

# Local Railway Items from Ottawa Papers 1933

06/01/1933 *Eganville Leader*

*Tramway*

*Dominion Rock Products*

Lime Kiln Plant Resumes Operations

The decision of Dominion Rock Products Limited, with headquarters at Montreal, to resume operations at its lime plant near Eganville, is viewed as the first ray of light in 1933 to dispel the gloom of depression in this locality.

This lime kiln plant is of the most modern type and represents an investment of a sum in the neighbourhood of \$75,000.

The three steel kilns are the product of the McGann Manufacturing Co., of York, Pa., and were erected by the company. A steel trestle three hundred feet long and fifty feet high, connecting the kilns with the limestone quarried, was erected by the Dominion Bridge Company of Montreal. The future of this enterprise is very bright. The location offers several special advantages. The company has its own railway siding, the Bonnechere river flows by the property and the company is the owner of the water power at the Fourth Chute which has a capacity of 1200 horsepower, and it is the intention to develop this when additional kilns are installed.

The product of the kilns will be a very high calcium lime and lime hydrate which is used by the pulp and paper trades, mining industry, building trades, etc.

Mr. Robinson, the new manager, has had many years' experience owing to his connection with several of the largest plants on the continent. Under his supervision the preparatory work commenced on Monday. Mr. Greg. A. George, of Montreal, is President of Dominion Rock Products, and Mr. W. B. George of Eganville, Secretary-Treasurer.

18/01/1933 *Brockville Recorder*

*Kingston (CN)*

*Brockville*

The Technology Review, published in Boston, states that the fastest haul on the North American continent is the Canadian National Railways' 'International Limited', flying between Montreal and Toronto and passing here at an average speed of 55.6 miles per hour. Next is the New York Central's '20th Century Limited' making 53.4 miles per hour between New York and Chicago.

*Saturday*

24/02/1933

*Ottawa Citizen*

*Canada Atlantic*

Canada Atlantic employees were a very happy family.

Mr. J.H. MacLeod, superintendent of buildings at the city hall, likes the O.T.S. (Old Time Stuff) "ninety-three" series as it reminds him of the year he entered railway work on the old Canada Atlantic Railway.

When he was a small boy. "Mac", as he is familiarly known, lived at Casselman. When he was about 13 (after the death of his mother) "Mac" began playing "hookey" from school. His father, who was a stern old Scotch Presbyterian, said: "You'll either settle down and go to school or you'll go to work." "Mac" elected to go to work.

He went to the C.A.R. gravel pit at Moose creek and found himself a job as a water boy and timekeeper. And then stern life opened up for him. Had experiences.

He hadn't been long on the job before he witnesses one of the accidents peculiar to hand coupling. The late Andy Leamy of Ottawa, while coupling two gravel cars, had two fingers of his right hand jammed. He was taken to the doctor at Moose Creek. The fingers had to come off. The wrist had to be held by someone. A big husky railroader volunteered but almost fainted when the amputation started. There was no anaesthetic.

Young "Mac" grabbed Leamy's hand and held it firm. He says now that it was more a case of inexperience than bravery.

The late W. (Fox) Hughes was conductor of the train.

A Fatal Accident

The lad had not been long on the job when he witnessed a more serious accident - a fatal accident. The victim was Rory Grant of Moose Creek, a fine young fellow of 24 or 25. At that time the railroads used hopper cars on construction work. The gravel was dropped between the rails and then placed where needed. Young Grant was standing on the track of a siding inside of one of these hopper cars making repairs to some chains. Unaware of his presence there, a gravel train backed down on the car where young Grant was, to pick it up. Grant was rolled over and fatally injured. He lived for a while.

A Happy Family

"Mac" MaLeod spent 23 years on the Canada Atlantic Railway, as brakeman, baggageman and in other capacities. About 1915 he met with an accident to one of his legs. For the past 13 years he has been at the city hall.

Mr. MacLeod recalls with pleasure his days on the C.A.R. He speaks of the employes and officials of the road as a "big happy family". The late Morley Donaldson, the superintendent, was more like a father than a boss.

Out of Depot Harbour.

In 1898 Mr. MacLeod had the experience of braking on a train which pulled the first corn and wheat out of Depot Harbor.

A Heavy Load

A very heavy load (18 full cars) was taken on that occasion - so heavy that they had to "double" most of the 133 miles from Depot Harbor to Madawaska. That run occupied 23 hours and 50 minutes. The late Jerry Lynn was conductor of the train and Morris Weston was engineer. Mr. Weston is now running on C.N.R. passenger trains between Ottawa and Montreal. The fireman was Dan Powers, who is now somewhere out west. Joe Le? who is now running out of Kenora was the other brakeman.

*Wednesday*

26/04/1933

*Ottawa Citizen*

*Renfrew*

Children playing on the railroad tracks and trespassing on railway property at the Ottawa terminus have become an absolute menace according to B.B. Harris, special investigator for the C.N.R. The game of jumping on the trains for short rides in the vicinity of Ottawa has always been a worry to the railway police, but lately it has become prevalent, especially on the cross town tracks, that there has been increasing danger of serious accident.

On more than one occasion children have also committed serious crimes against the Criminal Code, such as stealing and tampering with seals on cars. More than once trains have been forced to stop for little tots on the tracks.

As yet there has been no serious accident but the constant danger that some child will be killed has led Mr. Harris to request that parents living near the tracks take measures to see that their children do not trespass on railway property,

*Wednesday*

26/04/1933

*Ottawa Citizen*

*New York Central*

Northfield man is killed in trying to board freight.

Believed to have lost his hold on a New York Central freight train which he attempted to board two miles south of Ottawa at 8.30 this morning, McDonald Fraser, aged about 30 years, son of Mr. and Mrs. A.D. Fraser, Northfield, Ont., received a fractured skull and a fractured leg and died later from his injuries,

He was taken to the Ottawa General Hospital, Water street, where the end came shortly before 2 o'clock.

Dr. R.M. Cairne, coroner, will open an inquest into the accident at the hospital at 6 o'clock today.

A gang of section men witnessed the accident and after picking up the injured man and placing him on a flat car, called the city and county police.

Constable Fred Syms of the city force and Constable John Brown, Carleton county force, investigated. The injured man was brought into hospital by a city police car and attended by Dr. R.P. McLaughlin.

Fraser was believed to have been on his way home as the train goes through Northfield. Last Friday he expressed \$50 worth of baggage to Rouyn, and it is thought he intended going to that place to work after he had visited his parents. An envelope containing blank sheets of writing paper and addressed to Mr. and Mrs. A.D. Fraser, Northfield was found in the injured man's pocket.

The section men who saw the accident were Joseph Berube, 151, Augusta street, Ottawa; Robert Wainwright, 121 Main street, Ottawa East; Elborne Campbell, Hawthorne, Ont.; John Whitehome, 85 Concord street, Ottawa East; Edward Berube, Ramsayville, Ont. and Russell Monohan, Edwards, Ont.

March-07-14

Colin J. Churcher

Page 1 of 4

Royal Scot attracts many to Union depot.

Famous British train arrives in Ottawa on start of tour in Canada and the United States.

The pride of British railroad engineers and world-famous for its record performances, the Royal Scot train arrived in Ottawa at 10.15 o'clock this morning and is on display at Union station until 9 o'clock tonight. The crack British train is en route to Chicago, having arrived here today from Montreal. It also will visit Toronto and Hamilton.

The Royal Scot left Westmount station at 7.05 a.m. Between mileage 81 and 82, close to Westmount, William Gilbertson, the driver, opened up the throttle of the speedy train and attained a speed of 72.5 miles per hour.

The train stopped at several stations en route between Montreal and Ottawa so that residents of these places might have an opportunity of seeing it. While it was stopped at Vaudreuil, a Pointe Claire school teacher who was inspecting it, was struck by a C.N.R. train and was killed.

Hundreds of people inspected the train in Ottawa during this morning and early afternoon. Large crowds were on hand at all six stations at which the train stopped between Montreal and Ottawa. A mass of enthusiastic humanity, which even exceeded the hopeful expectations of the officials of the C.P.R. and London Midland and Scottish Railway, of which the train is a flier de luxe between London and Edinburgh, went through the cars of the train to see a typical example of the way in which Englishmen travel.

Ornate decorations.

The contrast in size and color with the typical Canadian train was obvious at the station at Ottawa. Both the engine and the decorations of the coaches are much more ornate than on the Canadian trains. The red and gold of the Royal Scot showed up vividly against the deep black of the Canadian trains in the Union station yards.

A C.P.R. pilot who knew the road between Montreal and Ottawa was on hand to guide the British train crew. A number of C.P.R. and L.M.S. officials also accompanied the train on its journey from Montreal.

Among the visitors to Union station to see a breath of railway England was His Excellency the Governor general who greeted members of the train crew and inspected the train. He was attended by Capt. C.G.B. Tryon, A.D.C.

The Royal Scot will leave for Toronto tonight at 9 o'clock daylight saving time.

The C.P.R. officials who travelled with the train from Montreal to Ottawa were H.W. Broadie, overseas passenger manager and J.K. Savage, general superintendent.

The Governor General, the Prime Minister and cabinet were received by John A. McGill general passenger agent of the C.P.R. Ottawa at the station.

Both the vice-regal party and Premier Bennett and his ministers evinced a keen interest in The Royal Scot.

The conductor of the train was W.A. Riddle, of the C.P.R. Ottawa and the pilot was W.J. Creighton, also of Ottawa.

Other C.P.R. officials who travelled on the train between Montreal and Ottawa were CA. Wheeler, master mechanic, Montreal; A. Piers, assistant superintendent of motive power, Montreal; H.B. Bowen, chief of the motor car and power department, Montreal and family; H. Smith, divisional master mechanic, Smiths Falls; R.V. Carleton, divisional master mechanic, Montreal, O.G. Teipert, district electrician, Montreal; J.W. Hughes, electrical engineer of Eastern lines, Montreal; R.Thomas chief airbrake inspector; W.H. Bevins, Westinghouse air-brake representative; M.Hay, locomotive foreman, Smiths Falls; W.H. Tully assistant superintendent, Smiths Falls; W. Garland, assistant superintendent, Ottawa.

Upholding a tradition

"The train with a tradition" is the slogan applied to The Royal Scot. For over 70 years a train has left Euston station, London, for Scotland at the present departure time of 10 a.m., although not always under her present name. She celebrated her 70th birthday as the "ten o'clock" on June 1, 1932. The north-bound and the south-bound Royal Scot have covered between them 17,000,000. (miles)

Railroads were very young when the first service between England and Scotland was started. The union of the two countries by rail was one of the early objects of railroad engineers. The first train to make a through journey from London to Glasgow left Euston station at 10 a.m. on February 15, 1848. The overall speed made by the train which is now The Royal Scot was 32.9 miles per hour. She now makes the trip of 400 miles in overall speed of 52.4 miles per hour. The time for the journey has been cut down from 12 hours and ten minutes in 1848 to seven hours and 40 minutes in 1932.

One feature which attracts the attention of travelers from Canada and the United States when comparing British trains with their own is that, although the rail gauge is the same, there is a noticeable difference in height and width, while the locomotives of the North American continent are considerably larger than those employed in Britain.

- - much more Reason for Small Engines etc.

<http://news.google.ca/newspapers?id=HukuAAAIBAJ&sjid=vdsFAAAAIBAJ&pg=5248,4862084&dq=royal-scot&hl=en>

Friday 30/06/1933 Ottawa Citizen Maniwaki

You have heard of pictures without words. Here is a story without names, but it is a certified story and is told by a former pioneer employe of the old Gatineau Valley Railway. Railwaymen - and others - will appreciate it.

When the road was being constructed there used to be inspections by Mr. H.J. Beemer and the general staff. The road had plenty of money at the start and the inspection train always had plenty of both liquid and other refreshments.

One day early in 1892 during an inspection somebody purloined a bottle of Scotch whiskey (sic) from the chef's cupboard. The chef investigated after he noticed that some of the train crew seemed to be as happy as the high officials. Train crews were not permitted, of course, to be jovial in working hours.

Later an inquiry was set afoot by the high officials. Suspicion seemed to center on one of the lower train hands. He was haled (sic) to the head office in Ottawa and put through the third degree. He vigorously denied all complicity.

But wouldn't tell

The officer who was investigating said, "Now, Blank, you know who took the bottle." "If I did, I wouldn't tell," said the loyal Blank.

"Well, Blank," said the officer, "we will say that the inquiry is officially ended and you are absolved. I know, however, that you know something about the theft. If I promise to keep the matter between ourselves, will you tell me who did take the bottle? I am curious to know."

"In that event," said Blank, "I will tell you. But my name must not be brought into it. I would lose my job for telling."

The investigating officer promised the strictest secrecy.

Terrible!

"Well," said Blank, going close and whispering. "It was - - who took it." He named one of the high officials, who had a reputation for liking his glass over well.

The official looked shocked. "Surely not," he said.

Blank nodded his head sagely several times and smiled confidently. "I saw him."

A secret surely.

"Oh, well," said the official, "in that event we must certainly keep the matter a secret."

Blank went back to his job. He winked his other eye to "the boys" when he met them. When they asked about the inquiry he said he was pledged to secrecy.

**Monday 03/07/1933 Ottawa Citizen Pontiac & Pacific Junction**

Bryson. Dominion Day, 1933 will go down as the most memorable day in the history of Pontiac county for the notorious "bonus bonds" issued in connection with the building of the Pontiac Pacific Railway, now the Waltham branch of the C.P.R. which have been a sort of milestone around the necks of people for the past 52 years, were publicly celebrated as a monster celebration held in this, the former county town. Several thousands of persons were present when "finis" was written to the financial episode dating back over half a century. In addition to the burning of the bonds there was a program of sports and speeches.

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History of the bonds

Dr. H.T. Hurdman, secretary-treasurer of the county, was the first speaker. He outlined the history of the "bonus bonds", issued in September 1881, to subsidize the then Pontiac Pacific Railway. He outlined the hectic life of the bonds from their issue, when they amounted to \$100,000, through the various holders law courts, etc., until 1893, when they were purchased by the late John Bryson and the late Alexander Fraser and held by them for one year, during which time the necessary legislation was passed by the Quebec legislature enabling the county council to consolidate its debt and issue new bonds for \$214,650, dated January 18, 1894 to mature in 1934.

From the issue of these bonds, continued Dr. Hurdman, interest payments were promptly met and a sinking fund created to retire the bonds at maturity. The fund was handled by the Bank of Ottawa, the bank agreeing to pay interest at the rate of 4 per cent compounded semi-annually. In 1919 the then mayor of Shawville, the late John A. Cowan, suggested that the funds then in the bank be invested in Victory Bonds bearing 5 1/2 per cent, and the warden, W.R. McDonald, and the secretary-treasurer were instructed to make the necessary arrangements with the bank.

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After Dr. Hurdman's speech, the community choir sang O Canada and the Maple Leaf Forever. Then Dr. Hurdman, assisted by Warden McCann and ex-Warden McDonald proceeded to cremate the remains of Pontiac's 52 year-old "bugaboo". During the cremation the choir rendered Auld Lang Syne.

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Mr. McDonald said his only regret was that the northern communities, Chlepeau, Allumette Island, Chichester and Sheenboro, did not benefit from the payment, in that when the bonds were issued the railway was to have been built through these municipalities but was only completed to Waltham some 26 miles short of the promised terminal.

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<http://news.google.ca/newspapers?id=d7EvAAAAIBAJ&sjid=wNsFAAAAIBAJ&pg=6793.4286422&dq=train++railway++railroad&hl=en>

**14/08/1933 Brockville Recorder Kingston (CN) Brockville**

One of the railway landmarks of this community - the old brick roundhouse of the Canadian National Railway at the head of Buell Street, is about to be demolished in view of the fact it has outlived its usefulness and is no longer suited to the needs of motive power in service on the railway. The roundhouse, with its covered turntable, dates from about 62 years ago and for many years was used for the accommodation of the small but powerful locomotives that hauled trains on the main line of the Grand Trunk.

**19/08/1933 Brockville Recorder Brockville loop Brockville**

A report that a discovery of gold had been made within the very limits of the town, on the spur line of the CPR, connecting the Union Station with the west end waterfront, spread rapidly throughout the community this morning. Alas, the report was without other foundation than the fact that trainmen engaged in lowering the track in mainline of the CNR west of Perth Street came across traces of iron pyrite, a common mineral which is widely found in the rocks of this section and which formed the basis of the chemical industry that formerly flourished here.

**Saturday 30/09/1933 Ottawa Citizen Sussex Street**

death of little boy is declared accidental

The death of Omer Clement eight years of age, of 6 1/2 Beechwood avenue, was accidental a coroner's jury declared at an inquest in the police station last night. The young boy was fatally injured when he tried to get a ride on a slowly moving train near beechwood avenue on Saturday, September 23. When he tried to board a C.P.R. freight train, he missed the step of one of the cars and fell under the wheels of the train.

The following witnesses gave evidence:

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<http://news.google.ca/newspapers?id=bHcvAAAAIBAJ&sjid=ydsFAAAAIBAJ&pg=6422.6261388&dq=train++railway++railroad&hl=en>

**Monday 07/10/1933 Ottawa Citizen Renfrew**

Girl killed on railway tracks near her home.

Happy with a piece of candy while her mother left her for a moment to go into the house to answer the telephone, Betty Eleanor Milks, aged two years, clambered to the top of the Canadian National Railway's embankment at the rear of her home at 32 Edgar street, where she was struck and killed by the Pembroke-bound passenger train of the C.N.R. which left the Union Station in Ottawa at 3.45 o'clock on Saturday afternoon.

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<http://news.google.ca/newspapers?id=1nYvAAAAIBAJ&sjid=V9sFAAAAIBAJ&pg=2237.6568751&dq=train++railway++railroad&hl=en>

**Thursday 12/10/1933 Ottawa Citizen Renfrew**

Death was accidental and no blame attached to the Canadian National Railway or the engineer of the C.N.R. Ottawa-Pembroke train, was the verdict at the inquest last evening at the police station into the death of Betty Eleanor Milks, three-year old daughter of George E. Milks, 32 Edgar street.

The little girl was killed about four o'clock on Saturday afternoon when struck by the train on the C.N.R. tracks just back of her home near the Fairmont avenue crossing.

Coroner J.E. Craig, M.D., presided at the hearing of the evidence given by the engineer, W.G. Cooper, and other members of the train crew and the mother of the child.

**Friday 17/11/1933 Ottawa Citizen Montreal and Ottawa Hull, St. Redempteur street**

Two accidents occur at same level crossing

Occupants of two motor cars totalling seven persons narrowly escaped at least grave injuries in two accidents yesterday at the C.P.R. crossing on St. Redempteur street, Hull.

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<http://news.google.ca/newspapers?id=6nYvAAAAIBAJ&sjid=V9sFAAAAIBAJ&pg=896.2067439&dq=train++railway++railroad&hl=en>

**Friday 24/11/1933 Ottawa Citizen New York Central**

New Cornwall-NY Bridge is inspected

Defer official opening ceremonies until April.

<http://news.google.ca/newspapers?id=8HYvAAAAIBAJ&sjid=V9sFAAAAIBAJ&pg=5869.1274764&dq=train++railway++railroad&hl=en>

**Friday**      **01/12/1933**      **Ottawa Citizen**                      **New York Central**                      **Cornwall**

Derailment hurls Cornwall man to death from bridge

Worker drowns in St. Lawrence, One saves self

Joseph Meilleur, Cornwall, able to swim to shore but Adelard Tessier, stunned, is drowned

Another badly injured falling upon the ties

Section car was covering span between Cornwall and New York

Cornwall: One man is dead and another lies in a critical condition at Cornwall General Hospital as a result of derailment of a railway section motor car on the International bridge here this morning.

A triple investigation is being conducted by Ontario provincial police, the New York Central Railway and the Cornwall Northern New York International Bridge Corporation but the cause of the accident has not been determined yet.

The dead man is Adelard Tessier, 59, of Cornwall, who was drowned in the icy waters of the St. Lawrence river. Henry Scott, 54, of Newington, is in hospital with both legs and a wrist fractured and suffering from other injuries. Joseph Meilleur Sr, of 102 William street, Cornwall, is also in hospital, suffering from exposure and shock.

Leaped from rails

Tessier, Scott and Meilleur were members of a gang of 11 New York Central section workers from Cornwall travelling on the motor car from Cornwall to Rooseveltown, N.Y., where they were working today.

They were crossing the south channel span, between Cornwall Island and the New York State mainland, when the car leaped from the rails. Despite the fact that the machine was travelling slowly, the shock of derailment tossed Tessier and Meilleur from their seats over the side of the bridge. They plunged 40 feet to the water below and disappeared beneath the surface, Meilleur, a powerful swimmer, struck out for shore and battled the strong current for more than 10 minutes before he reached Cornwall Island, 200 feet away. Tessier, stunned by the fall and weighed down by heavy clothing, struggled but briefly before disappearing beneath the surface.

Search for body

A search for the body has not yet been successful. Scott did not go over the side of the bridge but fell between the ties in such a way that he suffered extensive injury. He was taken to Cornwall General hospital at once, where his condition is reported to be most critical. Meilleur is not believed to be in danger unless complications set in. The railway bridge is being converted into an international vehicular bridge and the span on which the accident happened is under construction.

**Saturday**      **29/12/1933**      **Ottawa Citizen**                      **Kingston (CN)**                      **Brockville**

Freight cars leave the rails at Brockville.

Traffic disrupted but no one injured.

CNR traffic east and west through Brockville was disrupted about 10 o'clock tonight by a derailment of two cars on an eastbound freight train about four miles east of Brockville. No one was injured in the derailment. There is a double track on this line and both were blocked by the derailed cars. It is expected that the road will be cleared in three or four hours. In the meantime, traffic is being rerouted via Ottawa and Smiths Falls.

<http://news.google.ca/newspapers?id=usuAAAIBAJ&sjid=H9sFAAAIBAJ&pg=3588,4133198&dq=train++railway++railroad&hl=en>