

Local Railway Items from Ottawa Papers - 1934

Monday 08/01/1934 Ottawa Citizen Hull Electric Deschenes

Aylmer motorman is badly injured

Thomas Birtch Escapes Electrocutation But Doctor is Forced to Amputate Hand

Thomas Birtch, Aylmer resident lost one hand and is suffering from shock and exposure as the result of burns sustained on Saturday morning when he was attempting to fix the motor on the Hull Electric Railway Company's street car of which he is operator.

He was discovered near the Deschenes car barn lying in a snow bank by fellow employes who were going to work on another car when Mr. Birtch failed to arrive for them.

It is thought that soon after he had taken the car out of the barn something went wrong with the motor and Mr. Birtch had climbed out to repair the trouble. The electric shock he sustained evidently hurled him into a nearby snowbank unconscious and terribly burned.

When his fellow employes discovered him they administered first aid and called an ambulance and had him taken to the Civic Hospital where he was attended to by Dr. C.H. Brown, who found it necessary to amputate one hand.

An investigation is being conducted by the Hull Electric Railway Company.

Wednesday 25/04/1934 Ottawa Citizen Kingston (CN) Cornwall

Narrow escape for engine crew

Blowout of boiler bolt sends steam hissing into cab.

Cornwall April 24. When a bolt blew out of the boiler of the huge locomotive pulling the fast Maple Leaf Canadian National Railway passenger train here today members of the engine crew miraculously escaped serious injury or probable death. The cab of the engine was filled with live steam and the men were forced to make their escape by standing on an outside platform of the locomotive. The engine ran wild for a short distance, but the engineer succeeded in reaching the throttle through the cab window and the train coasted into the yards of this city.

No definite reason for the cause of the blowout has been arrived at and it will be a difficult matter to determine. According to railwaymen here, the accident is a very rare one and is considered to be quite dangerous. Fortunately the bolt which blew out on the locomotive of the Maple Leaf was near the floor of the cab.

At a point about a mile east of this city, members of the engine crew heard a dull pop and steam hissed out of the bolt hole, backed by a pressure of 275 pounds. Except for being drenched by water and blackened by smoke, Engineer Paul Lalonde and the fireman were uninjured. J. Hamilton, a spare fireman, was slightly burned on the legs.

The train was delayed for about an hour after its arrival here at 11 o'clock this morning and then was taken to Iroquois by the engine of a way freight. There it was met by a passenger locomotive from Brockville.

New York and Ottawa Road Blessed by Priest

With the near approach of the completion of the New York Central railway bridge, spanning the St. Lawrence at Cornwall, as a vehicular bridge by the Cornwall and Northern International Bridge Company, and the ceremonies in connection with the official opening of the new scenic route linking Canada and the United States at this point, a little history about the bridge will not be amiss at this time, says the Cornwall Standard-Freeholder.

It may not be generally known that the New York and Ottawa railway, which was its original name, is the only railway in Ontario, if not in all Canada, which was blessed when it was opened.

Thus came about in a unique way. From the time that C.B. Hibbard first spoke of building

the line, he had a rather enthusiastic supporter in Rev. Father J. U. Forget of Embrun, Ont. That town was situated 15 miles from the CPR Smiths Falls short line at Finch and 19 miles from the Canada Atlantic Railway at Casselman, Embrun was 23 miles from Ottawa and was isolated.

Father Forget visioned the advantages of a railroad from Embrun to Ottawa and boosted the line strongly in his district.

In due course the road was completed and in July, 1898, the whistles were heard at Embrun station. A couple of months passed and it then occurred to the parish priest that a road so beneficial to that district should be blessed as to its future. He made a special trip to Ottawa and saw the late Archbishop Duhamel and laid the matter before him. The Archbishop agreed that the suggestion of Father Forget was a splendid one and arranged to go to Embrun and impart the blessing, the date of which was fixed for September 6, at 10:00 o'clock a.m.

On the morning of that date an excursion was run out of the capital and about 500 people were carried from Ottawa and intermediate points to witness and take part in the ceremony. Charles B. Hibbard, president of the road, was among those who attended.

The Archbishop and a number of the clergy from the Basilica at Ottawa were present in full

robes. A service opened the ceremonies and afterwards the Archbishop, in the presence of a very large number of people, sprinkled holy water on the rails at the depot and formally blessed the future operations of the road.

Father Forget, it is almost needless to say, was a very happy man. Even after the road was

well established, Father Forget continued his interest in it and never visited the capital without paying a visit to the officials of the road.

The opening of the "NY&O Railway," as it was known in abbreviated form, and is so called quite frequently to this day, has been a blessing to many communities besides Embrun, even with especial honors. It formed a connecting link with points across the border and provided Cornwall with a short, rapid route to the capital, where before its advent, the trip had to be made via Coteau, Quebec. It also opened up the country between Cornwall and Ottawa.

The construction of the railway was due to the enterprise of C.B. Hibbard, who went to

Ottawa from Minnesota. He was born in the state of Vermont. He lives in Montreal at present, where he deals in stocks and bonds, and is still quite active.

He and his new road to Cornwall first came into prominence in 1895. It required a year or

more to get the project well advanced and it was expected that operations would have commenced in 1897. But while the south section of the bridge over the St. Lawrence River at Cornwall was in course of erection two spans collapsed and this unfortunate mishap caused some delay, so that it was not until July, 1898, that traffic began.

The road was operated in two sections. The first was from Ottawa through Canadian

territory to the boundary line. The other was on United States soil to Tupper Lake, where

connections were made with the New York Central Railway, which led to New York City forming an important route. There were other railroads that this company tried to "buy," such as P.P.&J. railways from H.J. Beemer, but the CPR secured them ahead of Hibbard. In order to give it an international touch of good will, Mr. Hibbard named the last station on

the Canadian side of the boundary Uskan. The name was derived from U.S., the initials of the United States, the "Can" coming from the first syllable in Canada, and thus Uskan was placed in the map as a railroad point. The original stations on the O&NY were Edwards, Russell, Embrun, Crysler, Berwick, Finch, Black River, Cornwall and Uskan.

The head office of the road "was opened in the Carleton Chambers early in 1898 and is still located there. The first general manager was H.W. Gays, an American, and considered an able railroad man. He died in Ottawa some years ago.

The first general passenger and freight agent was George H. Phillips, a Canadian. He also

passed away in the capital. H.K. Gays, a relative of the first general manager acted as assistant to Mr. Phillips. At present he is a resident of Wirmipeg. G.L. Clapas, an American, was treasurer and S.F. Beamish, a Canadian was general superintendent. Both have been dead for several years.

George C. Hamilton, who was chief clerk of the passenger department, came from Fort

Covington. He is the only member of the original staff still in harness at the head office and has been an Ottawa resident for 35 years.

F.J. Balch, who came from Massena, was connected with the passenger department, and R.T. Porter, of Utica, was secretary to the general manager. Charles Higgerty was freight agent at Ottawa. Max Goodrich was the first master mechanic in the Ottawa shops of the road.

Original passenger conductors were James Lyons, W.T. Buckley and Joseph Bombard.

Engineers were E. Sweeney, W.T. Murray and E.J. LeBoeuf. Firemen were J. Bucklin and Charles M. Pulling.

When the road was first opened it entered Ottawa at the old St. Lawrence & Ottawa Railway on Sussex street, joining that road at Hurdman's bridge. Later it went in at the old Canadian Atlantic station.

The Ottawa & New York Railway, in its earlier years, was a popular route for excursionists.

One of the largest parties carried over its rails was to a 12th of July celebration in Cornwall, when over 3,500 people from Ottawa and intermediate points took advantage of the cheap rate. Sunday schools in Cornwall ran excursions to Ottawa almost every summer for a number of years, the points of attraction being the experimental farm and parliament buildings, special arrangements being made to show the visitors through the legislative halls and the grounds of the farm. These trips were well patronized at the low return fare of \$1 for adults and 50 cents for scholars and other children.

The road is a very straight one. Between Hathome and Russell there is a run of 18 miles

without a curve. Only one bridge had to be built, a 100 foot span over the Castor River.

Both the O&NY and the NY&O are now owned by the great New York Central railway, which company made the purchase about 25 years ago.

The Aylmer Five Hundred

Back in the Seventies When the Quebec, Montreal And Occidental Railway Company Completed The Pontiac Line, Which Is Now Owned by The Canadian Pacific Railway Co., the Citizens of Aylmer Were Tendered a Free Trip to Montreal. Some Years Later the Late J. K. Foran Penned the Following Lines:

LEAGUE on league, league on league, league on league, onward! On the excursion train rode the Five Hundred!
"Forward the Aylmer band." shouted the marshal grand, On the excursion train rode the Five Hundred!

"Forward the Aylmer train." Was there a man behind?
Not that the stoker knew; off like the whirlwind;
No one to weep or cry, no one to breathe a sigh.
Neighbors with neighbors vie, on the excursion train -
Rode the Five Hundred.

Lawyers and doctors were, blending with ladies fair,
Clergy and workmen there, all were together,
In for a day of fun, in for a railway run.
Nations were lost in one, all of "one feather";
Joy, with a happy grace, shone o'er each merry face,
While a tearing pace onward they thunder'd;
Dashing o'er bridge and lane, fences and fields of grain,
Passed the excursion train - onward Five Hundred.

Houses to the right of them, houses to the left of them,
Houses before them whirling and turning;
Never a moment's fail, over the iron rail,
Rounding the hill and bend, friends asked of other friend,
Expectantly burning, "When shall we see Mile End?"
Onward Five Hundred.

Puff - went the engine loud, whiz -- went the steaming cloud,
"Hurrah!" cried the anxious crowd, "Here is the Mountain."
Stopped was the train at last , each one did ponder;
How he had come so fast, each one did wonder;
Now 'midst the cries and cheers, company sunder'd;
All to return again, all the Five Hundred.

Houses to the right of them, houses to the left of them,
Houses around them , Mount Royal city --
(And what a pity, of the Metropolis song cannot tell)
Yet. grand the day and well, the cheers after cheer and yell,
Told how the joy did swell, when all unite again - -
For the returning train -- all the Five Hundred.

When can their glory fade? Oh the grand show they made,
Everyone wonder'd! Thanks to the railway then.
Scott and the railway men, naught in our humble ken
Equalled the ladies fair; nor was a man to spare.
Led by the worthy mayor, GORDON had charge and care,
MOSES himself was there. Oh, but the sight was rare!
Aylmer's Five Hundred!

Thursday

17/05/1934

Ottawa Citizen

New York Central

Cornwall

Inquest at Cornwall

Coroner C.J. Hamilton will open an inquest at the court house here at two o'clock Friday afternoon, into the death of Adelard Tessier, New York Central Railway section worker, who was drowned in the St. Lawrence river on December 1 last. Tessier, while riding to work on a section motor car, was thrown into the river when the car was derailed on the south channel bridge. His body was found near the south shore of Cornwall Isand 3 1/2 miles below the bridge, last Thursday.

New Bridge Route Opened Thursday With Good Traffic

Highways Over 3 1/2 Mile Scenic Route Are Reported To Be In Excellent Condition; Bridge To Be Open for Business 24 Hours A Day

Staff On The Job _

Formal Opening Will Take Place On June 30 When Governor-General of Canada Will

Officiate; All Tolls Collected At Canadian End

Dreams of the conversion of the New York Central Railway bridges into a vehicular route

connecting Canada with the United States came true yesterday when the Cornwall-Northern New York International vehicular bridge was opened to traffic. This new route to New York state has been long-awaited by Cornwall citizens and will be welcomed by motorists this week end, when many will take advantage of the opportunity for a week end drive.

Contractors completed this greater part of the finishing touches to the highways yesterday

and everything was in readiness for the official opening at noon. Before then, however, several cars had crossed the new route, but did not escape the toll, for Customs Officer George Gillie was at the Canadian Customs office and collected the first toll charges. George Hirst, Cornwall, was the first Canadian to cross to American soil in his car; and David Dahlstrom, of Buffalo, was the first American to cross with his automobile. After that, the toll men were stationed at their places at the North end of the bridge and during the balance of the day more than 125 cars crossed the route.

Quite a number from Cornwall crossed the bridges and paid their first visit to Rooseveltown,

N. Y., and Massena, N. Y., in their automobiles. The route, which connects Cornwall with

Rooseveltown is 3 1/2 miles in length and the highways across the island are in first class shape. It is a beautiful scenic drive across the two branches of the St. Lawrence as it sweeps around Cornwall Island.

With only a few minor details to be completed, Mayor Horovitz, vice president and local

agent of the bridge corporation, announced today that everyone who crossed via the new route yesterday was very well pleased with the crossing. Contractors have little more work to do on the roads and approach, but it will in no way interfere with traffic.

From now on, the route will be open for traffic 24 hours a day and the bridge will be

formally opened on June 30, the opening day of Cornwall's Centennial Celebration, by eminent Canadian and American personages.

All tolls are collected at the Canadian end of the bridge. Motorists coming into Canada from

the United States will receive a check upon entering the bridge at Rooseveltown, which is to be surrendered upon payment of toll at the Canadian end. Those

travelling south will pay toll at Cornwall and receive a check which will be taken up as they leave the bridge. All tickets will permit of return over the bridge

with a 24-hour limit without additional toll. The toll collectors will work six hours per day, seven days a week. They are W.J. Gault, W.R. James, Percy Payette and Milton Mulhem. Vincent A. Taylor will police the bridge.

W.R. Bannerman, of the Brockville Department of National Revenue, is in Cornwall

superintending the customs department work incidental to the vehicular traffic over the bridge. He is instructing the new officers as to their duties and will remain for several days. The customs officers are A.R. Revill and Jean LeBlanc, Cornwall, and A. McDonald, Alexandria.

Jury Fails to Determine How Plank Came on Rail

Inquest Friday Into Death of Adelard Tessier, New York Central Section Worker, Drowned Last December; Thirteen Witnesses Heard

Evidence produced at a coroner's inquest, held at the Counties' Court House on Friday

afternoon, revealed the fact that a plank on the westerly rail of the New York Central railway line resulted in the derailment of a section motor lorry on the south channel bridge spanning the St. Lawrence on December 1 last, and the death by drowning of Adelard Tessier, section workman. Thirteen witnesses were called and gave lengthy evidence.

The inquest was presided over by Coroner C.J. Hamilton, the questions being put by John G. Harkness, K.C.

Jury's Verdict

After deliberating for about an hour, the jury returned the following verdict:

"We find that Adelard Tessier came to his death by drowning on the morning of December 1, 1933 following a derailment of a section motor lorry being operated by employees of the New York Central Railway, and as a result of being hurled into the St. Lawrence River.

"According to the evidence produced, the cause of the derailment of the said lorry was an obstruction in the form of a plank being placed on the west rail of the New York Central Lines crossing the bridge and placed there in some manner unknown to this jury."

Speed Was 4 or 5 Miles

John Liscombe, section foreman and operator of the section car, was the first witness called. He told how the accident happened. The car was travelling about 4 or 5 miles an hour at the time the plank across the track was seen. The witness said he immediately applied the brakes, but the wheels of the car skidded on the creosote covered rails for about 50 feet before the car struck the plank.

The plank referred to was placed on exhibit and witness said one end of it covered the west rail. With the impact, the car was derailed and when the plank split, the car dropped onto the ties and skidded along for about 50 feet before it swerved and came to a stop on the west side of the bridge.

Heard Splash In River

The witness said that as soon as the car stopped, he heard a splash and saw two men in the water, Joseph Meilleur and Adelard Tessier. Henry Scott had been thrown from the car and his legs were caught between the ties. Liscombe said that he and some other men immediately ran off the bridge, down to the river bank and helped Meilleur out of the water. In the meantime, Tessier had been carried downstream and before the men could secure a boat and assist the man, he was seen to disappear below the surface.

"Who was responsible for the plank being on the track?" the coroner asked.

"I believe it was the Standard Engineering Company," the witness replied, "because they were planking the bridges at that time."

A High Wind

Liscombe recollected seeing the plank before, but could not say whether it was lying flat or standing up. He could give no reason for the plank being on the rail except that it might have been shifted there by the strong wind which was blowing at the time.

Lee Dresser, of the Standard Engineering Company, who had charge of the planking of the bridge, was the second witness and testified that on the day previous to the accident, he and his men had quit work at 4:30 in the afternoon.

In answer to Mr. Harkness, Dresser said that the plank in question was used as a scaffold to permit men getting under the floor of the bridge to tighten nuts of bolts, passing through the planking. He last saw the plank lying lengthways across the ties on the most westerly section of the bridge, and could not account for it being across the rail.

"After you quit work that afternoon, two trains crossed the bridge?" Mr. Harkness queried.

"Yes," was the reply.

"Would the wind have moved it onto the rail?"

"I don't think so."

The witness emphasized the fact that he took every precaution to guard against accidents, and just before quitting time had personally inspected the entire bridge and had some blocks from plank ends removed from the track.

40-Foot Plunge

Joseph Meilleur, who appeared none the worse from his 40-foot plunge off the bridge into

the icy water of the river, took the witness stand and gave brief evidence. He was of the opinion that before he rolled off the bridge, he struck the ties.

Hugh Omar, another member of the section gang who was on the car at the time, did not see the plank on the rail, but heard one of the men yell, "There's a plank on the rail." The impact threw him to the ties and partially stunned him.

Angus Tessier, nephew of Adelard Tessier, was also on the section car and testified that, at the time, the car was travelling about 5 or 6 miles an hour. He was the first to see the plank on the rail when the car was about 100 feet away from it. He yelled to Mr. Liscombe, who applied the brakes, but they didn't seem to slacken the speed of the car. The witness was thrown from the car and landed between the rails and the centre of the bridge.

Who Found the Body?

Just who found the body will be hard to determine for Jacob Point through an interpreter,

claimed he found it. Mrs. Joe Thompson took the stand and said that she found the body close to the shore of Cornwall Island, but was unable to bring it to shore so got her son and Jake Jocko to help her. They secured a piece of wire, but were unable to pull the body to shore. It was then, she claimed, that Jacob Point came along and, with the use of the wire, fastened the body to the shore and notified Cornwall authorities.

Saw Plank on Rail

Angus Bonaparte, of St. Regis crossed the bridge before the accident occurred and testified that he saw the plank across the west side of the bridge. It was very windy at the time and he was running along and had to jump over the plank, which he thought was over the west rail. The wind was moving the plank at the time.

When the Witness was asked why he did not stop and remove the plank from the rail, he

answered that he was racing across the bridge with Michael Francis and did not think of stopping.

Michael Francis testified that he did not see the plank at all, as he was on the east side of the bridge during the race.

Other witnesses were Richard Seymour, a worker for the Standard Engineering Company;

Rene Tessier, son of Adelard Tessier, Angus Chubb, and P.L. Barker, Divisional Engineer of the New York Central Railway.

The Jury was composed of the following: W.B. Newton, foreman; Frank Stidwell, E.E.

Marleau, A.E. Lavimodiere, Charles Stafford, A.C. Fetterly, Alex. Eamer, Ed. Parker, M.D. Cline and Ray Neilson

Returns verdict of accidental death.

While returning a verdict of accidental death, a coroner's jury inquiring Wednesday into the death of John Draper, 33 years, of 1 Hillson avenue, Westboro, employe of the Independent Coal Company, who was killed in the company's yards in Westboro, Monday morning, added a ?er to its verdict condemning the movement of railway coal cars by hand on the incline of the coal chute.

The inquest, held in the Westboro town hall under Dr.J.E. Craig, coroner, attracted many residents of the community. J.A. Ritchie, K.C., Crown attorney, was present and did most of the examining of wirnesses.

The jury found that "death was due to injuries received when he (John Draper) was run over by a coal car which was not under control when being moved by hand. We condemn the practice in use in the yard of moving cars on the incline of the chute."

During the night the refreshment stand at the Ottawa terminal of the Hull Electric Company line was entered by someone who removed a window screen and forced open the window. Cigarets and tobacco valued at \$50 were stolen. The theft was reported to the police by S.R. Gibson who operates the stand.

New International Bridge Route Was Long-Awaited Here

Suggestion For Planking of New York Central Railway Bridge Was Made Almost Twenty Years Ago; Dream Realized Today

Linking two great counties, Canada and the United States, and providing a direct connection between traffic arteries of both countries, Roosevelt Highway in the United States and Kings Highway No.2,in Ontario the Cornwall-Northern New York international bridge is the sole bridge route across the border between Niagara Falls and Montreal. The tollway has been in operation since May 17, but the formal opening is taking place tomorrow, when His Excellency, the Governor General of Canada, will perform the official ceremony.

The new bridge comes as the realization of a dream which has long been in the minds of residents of Cornwall and Massena, N.Y. main centres of population on each side of the border. The plan of planking the railway bridge was conceived almost 20 years ago, when a ferry service between Cornwall and Massena was discontinued, leaving local residents with no more convenient means of crossing the St. Lawrence than by scow ferries from Cornwall to St. Regis and from Aultsville to Louisville Landing.

Board of Trade Active

Cornwall Board of Trade took up the matter with railway officials and it was first proposed that the New York Central maintain an engine and a number of flat cars to carry automobiles across the bridge in a half-hour service, This suggestion did not meet with general approval, and the late John A. Chishohn, ex-mayor of Cornwall, is credited with the original proposal that planking be laid over the ties to form a roadway. Mr. Chisholm headed a committee which studied the scheme for a number of years, but little headway was made.

In 1928, the matter was revived by the Board of Trade and, as a result of negotiations with the National Toll Bridge Co., the project advanced to a point where engineers were sent to Cornwall to make a complete survey This company had initiated an intention of proceeding with actual constuction, but the financial upset in 1929 put an end to this;

Company Formed,

Mayor Aaron Horovitz and C.C. Munroe, members of the bridge committee of the Board of Trade, were not content to let the matter drop. They continued negotiations in the face of a series of discouragements and obstacles. Last summer, Mayor Horovitz succeeded in contacting a firm in New York City which was prepared to finance the entire construction and operation of the bridge.

A company was formed for this purpose, under the name of the Cornwall-Northern New York International Bridge Corp, with B.M. Rutledge, New York City, as president; Aaron Horovitz, vice-president, and Edward L. Barry, New York, secretary treasurer.

This company lost no time in carrying out plans and actual construction was begun last September, under the supervision of Alf Hjort, New York City, and Walter Damon, of Pittsburg, Pa. Unusual weather during the autumn placed many difficulties in the way of the contractors, but they carried on doggedly throughout the fall and winter. By the end of April, everything was in shape for the informal opening of the bridge, with the exception of grading and filling of the approaches and the highway across Cornwall Island. By May 17, the roads were in passable condition and the route was opened. Since that time, constant maintenance has resulted in great improvement in the roads, which will be paved during the coming summer.

Built In 1897

Two of the three great bridges spanning the St. Lawrence and Raquette rivers were built in 1897 by the Phoenix Bridge Co., when the New York and Ottawa railway line was put through from Moira, N. Y., to Ottawa, Ontario. Later, this division was taken over by the New York Central Railway, which owns it at the present time.

The Cornwall-Northern New York (Roosevelt) International bridge route is 3 1/2 miles in length from Kings Highway.No.2 to Roosevelt Highway in New York State. A wide approach permits traffic to swing from highway to the bridge approach at the Cornwall end; and cars pass through.the gates of the main toll houses where the fee is collected.

From the highway to the Cornwall end of the bridge the approach is 1,000 feet in length. The North Channel bridge is 1,600 in length, of which a swing bridge is located at the north end of the bridge and permits ships to pass up and down Cornwall Canal.

The.road.across Cornwall Island is 1 1/2 miles in length, and the South Channel bridge is 1,232 feet long. Three-fifths of a mile south of the South Channel bridge is the Raquette River bridge, 380 feet_long, which is a half-mile from the Roosevelt Highway. The Canadian Customs and Immigration offices are located on Cornwall Island, 1,000 feet north of the South Channel bridge, while the United States customs station is 700 feet south of the bridge.

The Scenic Route

A trip over the bridge route is most enjoyable, and the owners have described it fittingly in their slogan, "The Scenic Route. " A marvellous view of the St. Lawrence river is available from the north bridge, and one sees a large portion of the city from that vantage point. In crossing Cornwall Island, one passes through the Cornwall Island Indian Reservation, home of a large number of Indians of the Iroquois tribe. The South Channel bridge provides an unique view of one of the most beautiful sections of the St. Lawrence River, with many islands and the great Longue Sault Rapids in the distance.

The Raquette River bridge, built during the past winter, is unique. The builders claim that the bridge, 380 feet in length, is the longest all electrically-welded bridge in the world. Not a single bolt or rivet was used in its construction, except those in the railings.

Opens New Areas

The new route opens up to residents of nearby sections of Canada and the United States many scenic paradises which have hitherto been inaccessible to them. Cornwall residents find much pleasure in motor drives through the Adirondack Mountains, and in visiting Massena, Malone, Watertown, Saranac Lake, Syracuse and a host of other centres within a 100-mile radius. On the other hand, those living in Northern New York State cross the bridge to visit the beauty spots of the

Laurentian Mountains, the Thousand Islands, the Gatineau Hills, Rideau Lakes and the lovely rural districts in the United Counties. The bridge also affords a direct route for those travelling to Montreal, Ottawa, Kingston, Brockville, Toronto and other centres on this side of the line, and New York City, Philadelphia, Rochester, Atlantic City and other cities of the United States.

Staff of 22

Employment is given to 22 persons in the operation and maintainance of the international route. The manager is V.W. Armeth, while H. Walter Damon is in charge of construction and maintenance. The toll collectors at the Cornwall end of the bridge are W.J. Gault, Percy Payette, Milton Mulhern and Welland R James, while Vicent A. Taylor is in charge of policing the bridges.

Monday *09/07/1934* *Ottawa Citizen* *Chalk River* *Carleton Place*

Alexander Fulton of Pakenham was almost instantly killed at the William Street crossing of the C.P.R. here yesterday at 11.30 as the Pembroke local was leaving town on its way west. The train was in charge of Engineer Matthews and Mark Baker of Ottawa. Mr. Fulton was driving into town in a coupe accompanied by his hephew, Stewart Fulton of Cedar Hill, when his car was struck on the crossing and badly wrecked. The crossing is a dangerous one, the view being obstructed on the north side by dwellings. Stewart Fulton escaped uninjured.

--

Thursday *26/07/1934* *Ottawa Citizen* *Ottawa Electric*

--

Early this morning linemen of the Ottawa Hydro Company and the Ottawa Electric Company and the Ottawa Electric Railway were still working at top speed in an attempt to repair major breaks in their lines caused by the falling of the roof of the Marine Signals Building

--

11/10/1934 *Athens Reporter* *Westport* *Lyn*

B&W Station at Lyn Closed