufferin Bridge was built. The Sappers' Bridge was the only one over the canal until 1889, when Maria Street Bridge was constructed. It was a wooden, circular bridge with high arches on either side.

During the agitation for a modern steel structure to replace this old wooden one, which was built by a highly respected citizen, Mr. John O'Connor, a story is told about an elephant, that once came to the rickety old bridge, placed one of its ponderous feet on the shaky structure, turned back and refused to cross.

"In The Citizen, of April 20th. 1901. detailed description of the present bridge is given:

"The new Maria Street Bridge, due to the insistence of William Hutchison, at that time member of parliament for Ottawa, was widened to the present wide gauge instead of the narrow, as at first planned. The bridge is unique in one particular. It is built without a straight grade, in a parabolic curve and is the only one of its kind in Canada.

A Strong Bridge.

"Four hundred tons of steel were used in the building and it is so constructed, that if a train ran off the track and knocked out any of the steel columns, (of which there are 24) it would not affect the flooring. The late Mr. John Bums was the contractor for the masonry abutments and the Dominion Bridge Co., for the steel work "

Opened In 1901.

"The new bridge was opened on July 4th, 1901, and the account states: 'Should an elephant or any other heavy weight come back to Ottawa it need have no fears about walking over the new handsome steel structure which now joins Maria and Theodore streets, in an enduring grip. Upon completion the bridge was renamed Laurier, after the Prime Minister at that time.'

11/10/1930 *Ottawa Citizen**Chalk River**Pembroke*

Geo. Clark Died Unexpectedly In Hospital Today

Ottawa Engineer on Ill-Fated C.P.R. Flyer Was Believed Well on Way to Recovery Until Yesterday.

Second Fatality from Mishap on August 28

Was 53 Years of Age and Highly Popular Among Railwaymen in Capital.

George Clark, engineer of the CPR passenger train which was wrecked at Pembroke, Ont., on August 28, died in the Pembroke General Hospital about 4 o'clock this morning as a result of injuries he received in the accident. Engineer Clark's passing was quite sudden, as reports from the hospital on Wednesday last stated he was resting comfortably and apparently recovering. Engineer Clark's death is the second one resulting from the accident, Basil Watson, of Ottawa who was a third man in the engine cab, having succumbed to scalds and burns a few days following the wreck. John Shouldice, who was fireman on the wrecked train, is at present in a Montreal hospital undergoing treatment for injuries received.

The first intimation received that Engineer Clark's condition had changed for the worse was last evening when his wife was requested to go to Pembroke immediately. She left on the first train out of Ottawa, but arrived at the hospital a few minutes after her husband had passed away.

Shot to Death

William Bertram Marshall, 25 years of age, one of the best known and most popular young men in Ottawa sports circles, was shot through the heart and killed instantly by an unknown assailant at 10.15 o'clock Wednesday evening at the Hull terminal of the Ottawa Electric Railway. The murderer escaped in an automobile, and police have very light clues to work upon. Marshall had gone to Hull with his chum, Arthur Ash, 426 McLeod street. The shooting followed an argument after the automobile driven by the murderer had run into the fender of Ash's car in which he and Marshall had gone to Hull after spending the evening in Ottawa together.

Covered in greater detail in the Ottawa Citizen same date.

21/10/1930 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge***Find Daniel McDonough's Death Was Accidental**

A verdict of accidental death was returned last evening by a coroner's jury investigating the death of Daniel McDonough, 40 years of age, of 211 Guigues avenue, who died at the Ottawa General Hospital on Oct 12, from injuries received when he is believed to have been struck by a CPR train on the Alexandra Bridge on the evening of Oct. 10. There was no evidence submitted to show that the train struck Mr. McDonough, although everything pointed to that. Those who gave evidence were: John Carron, 87 Kent street; R. Moffatt, C.P.R. engineer. 1187 Gladstone avenue; H. M. Richard, 60 Nelson street; Joseph A. Casault, 30 Marier road, Eastview; Dr. J. J. Danby, Constables L. S. Collins. J. Patenaude and Robert Rennie, CPR. fireman. 14 Melrose avenue.

22/10/1930 *Ottawa Journal**New York Central**Embrun*

To hold inquest into man's death

Dr. D. S. Macdougall coroner for Russell County is holding an inquest at Embrun this afternoon to investigate the death of Alan Seely farmer living between Cannamore and Embrun who was instantly killed when the car he was driving yesterday morning was struck by the New York Central train at a grade crossing just below Embrun.

The Coroner stated that Seely apparently was at fault as he was driving in the path of the oncoming train and that if he had been looking he would have noticed the train.

Louis Beaudoin, a farmer living in the Embrun district and the train crew will give evidence at the inquest.

Note Embrun spelled incorrectly all through

23/10/1930 *Ottawa Journal**New York Central**Embrun***FARMER'S DEATH WAS ACCIDENTAL**

After deliberating for about 15 minutes yesterday afternoon, a coroner's jury at Embrun, presided over by Dr D. S. Macdougall, returned a verdict of accidental death in connection with Allan Seely, a farmer living between Cannamore and Embrun, who was instantly killed when the car he was driving Tuesday morning was struck by the New York Central train at a grade crossing just below Embrun.

"That the death was caused by a collision on the right of way without any blame attaching to the railway company." was the finding.

Evidence in connection with the fatality was given by an eye-witness. Louis Beaudoin, a farmer living in the district and the engineer, who claimed that he blew the whistle 150 feet from the crossing.

12/11/1930 *Ottawa Journal**Chalk River**Pembroke***HORSE IS KILLED DRIVER ESCAPES**

PEMBROKE. Ont., Nov. 11. At the C.P.R. crossing near the ahook mills, about noon today, a delivery horse, owned by D. Brash, was killed by the engine of a passing train, while the delivery rig was smashed beyond repair. The driver, seeing the train, endeavored to turn the horse away, but the animal became frightened and ran on to the track. The driver jumped clear of danger, just before the train struck the horse.

25/11/1930 *Ottawa Journal**Chalk River**Renfrew*

Severely injured trying board train

Renfrew, Ont., Nov. 24 - Robert J. K. Leckie, a young Scotsman giving his last address as Brockville, met with serious injuries when he attempted to catch on a C.P.R. Eastbound freight train at the Renfrew station about 3.30 this afternoon.

The young man had spent the day in Renfrew and decided to catch a through freight, which was travelling at a high rate of speed.

Misjudging the distance, he missed his hold and fell between the cars and the platform, sustaining severe injuries.

He was taken to Victoria Hospital, Renfrew, and after examination by Dr. N. McCormack, it was found it necessary to amputate his leg below the knee. It is expected he will recover.

03/12/1930 *Ottawa Citizen**Alexandria**Ottawa Union*

The noise of chisels and hammers resounded through the Union Station building today, as workmen commenced to dig up the concrete to remove the old iron gates that guard the entrance to trains. The gates are to be replaced by a glass-enclosed-entrance similar to the one at the Windsor Station in Montreal. Double doors on the Besserer street entrance in the station have just been completed,

03/12/1930 *Ottawa Citizen**Carleton Place**Hinchey Avenue***Auto Driver Escapes As Train Completely Demolished Truck**

Oscar Villeneuve Crawled Out as if from under Pile of Wood After Collision at Hinchey Avenue Crossing of C.P.R. Truck Had No Chains.

Oscar Villeneuve, 205 Hinchey avenue, had a miraculous escape at 10.30 o'clock this morning when the truck he was driving was hit by the C.P.R. eastbound train from Pembroke at the Hinchey avenue crossing. Villeneuve crawled from the wreckage of his car unaided, as if coming from under a pile of wood, and it was later found that he had suffered only minor shoulder injuries.

The accident occurred when Villeneuve heard the train whistle for the Hinchey avenue crossing and in the endeavor to apply his brakes, skidded the car, which was without chains, right in front of the approaching train. The front end of the truck was hit by the engine, throwing the truck around so that it was again struck on the side by one of the cars of the train. The latter collision capsized the truck and completely demolished it.

Constable Lloyd, who investigated the accident, stated that Mr. Villeneuve's escape was little short of a miracle. Mr. Villeneuve was taken to his home, as his injuries were not serious enough to warrant hospital treatment.

Also reported in the Journal same date

Lost a Leg

In trying to board a freight train running out of the station at Renfrew, Ont., at 35 miles an hour, Robert J.K. Leckie age 23, a young Scotsman, was thrown under the train and had one leg so badly crushed that it had to be amputated. According to a companion of Leckie, T. Beauchalt, age 18, the two young men had beaten their way from Brockville to Ottawa in search of work, and not being successful decided to retrace their steps. Having stayed over night in Renfrew they were trying to catch a train when the accident happened.

10/12/1930 *Athens Reporter* *Westport*

W.J. Curle, formerly Superintendent. of the B&W Rwy, died in Montreal.

12/12/1930 *Eganville Leader* *Renfrew* *Eganville*

New Siding at Spring Creek Crossing.

The Canadian National Railways, ever ready to serve the convenience of shippers, has constructed a siding at the Spring Creek crossing (Eganville-Perrault road) about a mile south-east of the town. Makers of pulpwood and producers of other commodities who reside in Perrault, on the McGrath road and on the Opeongo will be well pleased with the new siding, which will afford them greater accommodation for shipping and a shorter haul.

27/12/1930 *Ottawa Citizen* *Chalk River* *Klondike*

Klondikers Made the B. and O. Train Lively

Echo of the big Gold Rush of 1897 and 1898.

An echo of the great Klondike gold rush of 1897 and 1898 is related by Mr. Richard.

Botterell. In the fall of 1897 when the rush began in earnest Mr. Botterell was running on the Brockville and Ottawa line and saw much of the crowds that went from this part of Canada to the Klondike

The practice of the C.P.R. was to bring its Klondike passengers in special cars from points east of Toronto to Smiths Falls, At Smiths Falls the cars were tied onto the Brockville-Ottawa train, and by it carried to Carleton Place, where they were again hitched onto the transcontinental.

During the seventeen odd miles in which the Klondike cars were hitched to the Brockville and Ottawa train, the train crews of the B. and O. had a nervous time.

As a rule there were seven or eight special Klondike coaches and all of them were very noisy. Drunken rows took place en route to Carleton Place and often windows were broken. There were women as well as men in the Klondike cars.

The B. and O. crews were always glad to see the last of the Klondikers.

27/12/1930 *Ottawa Citizen* *Montreal and Ottawa*

Didn't Want a Race But Train Must Win What

Sir Wm. Van Horne Said to Engineer Who Pulled Fast Train From Montreal to Ottawa and Ran Parallel to Grand Trunk Train for 18 Miles in the Days of Fast Travel.

In the early days of the C.P.R. Ottawa to Montreal short line, there used to be some great races between the trains of the C.P.R. and those of the Grand Trunk Railway on the 17 or 18 miles where the tracks ran parallel between Dorval and Vaudreuil.

In the early nineteen hundreds. Engineer Richard Botterell ran on the C P.R. short line. He tells interesting stories about the races which used to take place.

On one occasion on the trip to Ottawa Sir Donald Smith (later Lord Strathcona), a director of the C.P.R. then, was a passenger. When the train reached Ottawa,

he went to Engineer Botterell and said: "That was the best run I ever had." The trip between "Vankleek Hill and Ottawa, 55½ miles had been made in 46 minutes.

It is told that on one occasion during these C.P.R.-G.T.R. races, Sir Wm. Van Horne, before leaving Montreal for Ottawa, said to the engineer: "I want you to understand that we do not want any racing on this trip."

"All right, sir," the engineer replied, touching his hat.

"But," Sir William added, with a twinkle in his eye, "pity help you if the Grand Trunk passes you."

It did not.

On one occasion Engineer Botterell left the old Union Station at the Chaudiere for Montreal, with thirteen cars on the Winnipeg to Montreal train. The train left the Chaudiere at 5.15 and arrived in Montreal at 7.38.

This made the trip to Montreal 2 hours and 23. minutes. When it is remembered that the train had to cross two bridges slowly and go around the rear of Hull and stop at the Ottawa station, it will be admitted that that train did not have any moss grow under its wheels.

The usual time on the fast C.P.R. trains to Montreal (Ottawa station) used to be 2 hours and 2 minutes down time.

Even on some occasions when the fog was dense the Ottawa to Montreal fast trains used to keep the schedule of 2 hours and 10 minutes. There were days when engineers could not see ten feet ahead. There were days when engine crews said silent prayers that they would not hit anything.

27/12/1930 *Ottawa Citizen* *Lachute* *Masson*

A Shaggy Red Head Looked Over Coal Board of the Tender

One day back in the nineties when R.W. Botterell was engineer on the C.P.R. North Shore road, he and his fireman had a peculiar experience - one which they could never quite explain even to their own satisfaction. The name of the fireman is not given as he is still alive and working in Ottawa at a job other than railroading.

One night when the passenger train in the North Shore line was between Thurso and Masson stations, the fireman looked over the coal board of the tender.

What caused him to look up he did not know. But when he looked, he saw a head looking at him over the coal board. The head was a shaggy red head, and the eyes were large and staring. The face was pasty white. The sight of this head only a few feet from him sent cold chills down the fireman's spine.

Went to Engineer

He dropped his shovel and sidled over to Engineer Botterell, nudged him and pointed to the coal board. Mr. Botterell looked and saw the red head.

"Go and grab him," the engineer said, "I can't leave here."

"Grab him yourself," the fireman retorted, "that's not a man. Tramps don't get into coal tenders. Anyway, what room would a tramp have there?"

Both looked again and the face still stared.

Disappeared

Suddenly it disappeared

The fireman went back to his shovelling, and it was not long before the train stopped at Masson.

Just as soon as the engine ground to a stop and before a tramp could have jumped, both fireman and engineer ran to the coal board of the tender. There was no sign of a man anywhere, nor could one be seen running in any direction. Peculiar.

A number of tramps had been killed on the road from time to time. The fireman said that face did not seem human. How about it?

Ottawa Boy Who Wanted To Go Places And See Things

Graphic Tale of Youth Who Gratified an Ambition. Made Fast Accent to the Charge of an Engine. Some Inside Stuff of a Railroader's Career Which Will Grip the Reader.

There are few railroad engineers in Ottawa, (or in Canada for that matter), who have had a longer railroad career, or have had more varied railroad experiences than Richard ("Dick") Botterell of Ottawa.

Mr. Botterell began his railroad career at the very early age of 14, when he became an apprentice in the shops of the Quebec, Montreal, Ottawa and Occidental Railway at Hochelaga. Mr. Botterell was an Ottawa boy when he made his jump into a railway career. He was a son of the late Edward Botterell who for many years was superintendent of distribution for the House of Commons. Edward Botterell came to Ottawa from Quebec in 1863. He was one of Ottawa's most respected citizens.

Richard Botterell was five years of age when his parents came to Ottawa. As soon as he became of school age, he attended the Kent street school. At thirteen in 1876, young Dick became seized with a desire to see the world. He crossed the border and in New York state filled various boy jobs for about a year. Then he went to Montreal and found a job as apprentice in the Q. M. O. & O. shops. From that time his life story reads like a bit out of a book.

Saw First Electric Dinner Held in Canada

During his short stay in Montreal Richard Botterell saw what was the first dinner ever held in Canada at which the light was provided by electric bulbs. The Duke of Sutherland was a guest of honor at a dinner provided by the officials of the Q. M. O. and O. Rly. The dinner was held in the freight sheds at Hochelaga. At that time electric lights were very new and very imperfect in their operation. They were always going out. Young Botterell and another apprentice were detailed to renew the bulbs as they burned out. A lot of them did burn out, Mr. Botterell said. Some of the bulbs lasted all evening. Others did not last more than half an hour.

Ice Bridge Tragedy.

In 1877, shortly after young Botterell went to Montreal, there occurred a tragedy on the ice bridge between Montreal and Longueuil. The engine, "C. A. Scott" (named after a minister of the Quebec government) broke through the ice and went to the bottom, the engine crew being drowned. The train itself did not break through.

Ran Donkey Engine.

Tiring of Montreal, and perhaps being a bit homesick for Ottawa and his Ottawa friends, the boy left the Q. M. O. and O. and returned here, where he got a job in the C.P.R. yards running a donkey engine. At that time he was only fifteen.

Became a Fireman.

A year later the lad heard of an opening on the Q. M. O. and O. line between Hull and Aylmer, went after it and got it. He was then only 16, but big for his age and strong. Thus at 16 we see him a full-fledged fireman.

The engine on which he got the job of firing, was the old "No. 1," known as the "De Boucherville." The engineer was Jerry Austin, a fine chap (dead), who had been a former G.T.R. man. Tom Fennell was the train conductor.

Four Trips Per Day.

This train made four-trips per day between Hull and Aylmer. The train carried both passengers and freight. The Hull station was just about where the present C.P.R. Hull station is located. For the benefit of engine No. 1. there was a turntable just near the Hull station. The turntable is there yet, but it has been filled in with earth and ashes.

To the C.P.R.

Mr. Botterell fired on the Hull-Aylmer line till 1881. In that year the C.P.R. bought out the Q.M.O. and O. holdings, and after the changes Dick Botterell found himself promoted to a firing job on the Brockville and Ottawa (C.P.R.) line. He fired then for Harry Clendenning, a well known and valued engineer. This B. and O. engine was a coal-burning engine. Coal-burning engines were practically new at that time.

To Wood Burner.

Then came another shift which found the future engineer and grand officer of the B. of L.E. firing on the lumbermen's mixed train between Ottawa and Mattawa. This engine was a wood burner. While doing this firing job, Mr. Botterell (still a youth) had one of the hardest experiences of his long career. Fortunately the experience lasted only six months.

On the 200-mile trip between Ottawa and Mattawa Fireman Botterell had to handle from 18 to 21 cords of four-foot cordwood per trip.

A Hard Job.

People who have never handled cordwood on a locomotive cannot easily understand just what the handling of 21 cords of wood entails, especially in winter, which was the season during which Fireman Dick Botterell had his experience.

Several Operations.

First, when the wood was being loaded from the platform to the tender, the fireman had to "arrange" the wood on the tender in order to get as much on as possible. Then when the train was running, the fireman had to lift several sticks from the tender to a position convenient to the door of the engine. The third operation was the putting of the cordwood into the firebox.

Mitt Into Fire.

In winter the wood was often (mostly, in fact) covered with snow and ice and was difficult to handle. The fireman, of course, wore buckskin mitts or wool mitts. But it happened now and again that a mitt went into the firebox with the wood, and then the poor fireman had a nice cold time. His fingers got frozen.

Sometimes they also got full of wood splinters.

The engineer on this wood-burning engine was William Boucher, who is now superintendent of the Chapleau division of the C.P.R.

A Proud Day.

It was a proud day for Dick Botterell when, in 1882, at the age of 19, he was promoted to fire on engine 214 of the passenger train running daily between Ottawa and Pembroke.

Engine 214 was a 30-ton engine, coal burning. It was one of the largest C.P.R. engines of the period. It had been converted from a wood ! burner. Today locomotives run as large as 180 tons. David Kelley, of Ottawa, who died here but a few days ago, was the engineer. Mr. Kelley had been superannuated for years. The trip to Pembroke took 3 hours and 15 minutes, but to the delighted promoted fireman the time seemed but an hour.

Engineer at Twenty.

The grand and glorious time in every fireman's life is the day he ceases to fire and steps into the cab of an engine as engineer in charge of the great pulsating locomotive. That grand and glorious feeling came to Dick Botterell when he was not quite 20. Early in 1884 he was given an engineer's job in the yard service at Ottawa. This job he held for about a year.

To Passenger Train.

When the Soo branch of the C.P.R. was finished, about 1885, Engineer Botterell was given a passenger train between the Soo and North Bay. From that time on Mr. Botterell's ascent was rapid and sure.

In later years we find him on all the best runs, including the Montreal-Ottawa short line, where the trains ran fast.

A Record.

Besides being a reliable engineer, Richard Botterell has held the confidence of his fellow engineers.

In 1904 he was sent as an Ottawa district "representative to the big B. of L.E. convention at Los Angeles. At that convention he was elected first grand assistant engineer and held the office for six years.

Some years ago the B. of L.E. awarded Mr. Botterell a long service badge. He had been 44 years a member of the order.

In 1887, when the big convention of the order came to Ottawa, with an attendance of 2,700 persons, Mr. Botterell was the secretary of the committee of arrangements, and his efforts were voted a great success.

By the way, the editor of the O.T.S. has reason to remember that convention. He was a reporter on a local paper at the time and reported the convention. The

engineers were so pleased with the reports that they presented the writer with a Ball railroad gold watch which watch the editor of the O.T.S. still possesses in good shape.