

Local Railway Items from Area Papers - 1934

02/01/1934 *Ottawa Citizen*

Renfrew

Carp

CARP DERAILMENT. CARP,

Jan. 2. The morning train from Ottawa to Pembroke ran into trouble here yesterday morning about 8.45 as it was leaving the station, when the engine ran off the track. The icy condition of the tracks was undoubtedly the cause and the fact that the train had not gained very much speed certainly prevented a bad wreck. One of the rails was broken into three pieces but the engine remained upright.

02/01/1934 *Ottawa Citizen*

Other

Mass of Ice On Tracks Blocks Railway Trains

Ottawa-Madawaska Route Most Seriously Affected. But Trains on Other Lines Delayed Hours.

Passengers Continue Journey in Motorcars

Conditions Never Equalled Before in Memory of Veteran Railwaymen.

A driving sleet and rain storm, which commenced early Sunday evening and continued most of the night, slowed up steam railway traffic in the Ottawa district to a large extent and in some places caused minor derailments.

The sleet and rain as it came down froze solidly to the rails, and with no trains over some of the lines for several hours, the tracks became a mass of ice through which the trains had considerable difficulty in making any progress.

Although much inconvenience resulted to passengers and railway officials no serious accidents were reported.

The lines most seriously affected over which there had been no traffic Sunday night were: the C.N.R. Ottawa-Madawaska line; the C.P.R. Prescott-Ottawa train; the New York and Ottawa train; the Gatineau C.P.R. train and the C.P.R. Ottawa-Waltham train as well as both trains running between Ottawa and Toronto.

The "pony" trucks of several of the locomotives were actually carried on top of the ice and finally forced off the tracks so heavy was the coating of ice on the rails.

Possibly the reason that in spite of so many mishaps, no accidents resulting in bodily injuries occurred was due to the precautions taken by the different railway crews and also to the slow rate of speed the trains were forced to travel. Travelling so slowly the locomotive crews in cases where the wheels left the rails, were able to bring their trains to a stop before any dangerous circumstances developed. All crews on the different roads had special instructions to take every precaution; against accident.

Blocked Entire Day.

On the Ottawa-Madawaska C.N.R. line, train service was completely blocked for the entire day, and early this morning men were still working between Carp and Arnprior in an effort to open up this line for traffic today. The sectional line between Carp and Arnprior was the most seriously affected. It was impossible for traffic to pass between these points.

After a delay of nearly 12 hours, the passengers on the train that left Ottawa at 7.55 a.m. were transferred by taxi last evening from Kinburn to Arnprior, where they were placed on board the eastbound train which had been stopped there, and the passengers on this train were transported by auto to Kinburn, where they were taken aboard the train from Ottawa. Both trains were then rerouted back over their runs.

Meals Supplied.

During the early morning, effort were made by Superintendent McNaughton to get taxi drivers in Arnprior to make the run up to Kinburn, but every effort proved unsuccessful as it was stated the roads were impassable. In the meantime the passengers on both trains were given meals in the restaurants in Kinburn and Arnprior, and later in the day when it was found that traffic could travel over the highway, the two-way taxi service was started.

From the time that the Ottawa-Madawaska train left the city it experienced considerable trouble with ice on the rails and with the ice and snow frozen between the rails not allowing sufficient clearance for the flanges of the wheels on the trains. So bad were the conditions that the train, due at Galetta, 35 miles from Ottawa, at 9 a.m., did not reach that point until 12.30 p.m. It was stated that en route to that point the wheels of the "pony" trucks of the locomotive were lifted off the rails two or three times but that each time the train was stopped and the crew was successful in clearing the rails and allowing the trucks to drop back on the rails.

Then when the wheels dropped from the rails near the switch just west of Galetta station a small section of the track was broken and it was found impossible to get the truck back on. An auxiliary crew was sent out from Ottawa to get the engine truck back on the tracks. Further attempts to get through the ice with the train were abandoned, and over fifty section men were set to work with picks breaking the ice along the tracks between Galetta and Arnprior.

Snowplows Derailed.

At Caldwell, also on the Ottawa-Madawaska line near Eganville, a snowplow was derailed but this obstruction was cleared early.

On the C.P.R. Ottawa-Maniwaki line a snowplow was derailed in Wakefield village at 3.30 a.m. Sunday. An auxiliary train was sent out from Ottawa with the aid of which the plow was placed back on the rails in time so as to cause no delay with the morning passenger traffic.

The Prescott-Ottawa C.P.R. morning train that travels by way of Bedell and Osgoode was far behind its schedule reaching the city. At Kemptville it was stated that at Bedell, half the 63 miles distance to Ottawa, the train was two and a half hours late and it was stated the pony truck of the locomotive left the rails a couple of times between Prescott and Bedell.

Delays were experienced by the Ottawa-Waltham C.P.R. trains. The Montreal-Ottawa C.P.R. train which was due at 7.15 p.m. did not arrive until 10.30 p.m. The early morning pool trains running both ways between Ottawa and Toronto were also delayed. It is understood that the delays on the line to Toronto occurred a short distance to the west of Smiths Falls.

Never Equalled Before.

Speaking of road conditions, veteran railwaymen said that never before had they seen an equal of yesterday's ice conditions to cause such handicap.

Additional section men were called out soon after the commencement of the storm on Sunday evening to keep the Bank street yard open for trains. The section men experienced great difficulty in operating the switches and walking was risky for the men as the sleet soon made a glare sheet of ice in the yards. Several of the sidings were rendered impassable and all day yesterday men worked with pick and shovels clearing these tracks.

Brakemen worked under a handicap as a precaution had to be taken to insure themselves of a safe footing as there was great danger of them slipping and sliding under the wheels of the engine or coaches.

Owing to the fact that the electric railways kept cars in operation during the early hours of Monday morning to keep the sleet from coating the overhead trolley wires, they escaped the ice conditions with which the steam railways were affected.

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 employees 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 employees 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.

09/01/1934 *Ottawa Citizen**Carleton Place**Ottawa Broad Street*

Broad St. Depot To Be Torn Down

Ottawa Firm Gets Contract For Demolition of One Of City's Old Landmarks.

Arrangements to remove the famous old C.P.R. station on Broad street were completed this morning when M. Zagerman was awarded the contract for the work. The contracting firm also arranged to buy the building for its material, but the money involved was not disclosed.

The Broad street station has been a landmark of progress in Ottawa: before the C.P.R. and the Canadian National Railways arranged to take over the present station, which was built by the Grand Trunk, railway passengers to Ottawa arrived at the Broad street edifice.

Since war time, however, the station has not been used for passenger traffic, but only in connection with the C.P.R. freight yard.

At the present time there is no plan for a building in its place.

11/01/1934 *Winchester Press**New York Central**Russell*

Serious Fire at Russell Village

The fire spread rapidly from building to building and for a time the station of the New York Central Railway appeared to be doomed. Volunteers working feverishly with snow shovels, spread snow over the roof of the building when embers set it on fire from time to time. Thick black smoke spread over the scene, astwo carloads of coal on a railway siding were ignited and continued to burn furiously throughout the night.

In Morrisburg Leader 12 January 1934

New York Central Railway, damage to roof of station, etc., loss \$500.

12/01/1934 *Ottawa Journal**Carleton Place**Ottawa Broad Street*

To Begin Demolition Old Station on Monday

Work will commence on Monday with the demolition of the old C.P.R. station building on Broad street, once Ottawa's railway centre.

Contract for the work was recently awarded to M. Zagerman, who announced between 15 and 20 men will be employed to tear down the extensive structure. It is expected the work will be completed by May 1.

Broad street station, built following the great fire here at the opening of the present century, has been a landmark in the Chaudiere district for years, and was formerly used for passenger purposes. Since the construction of the present Union Station, however, Broad street has become a mere freight depot, and has been used in connection with non-passenger operations of the C.P.R. in the Ottawa terminal. No plan has been made to erect buildings to replace it.

23/01/1934 *Ottawa Journal**Renfrew**Madawaska*

TRAIN IS DELAYED.

Motor trouble on the C.N.R. Madawaska -Pembroke-Ottawa train this morning as it was leaving the sheds at Madawaska caused it to be more than two hours late on arrival at Ottawa. Due at 10.55 a.m., it did not reach here until nearly two o'clock. Some difficulty was experienced in getting the engine off the turn-table at Madawaska with the result that a steam engine had to be commissioned to convey the passengers here.

08/02/1934 *Winchester Press**Kingston (CN)**Morrisburg*

HAD NARROW ESCAPE TWO HORSES KILLED

Struck by a Montreal-Toronto Canadian National express train last Friday night two fine horses were killed and the sleigh split into matchwood two miles east of Morrisburg. The owner, George Dawley, escaped death when he jumped before the train struck. The train was travelling in two sections that evening and Mr. Dawley was driving logs from the woods north of his farmhouse, saw the first section pass and started across the tracks, the second section came on the scene abruptly travelling at its usual high speed. It struck the horses and sleigh, throwing the logs more than 100 feet into nearby fields. Mr. Dawley had just time to slide from the back of the sleigh.

09/02/1934 *Morrisburg Leader**Kingston (CN)**Morrisburg*

NARROWLY ESCAPES DEATH

Mr. George Dawley, Rverside, narrowly escaped death on Friday of last week, when the team of horses which he was driving were struck by a C.N.R. train and instantly killed and the sleigh completely destroyed.

Mr. Dawley was accompanied by his son. The two had been drawing logs from the bush, and as they approached the track, failed to notice the on-coming express. Both Mr. Dawley and his son miraculously escaped death, leaping from the sleigh just as the train swept the load from the tracks, many feet into the field.

No damage was done to the express, which, after coming to a stop, continued on its journey.

Aultsville scene of Trainwreck

No one is injured when 13 Freight cars leave rails.

Aultsville, Ont., Feb. 11 - Thirteen cars of a 27-car CNR freight train derailed in front of Aultsville station at 10:30 o'clock this morning as the train was being shunted to clear the way for a Montreal-Chicago express. Both east and westbound tracks would torn up but no one was injured and the equipment was not badly damaged.

The eastbound track was cleared at six o'clock tonight and it was expected to have the westbound attract cleared late tonight. Passengers on the express were delayed in their journey until a special came from Morrisburg to take them aboard.

As the freight train was being moved, a brakeman saw one of the cars leave the tracks. He was unable to have the train stopped before 13 of them had left the rails. Auxiliaries were immediately ordered from Montreal and Brockville and work was started in clearing the wreck.

Passengers on other trains were forced to walk past the derailment to another to ?? other trains temporarily placed in order to run between Morrisurg and Aultsvilleand Cotteau and Aultsville.

Direct trains unaffected.

Trains running direct from and to Ottawa were not affected by the derailment at Aultsville, which is on the mainline of the CNR 65 miles southeast of the capital and 15 miles west of Cornwall.

All through train's between Montreal and Toronto were detoured to Ottawa, west-bound traffic at Coteau, east-bound at Brockville.

12/02/1934 *Ottawa Journal*

Kingston (CN)

Aultsville

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16/02/1934 *Morrisburg Leader*

Kingston (CN)

Aultsville

Owing to the derailment of a Canadian National freight train near Aultsville, on Sunday morning, about 11 o'clock, passener trains had to be diverted by way of Ottawa, and considerable delay in services resulted. Services thus affected included train No. 5 from Montreal to Toronto and Chicago; train No. 14 in reverse direction; train No. 15, pool train leaving Montreal for Toronto and Chicago at 3 p.m. Damage was slight and it was stated by officials that no one suffered any injuries.

21/04/1934 *Ottawa Citizen*

Kingston (CN)

Cornwall

Killed Picking Coal On Railway

CORNWALL, Ont, April 20 Trespassing on Canadian National Railways tracks in search of pieces of coal cost Mrs. John White, 34-year-old resident of this city, her life this afternoon for she was instantly killed when she walked into the side of the locomotive of the Toronto-bound passenger train.

According to Mr. White, his wife frequently went on the tracks in search of coal as did other residents of the poor section in the vicinity of the tracks. Mrs. White was not known to be hard of hearing, but how she failed to notice the train as it pulled away from the depot is hard to understand.

She was stooped over at the time and as the train neared, it is thought she walked into the side of the locomotive. It is believed that a portion of the engine, possibly the drive shaft, struck her on the back of the head and caused a fracture at the base of the skull.

The accident happened at Kirkey's Crossing, about a half mile west of the city.

The funeral is being held tomorrow.

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 lead 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 Uscan. The name was derived from U.S., the initials of the United States, the "Can" coming from the first syllable in Canada, and thus Uscan 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 Uscan.

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. Clopas, 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!

14/05/1934 *Ottawa Citizen**Montreal and Ottawa*

Oxford Group Member Is Again at Throttle:

Sully Wood Drives Train Carrying Colleagues.

Passengers on the C.P.R. train from Montreal to Ottawa on Saturday morning did not realize that an unusual hand was guiding their progress. The engineer of the trip was Sully Wood, member of the Oxford Group international team, and riding in the cab with him and the regular engineer was Dr. Frank N. D. Buchman, leader of the Group. Sully proved to be an expert hand at the smooth handling of a big train and slid easily out of every station. As a result he was again at the throttle with the regular engineer when the "team" left for Toronto at midnight last night. "I can still take it," Sully said with a grin. He served as an engineer years ago but lost the job through drunkenness; now he is travelling through Canada expressing his gratitude to the Oxford Group for showing him how to find the power of God.

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 Island 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.

DEATH WAS ACCIDENTAL.

CORNWALL, Ont., May 18. (Special). Evidence produced at a coroner's inquest, held here this 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. After deliberating for about a half hour, the jury returned a verdict of death by drowning and cited the cause of the accident as being the plank across the rail, placed there in some manner unknown to them.

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 witnesses.

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."

Thousands Visit Byrne Homestead

P. A. Byrne and Daughter, Who Were Killed By Train, To Be Buried Tomorrow.

CARP, Ont., May 25. So great was the number of people who visited the home of the late P. A. Byrne near here last night to view the remains of Mr. Byrne and those of his daughter, Carmalita, both of whom lost their lives in collision with a train at a level crossing in Arnprior Wednesday, that automobiles were parked in the nearby fields. Thousands visited the home and practically every community from North Bay to Ottawa was represented.

Mr. Leo Byrne, eldest son arrived from Kenora, Miss Byrne Kama from Manitoulin Island, and Miss Marguerite arrived from Black Donald; all three are school teachers.

Father and daughter were on their way to Pembroke where the latter was to enter a hospital to commence a course of training and at the Daniel street crossing in Arnprior their car was hit by the westbound morning local and hurled twenty feet: the automobile landed against the steel standard of an electric signal bell, the impact being sufficient to dislodge the standard.

Miss Byrne suffered terrible cuts about the throat and her neck was broken. She bled profusely and died almost instantly.

Mr. Byrne was taken to an Ottawa hospital; he never regained consciousness and at 6.05 that evening he died. His legs and one arm were fractured, broken ribs pierced his lungs and physicians said there was no part of his body that was not injured by the impact or cut by flying glass. Two or three times during the afternoon he seemed anxious to say something, but beyond the words, "I'm sorry," his utterances were not coherent.

Funeral Tomorrow.

The funeral will take place tomorrow morning at nine o'clock, standard time, to the Huntley church and cemetery.

The late P.A. Byrne, who was 58 years of age, was born in McNab township, third son of the late John Byrne. He is survived by his wife, by seven children, two brothers, John of Arnprior and Thomas, and one sister, Mrs. Ed. Levy of Munising, Mich. The members of the family are very widely known and probably none in all the countryside are more highly esteemed.

Inquest opened.

Dr. A. Jamieson, coroner for the Arnprior district, opened an inquest into the death of Miss Byrne and adjourned the taking of evidence until Saturday evening at Arnprior. Evidence given at this inquest will also be used to cover the death of Mr. Byrne.

Jury Sworn In.

The members of the jury sworn in were P.J. Heney, foreman, T.P. O'Toole, F.X. Desarmia. A. Sproule, J.Munro, A. Armand, T.Potter and J. Murphy. Dr. Jamieson presided at the preliminary inquest and he was assisted by Chief of Police Rodgers.

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.

Accidental death is Jury's Verdict in Byrne Mishap

Finds car driven by victim's father "had either been struck or collided with train."

Arnprior, Ont., May 27. - a verdict of accidental death was returned by the jury empaneled to investigate the cause of the death of Miss Carmelita Byrne, who was killed here on Wednesday in a level crossing accident when the car, driven by her father, P.A. Byrne, of Carp, who also died from injuries he received in the accident, collided with or was struck by a westbound C.P.R. Ottawa-Chalk River local. The jury, in the verdict, found the car "had either been struck by or collided with the train at the crossing."

Eye-witness Testifies.

J. A. McCormick, of the Bank of Nova Scotia staff, an eye-witness, testified he was on his way home to lunch, and was approaching the crossing when the local was pulling in. When about 35 feet from the crossing the Byrne car passed him. Although he would not estimate the rate the car was travelling, he was of the opinion that it was going fast, as the train at that moment was near the crossing.

Witness stated he threw out his arms and shouted, but apparently the occupants of the car did not see or hear either him or the train. Mr. McCormick said that as the car approached the crossing it was on the left side of the road and he believed it swerved to the right when almost upon the crossing. So close was witness that when the car and train collided the former missed him only by inches, when it was thrown forward against the signal standard.

Thomas Carthy, a taxi driver, who had been waiting at the station and was also an eye-witness, estimated the speed of the car at 15 to 18 miles per hour.

Oswald McComb, who had stopped his truck before reaching the crossing, stated the car had passed him at rather a fast clip, he thought. He had heard the train whistling.

Engineer tells story.

The engineer of the local, Harry Matthews, stated he first thought the car would stop, but when he saw it did not slow up, he immediately applied the emergency brakes, bringing the train to a stop in three and a half car lengths. He estimated the speed of the car between 15 and 18 miles per hour.

Chief of Police John S. Rodgers filed a list of measurements he had taken on his arrival at the scene, while Dr. J.H. Box gave evidence of a medical nature, testifying as the actual cause of Miss Byrne's death. The fireman of the train, Mr. Levert, although not an eye-witness of the accident, also gave evidence.

The inquest was under the direction of coroner Dr. A. Jamieson, assisted by chief Rodgers, while Crown Attorney H. B. Johnson, K.C., of Pembroke, questioned the witnesses. The jury comprised John P. Heney, Foreman; T.P. O'Toole, Andrew Sproule, Andrew Raymond, Joseph Murphy, James Munro and Thomas Potter.

Derailment Tied Up Line East of Cornwall

MONTREAL, June 24. The front truck of a Canadian National Railways Locomotive drawing a special train of Shriners returning from a convention in Minneapolis went off the track at River Beaudette, Que., 23 miles east of Cornwall, Ont., it was announced by Canadian National Railways officials here. No one was injured and after two and a half hours the train resumed its journey to Montreal. While no report had been received here it was understood a broken part in the truck caused the derailment. The rest of the train remained on the track.

29/06/1934 *Cornwall Freeholder*

New York Central

Cornwall

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. Chisholm, 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 construction, 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 maintenance 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.

Was killed by train while engaged on duty

Pembroke, Ont., June 28th - after deliberating for 15 minutes a coroner's jury brought in a verdict that Claus Holimer, aged 59 years, CPR employe of Chalk River, met his death as a result of being struck by an engine while in pursuit of his duties at Chalk Riverr last Saturday, at the adjourned inquest into the fatality which was held tonight in the council chambers here.

The opinion was expressed in evidence that the man must have endeavoured to board the tender of the engine which was backing up, and fallen underneath, sustaining the injuries which caused his death the same day in Pembroke Cottage Hospital. Dr. W. L. Higginson, coroner, presided, while Crown Attorney H. B. Johnson questioned the witnesses.

Witnesses included Felixix Bertrand, who was in charge of the engine when the accident happened; C. J. Gribben, roundhouse foreman; Henry Lacelle and Duncan Laroche, all of the CPR at Chalk River; Provincial Police Officer A. V. McNeil and Dr. A. J. Skelly. The jury was composed of C.R. Beal, foreman; W.L. Mulvihill, W. Sarsfield, H.S. Smith, Harold Wright, W.H. Hawkins and E. A. Hunt.

04/07/1934 *Ottawa Citizen**Chalk River**Pembroke*

Killed In Jumping Off Freight Train

Accidental Death Is Verdict at Inquest on Balderson Man's Death.

PEMBROKE, Ont., July 3. - Death by accident with no blame attached to any one was the verdict found tonight at the inquest into the death of George Allan, 23, Balderson, Ont., who was instantly killed this morning when jumping from a moving freight train at the C.P.R. station here.

Employed for a month past in a road camp near Chalk River, Allan was returning to his work with two companions, from his home, where he had spent the holiday. The three were riding in an empty coal car.

Donald McTavish and Philip Brady, Allan's companions, stated at the inquest that they expectec! the train to stop at Pembroke. They planned to leave the station here and proceed to Chalk River by motor with a friend who had brought them to Pembroke when they left their work for the holiday. The train, however, did not stop and Allan, evidently misjudging its speed which the others placed at about 20 miles an hour, jumped. They were going to jump, but thought it was going too fast. They did not know that Allan had been killed until they reached Chalk River.

Frank Buder, C.P.R. operator, stated that the accident victim struck the station platform and rolled beneath the train.

Albert Allan, brother of the victim, identified the body, and Chief of Police Wm. McKee also gave evidence. Dr. W. L. Higginson, coroner, presided at the inquest, which was held at Neville's undertaking parlors. The jury was composed of J. H. Bruck, foreman; C. A. Bailey, J. A. Munro, N. C. Cohen, A. L. Beamiih, P. H. Kelly and W. A. Zadow.

The body was taken tonight to Balderson, where the funeral will be held.

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

Pakenham Man Is Victim of Level Crossing Crash

A. Fulton Fatally Injured When His Auto Hit By Train at Carleton Place. Nephew Escapes.

CARLETON PLACE. July 8. Alexander Fulton of Pakenham was almost instantly killed at the William street crossing of the C.P.R. here yesterday morning 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 nephew, 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.

Following the accident the body waa removed to Patterson Bros.' funeral home and was later taken to his home at Pakenham. The local coroner, Dr. A. Downing, was called and a jury was summoned, composed of Robert J. McLaren, foreman; James Cram, J M. Murray, Abe McFadden, Robert Burrows, John Morris and Walter Kingston. They viewed the body and visited the scene of the accident and later adjourned to meet again on Monday evening at 8.30 o'clock. Standard Time.

Mr. Fulton was about 74 years of age. He was born in Pakenham township but had lived the greater portion of his life in Pakenham village. He was a carpenter. He is survived by two brothers. Andrew of Arnprior. and William of Braeside and one sister, Mrs. William Bain of Renfrew county. He was unmarried.

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.

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12/07/1934 *Ottawa Journal**Chalk River**Chalk River*

TRAINS ARE DELATED.

Held up by a burning freight car at Chalk River, two Canadian pacific trains trains from Vancouver arrived in Ottawa considerably behind schedule this morning. The first train, due at 3.40 a.m. arrived at 8.00 o'clock, and the second, due at 6.15 a.m., came in at 8.20 o'clock.

Circus Train Late But Show Staged With Little Delay

Derailement Holds Up Al G. Barnes' Cars - Evening Performance Starts at 8 O'clock.

All roads led to the Preston and Somerset west corner from 10 o'clock this morning until late this afternoon as the Al. G. Barnes circus pulled into town and scores of circus hands worked like lightning unloading the long train-load of animals and putting up "The Big Top"

Due to a derailment of one of the cars at Brant[sic] Ont. early this morning, the circus train was held up for many hours and finally shunted into the siding between Somerset street bridge and the Gladstone avenue crossing at five minutes to twelve. Owing to the unexpected delay the afternoon show opened at three o'clock. The evening show will start promptly at eight o'clock.

Watched Show Unloading

As the big train-load of orange-colored cars slid to a stop thousands of children, many accompanied by parents and older brothers and sisters, raced across the open field to get a glimpse of the arriving show. Crews of colored circus hands, teeth gleaming in the sunlight leaped off the cars and under the direction of managers staked out the grounds for the tents and animal cages. First to disembark was the herd of 16 huge elephants, and their dignified descent from the car doors to the ground evoked a murmur of admiration and amazement from the waiting crowd. The moment was not without incident. As the enormous beasts with swinging trunks, flapping ears, gleaming tusks and foreheads a yard wide came down at the siding, several young children took fright. While some of the braver spirits among the boys climbed on top of the cars and reached down to touch the elephants' backs, several younger boys and girls screamed with fright and raced away in the opposite direction, watching the spectacle from afar.

Big Top Erected Quickly.

With fascinating speed and accuracy, the circus workers erected their canvas and ranged the animals in their places. At the eastern extremity of the grounds was a long line of peanut wagons and lines of refreshment booths with barkers crying their wares.

In the 18 nationalities represented among the 400 Barnes circus performers tradition again is strong. Arabians for acrobats. Japanese for equilibrists, English folk for riders and aerialists for within the circus is the specialization of the expert. Circus life they say is "in the blood," even for generation to generation. There is for example, Mrs Elizabeth Hanneford, still active in the ring at the age of 64, the daughter and granddaughter of circus performers. Her son "Poodles" is with the Barnes show as its star riding clown. His wife Grace, is an equestrienne, and their daughter also Grace, is likewise in the ring. In addition to this example of three generations with one show, Mrs Hanneford's daughter, Elizabeth equestrienne, is the wife of Ernie Clarkonion, aerialist and their daughter Ernestine, has followed her father on the "flying trapeze."

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

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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

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31/07/1934 *Ottawa Journal**Montreal and Ottawa**St. Redempteur*

Unhurt When His Car Collides With Train

To drive into a moving railway train and escape, unhurt was the experience of J. H. Ryan, 131 Cooper street Ottawa, who collided with the engine of the Ottawa - Montreal C.P.R. North Shore train at the level crossing at St. Redempteur street, Hull, at 8.37 o'clock this morning.

Driving towards Ottawa Mr. Ryan apparently failed to notice the approaching train until it was a few yards away from him. He swung to the right applying his brakes, and both automobile and train came to a standstill with the front tire of the machine against the front of the engine. Mr. Ryan was uninjured and after replacing the flat tire on his car, went on to Ottawa.

31/07/1934 *Ottawa Citizen**Maniwaki**Marks*

Maniwaki Child Is Victim Of Accident On Railway Track

One-Year-Old Germaine Regimbal Had Strayed From Home Near Curve.

MANIWAKI, July 31. Germaine Regimbal, one-year-old daughter of Mr. and Mrs. Antoine Regimbal, was almost instantly killed yesterday when she was struck by the Ottawa- Maniwaki C.P.R. train at Darby's crossing, near Marks station, a few miles from here.

The child apparently wandered on the tracks near a slight curve, and although Engineer J. Dunlop, of Ottawa, applied the emergency brakes, stopping the train within two cars length, it was impossible to avoid striking the child.

The unfortunate child was thrown into the ditch on the east side of the track and although breathing when picked up, died a few minutes later. Dr. A.

Mulligan, coroner for Gatineau district, was called and ordered an inquest to be held this evening.

The parents of the child work at the Darby farm, which is across the tracks from their own home, and it is thought that while they were absent the child wandered from the house and on to the tracks.

18/08/1934 *Ottawa Citizen**Renfrew**Bank Street*

To Start Putting Up Big Midway At Exhibition Today

Long Railway Train of Double Length Cars Is Bringing World of Mirth Shows to Ottawa.

The shows and rides that will be featured on the midway at the Ottawa Exhibition next week will be an unusually large parade of fun houses, shows and thrill rides. The directors have secured the World of Mirth Shows under the personal direction of Max Linderman to furnish the outdoor amusements. Late this evening a long train of double length railroad cars will pull into the Canadian National yards and the unloading of the eighty seven wagons carrying the show equipment will start immediately. Attendants will work continuously until everything is ship shape and in readiness for the opening of the exhibition Monday morning at nine o'clock.

Field Battery Had Eventful Journey To Montreal In 76

Stirring Scenes at Hull Station When They Chased Fireman and Engineer Off Locomotive. Major's Horse Took "French" Leave During Journey. On Return Trip Heavy Gun Rolled Off Flat Car Into Ditch. Farrier-Major Got Raking Over Coals For Forgetting Swordbelt

PERHAPS a few of the old timers who were attached to the Ottawa Field Battery in the seventies will recall an eventful trip to Montreal on the 24th of May, 1876. The following description of the trip is related by Mr. W. J. Powers, of 118 Pretoria avenue, who at that time was farrier-major in the unit:

"We were detailed to attend a military review in Montreal and when we arrived at the Hull station to board the North Shore train, we found there was no accommodation for us the train was filled with civilians. This aroused our anger and we chased the fireman and the engineer off the locomotive. Finally we were informed that the railway officials would send a special car to meet us at Calumet

Major's Horse Detained

"When we arrived at Calumet we discovered that Major Stewart's horse was missing from one of the box cars - had taken French leave and was somewhere back on the line. An orderly was sent back after the horse and arrived with him about the time the special car reached Calumet.

The remainder of the journey and the time spent in Montreal was uneventful, with the exception that I got a raking over the coals from the major and other officers for leaving my sword-belt in the train appearing on review without it.

"On the return trip we hadn't gone some fifteen miles when the train came to a sudden halt. We discovered that one of our guns had rolled off a flat car and found a resting place at the bottom of a gully. There followed a busy scene of pulling and tugging, but little headway was made.

Broken Wheel

"Finally Major Stewart instructed me to take charge of the operations. I got hold of a stout rope and by slow degrees we got that old gun up on the track. We discovered one of the wheels was broken. The next problem was to get it back on the flat car. This difficulty was overcome by the use of a number of heavy timbers, procured from a nearby farm. It was a warm day and I am telling you that the men were pretty nearly all in by the time they had completed their task. For my share of the job I was not only thanked, but forgiven for forgetting my sword-belt.

29/08/1934 *Ottawa Journal*

Kingston (CN)

Brockville

Death of Ottawa Man Was Result of Accident

BROCKVILLE Ont. Aug. 28. A coroner's jury sitting here tonight found the death of David McEwan, 48, of 301 Booth street, Ottawa, which occurred here yesterday morning, was the result of an accident. McEwan, a patient for the past two years at the Ontario Hospital, escaped about five o'clock Monday morning and a short time later his badly mangled body was found on the C.N.R. tracks, directly north of the hospital, where he was struck or run over by a passing train.

31/08/1934 *Glengarry News*

Brockville and Ottawa

Brockville

Canada's first train tunnel

Probably few people are aware of it, but 'tis a fact that Canada's first railway tunnel was constructed right here in the Ottawa district. It's over at Brockville, not greatly used today, but the masonry has required few repairs and is still about as solid as when placed there in 1858. It isn't a wide tunnel and the funny thing about it is that there are doors at either end, something on the principle of barn doors; they must be closed every night and opened every morning, a law that is as inflexible as that of the Medes and Persians, and woe betide the section man who forgets that duty. A great deal of historic data has been unearthed by Mr. Fred H. Woveling, an industrious [sic] young Brockville journalist, and if you sometimes think there is something unique about that train that wheezes into Jasper and Bellamy, you should delve into the railroad's earlier history. That's much funnier than funny.

They must have possessed boundless enthusiasm in the new country of that day when they decided to expend five million dollars on a railroad to connect Brockville with Smiths Falls and Perth. But that's what they did and a Sheffield, Eng., firm were the contractors.

A few of the highlights were that they called the line the Canada Central [sic]; the contracting firm went broke; they constructed a tunnel under Brockville and it's still there and used for freight traffic; the corner stone of the tunnel was laid in 1854 by Adiel Sherwood, Sheriff of Leeds and Grenville and the most prominent Mason in all the countryside at that time. After the ceremony 'tis said the contractors and officials "repaired to a nearby hotel where they partook of refreshment." Now you can understand that Brockville's a staid old place and doesn't greatly change her ways.

When the project was re-financed the secretary of the new company was just leaving the bank with \$55,000 when an execution was served upon him by someone who evidently was hidden behind the door and creditors received the entire amount. That nearly wrecked the secretary, the project and the bank.

But they proceeded with rare determination on a scheme that seemed to have "fiasco" emblazoned all over it. In January, 1859, the first train over the Canada Central set out for Smiths Falls and Perth, comprising "two ludicrously small coaches hauled by an equally ludicrous wood-burning engine."

That shunting caravan did about everything wrong; it went off the track, it was frequently stuck in the snow and every time it became lodged in a snowbank near an hotel there was quite a scramble for more refreshments, many of the first trip passengers became stragglers along the way, but after about ten hours of weary wheezing the diminutive engine with the huge funnel arrived at Perth a distance of forty miles. In the meantime a coupling broke and when the train pulled into the Perth depot it was discovered that as a last resort the coaches had been linked together with tow-rope.

That wasn't a very auspicious start, but strange to say, the railroad witnessed moderate prosperity at least the fabric hung together until the C.P.R. took it over years afterward - tracks, trains, tunnel and all, including the old doors that are still consistently opened at dawn and just as meticulously closed at dusk.

06/09/1934 *Ottawa Journal*

Beachburg

In death escape on level crossing

Farmer painfully hurt, son escape's as train crashes car.

Pembroke, Ont., Sept. 6. - Henry Martin, aged 60, a farmer living near Beachburg, received painful injuries to his face and hands and was badly shaken up, when a motor car he was driving was struck by a Canadian National work-train near Beachburg at nine o'clock this morning. His son, Alan Martin, who was driving with him, escaped unhurt.

The accident happened on the crossing near the village which leads into the farm of Thomas Scott. The train was backing up slowly and was unnoticed by Mr. Martin, whose car was struck broadside and shoved 30 yards along the track. The car was badly damaged.

Mr Martin's face and hands were cut by flying glass, but after treatment by Dr. L. Barries he was able to go home.

Woman Injured As Car Is Struck At Level Crossing

Miss Elisabeth Hogan, of Kazabazua, Suffers Loss of Memory in Hull Crash.

Two residents of Kazabazua, Que., had narrow escapes from death when the automobile in which they were driving was struck by the North Shore Ottawa. Montreal C.P.R. train on the St. Redempteur street level crossing near Beemer Station. Hull, at 5.30 o'clock yesterday afternoon.

One of the occupants of the automobile, Miss Elisabeth Hogan, 64, received a serious head injury, and is at the Ottawa General Hospital, under care of Dr. J.P. Bonfield, 497 Somerset street west

Returning to Kazabazua

Miss Hogan and her nephew, R. Hogan, also of Kazabazua, had been in Hull on a shopping trip during the day, and were returning to their home. They drove north on St. Redempteur street, and apparently failed to observe the train approaching the level crossing near the station, from Ottawa Union Station. The automobile was struck on the left side, and carried nearly 100 feet along the railway right-of-way, before the train, which was travelling very slowly at the time, to stop at the station, could be braked to a standstill.

The automobile was demolished as it was pushed along by the locomotive, but the two people were thrown clear of the wreckage. Mr. Hogan was shaken up but escaped without injury. Apparently Miss Hogan received a severe blow on the head, and was unconscious when picked up.

Narcisse Saumier, 120 St. Redempteur street, was one of the witnesses of the accident, and rendered aid to the injured woman. From Beemer station the authorities were notified by telephone, and Constable Francois Perron and Thomss Larabie of Hull police investigated the accident.

Taken to Hospital.

An ambulance from Beauchamp's funeral home, only a few blocks from the crossing, took Miss Hogan to Ottawa General Hospital, where Dr. Bonfield was called to attend her.

An X-ray examination revealed Miss Hogan's skull had not been fractured, but she had apparently sustained a severe concussion, and after regaining consciousness last night was suffering from complete loss of memory. Her condition is regarded as serious.

28/09/1934 *Ottawa Citizen**Montreal and Ottawa**Hull, St. Redempteur*

Auto Struck By Train At Level Crossing, Hull

Two Residents of Kazabazua Injured. One Only Slightly. Fourth Accident at Spot This Year.

Two residents of Kazabazua were injured yesterday afternoon when the automobile in which they were driving on St. Redempteur street, Hull, was struck at the level crossing by the Ottawa-Montreal North Shore train. The injured are Mr. and Mrs. R.E. Hogan. The woman was taken to the Ottawa General Hospital, Water street, and is suffering from head injuries while Mr. Hogan, who was driving the automobile suffered only slight bruises.

According to Constable Thomas Larabie, who investigated the accident, the car was proceeding north on St. Redempteur street when the driver failed to notice the approaching train. The train was travelling slowly as it was nearing the Beemer station. The automobile was dragged for about 15 feet before it was thrown off the track Beauchamp's ambulance was called and removed Mrs. Hogan to the hospital.

There are no gates and no signals at this crossing and yesterday's accident is the fourth this year.

Hospital authorities stated last evening that Mrs. Hogan's injuries were serious but not critical. She is attended by Dr. J. P. Bonfield.

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

B&W Station at Lyn Closed

05/11/1934 *Ottawa Citizen**Renfrew**Bank Street*

Toronto Man Hurt Trying To Board Freight Train

When he attempted to board a freight train while it was crossing the Bank street subway about eight o'clock Saturday night, George Jasson, 40 years of age, 541 Dundas street, Toronto, fell between a box car and the side of the bridge, suffering a cut to the side of his head and a fracture of the left rib. The injured man somehow managed to make his way to the police station, where he reported his injuries. He was taken to the Ottawa General Hospital, Water street, by P.C. Frederick Wilcox, where he was attended by Dr. M. Taschereau.

17/11/1934 *Ottawa Citizen**Winchester**Smiths Falls*

Smiths Falls Man Killed By Train

Body of William Crawford of C.P.R. Found on Track in Railway Yards.

SMITHS FALLS, Nov. 16. William Crawford, popular Smiths Falls resident and C.P.R. trainman, was instantly killed in an accident in the Canadian Pacific Railway yards here tonight.

Mr. Crawford's body was found on the track, mangled by the wheels of a train. There were no eye-witnesses to the fatality and definite information as to how it occurred was unavailable.

It was known that Mr. Crawford had been ordered to the yards for a trip at 11 o'clock tonight and it was believed that the unfortunate man had been run over by a train while making his way to his van through the C.P.R. yards. The body had apparently been run over by a yard engine and several cars.

Dr. R. M. Ferguson was called immediately but life was extinct when the body was found. Coroner Dr. C. L. B. Stammers gave permission for the body to be removed to a local undertaking parlors and an inquest will be held tomorrow.

The late William Crawford had lived here for several years and was held in general esteem. He is survived by his widow, formerly Miss M. Cartland.

17/11/1934 *Ottawa Journal**Montreal and Ottawa**Hurdman*

Jury Returns Verdict Of Accidental Death

Investigating the accident in which Richard Dunlop, of Renfrew, was fatally hurt on Tuesday morning when an automobile in which he was a passenger was struck by a C.P.R. train at the Russell road crossing near Hurdman's Bridge, a coroner's jury last night returned a verdict of accidental death.

After hearing the evidence of eight witnesses the jury attached no blame to Hillyard Ebbs, of Ramsayville, driver of the automobile which skidded on the slippery road into the path of the slowly moving Montreal train.

Evidence was given by Dr. S.M. Nagle, 221 Laurier avenue east; James Dubois, Hurdman's Bridge, an eye-witness; J. D. McSheffrey, Eastview, C.P.R. section man; Eloie Huard, 142 Irving avenue, train engineer; Mark Baker, 696 Albert street, conductor; Andrew Usher, fireman; Constable John Brown, and the driver of the car.

The inquest was conducted by Dr. R. M. Cairns, coroner and he was assisted by J.A. Ritchie, K.C., Crown Attorney.

Dairy Driver Killed at Hull Level Crossing

Emile Cadieux Victim of Fifth Accident In Year At Danger Point

Horse Also Killed And Wagon Demolished By Trans-Canada Train At Unprotected St. Redempteur Street Crossing of C.P.R.

Outfit Carried 88 ft. Before Train Stopped

No Signals, No Gates Nor Watchman at Fatal Spot. Victim's. Store Robbed Last Night.

When his milk wagon was struck by the trans-Canada C.P.R. train at the St. Redempteur street level crossing in Hull at 6 o'clock this morning, Emile Cadieux, 23-year-old resident of Hull, was instantly killed.

The wagon, horse and the driver were dragged for a distance of 88 feet after being struck. When the train was brought to a stop, the unfortunate young man was found lying on the side of the track with his feet tangled in the pilot of the engine.

So badly injured was the horse that it died a short time after the accident. The wagon and contents were completely demolished.

Fifth Accident in Year.

There are no signals, no gates, nor watchman at this crossing and during the past year five accidents have occurred there, today's being the first fatal one.

An inquest was opened at Beauchamp's undertaking parlors by Dr. Joseph Isabelle, coroner for Hull district, and following the usual formalities was adjourned until next Wednesday in order to permit the police to make an investigation into the accident.

Almost Over Crossing.

According to Constables Ernest Lavergne and Oscar Gignac, who investigated the fatality, the man was proceeding south on St. Redempteur street and had almost completely passed the crossing when the engine struck the side of the wagon and dragged it for some distance.

The train, according to railway officials, does not stop at the Beemer Station in Hull and was proceeding to Union Station, Ottawa. The train was in charge of George Smythe, 1039 Gladstone avenue, Ottawa, engineer, and J. M. Stanley, 174 Primrose avenue, Ottawa, was the conductor. The engineer told the police that he did not see the wagon until the train had reached the crossing. He applied the brakes and was able to stop the train in 88 feet.

Store Also Robbed.

It is believed that the young man failed to notice the train approaching as he was probably tired, having spent part of the night at a wedding party near his home. Mr. Cadieux, when returning to his home about three o'clock this morning with his wife, discovered that his store at 234 St. Joseph boulevard had been entered and he notified the police. Constable Gignac was sent to investigate and it was found that goods to the value of \$5 had been stolen.

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Although there are no eye-witnesses besides the train crew, Arthur Paquette, 118 Laval street, Hull watchman for the Hull Electric Company at the St. Hyacinthe crossing, and George Belisle, 54 Breboeuf street, Hull, were first on the scene and notified the police. The remains were taken to Beauchamp's undertaking parlors.

Funeral arrangements are not yet completed.

PROMPT INQUIRY

Prompt action in investigating the five

24/11/1934 *Ottawa Journal*

Montreal and Ottawa

Hull St. Redempteur

Believe Cadieux Hold-up Victim

No Money Found in Clothes of Man Killed on Hull Crossing.

The absence of \$15 from his clothes have led police to investigate the theory that Emile Cadieux, 23-year-old Hull milk driver, killed by a train in Hull on Thursday morning, was the victim of holdup men.

Hull police revealed this morning that there was a possibility that Cadieux had been "slugged" by robbers and his horse and wagon then drawn across the St. Redempteur street level crossing.

Cadieux's practise was to carry at least \$15 in his possession, but after a search was made following the accident no trace of any money could be found. In support of the theory it was also pointed out by police that the milk driver should have been familiar with the train times, as he travelled the same route every morning about the same hour.

Police stated today that relatives of the deceased may ask an autopsy to reveal if the victim suffered any significant injuries to the head.

27/11/1934 *Ottawa Journal*

Montreal and Ottawa

Hull St. Redempteur

Autopsy Is Performed On Body of E. Cadieux.

To determine precisely how Emile Cadieux, Hull milk-driver who was killed Thursday morning when his wagon was struck by a train at St. Redempteur level crossing, met his death, an autopsy was performed on the body last evening by Dr. Rosario Fontaine, chief medico-legal expert of the Quebec Attorney-General's Department.

At the close of the post-mortem held at Gauthier's morgue, Dr. Fontaine declined to discuss his findings, but intimated he would present a full report at the inquest which is scheduled for Wednesday evening.

Urges Gates Or Signals At All Hull Crossings

Jury Recommends Protection Where Streets Cross Railway. E. Cadieux'g Injuries Caused in Accident

A recommendation to the C.P.R., to place gates or signals at the various level crossings in the city of Hull was made last evening by a coroner's jury at the inquest in the death of Emile Cadieux, the 23-year-old driver who was killed last Thursday morning when his milk wagon was struck by the Trans-Canada train at the St. Redempteur street crossing. The jury rendered a verdict of accidental death.

The inquest was presided over by Dr. Josephat Isabelle and according to the report of the autopsy performed by Dr. Rosario Fontaine, all wounds found on the unfortunate young man were caused by the railway accident.

Gave Usual Signals.

Evidence heard, showed the train crew had given the usual signals before approaching the crossing and that the train was proceeding at a speed of about 10 miles an hour.

No witness heard last evening could say if the unfortunate young man had money on him on the morning of the fatal accident and the rumors that he might have been "slugged" or knocked unconscious previous to the accident were denied.

George Smythe, 1039 Gladstone avenue, Ottawa, locomotive engineer, stated that the train left Ottawa West and was proceeding to the Union Station at the moment of the accident. The train consisted of seven coaches and did not stop at the Beemer station of Hull but was proceeding at a speed of about ten miles an hour. He said that he gave the usual signals and warning before approaching the crossing and it was the fireman who had shouted to him. "Whoa, there is something in front of the train." He said he applied the emergency brakes and the train stopped within 100 feet.

John Finn, locomotive fireman, 41 Spadina, corroborated the previous witness and stated the headlight of the train was on at the moment of the accident. He added that the body of the young man was found under the tender.

Stopped in 88 Feet.

Constable Ernest Lavergne, of the Hull police, who investigated the accident said he was on Bridge street, about one mile from the scene of the accident when the fatality occurred. He stated he had heard the engine's whistle and added the train had stopped 88 feet from the crossing.

Other witnesses heard were: Joseph Belisle, station foreman, who also heard the engine's whistle, Frederic Carriere, agent at Beemer station, who said the usual speed of that train was ten miles an hour at the crossing, and J.M. Stanley, conductor of the train, who stated the train was proceeding at the usual speed at the moment of the fatality. Following evidence given by these witnesses, A. Learoyd, of the Central Dairies, Ottawa, by which company the unfortunate young man was employed, said the young man should have carried on him about \$15 in cash.

In reviewing the case for the jury, Coroner Isabelle said there was no evidence of criminal negligence but he asked the jury to recommend to the railway company the placing of gates or signals at the various level crossings of the city of Hull.

07/12/1934 *Ottawa Citizen*

Canadian Refractories

Kilmar

F. E. Lathe Addresses Engineering Institute

Tells of Development of Refractories.

Magnesite deposits in the Ottawa district are now being used extensively in industry for refractories, which are substances to line high temperature tumaces, F.E. Lathe of the National Research Council told the Ottawa branch of the Engineering Institute of Canada yesterday. The deposits are mainly at Kilmar, Que.

12/12/1934 *Ottawa Citizen*

Montreal and Ottawa

Hull St. Redempteur

Consider Protection Dangerous Crossing

Railway Board Acts In Hull Fatality.

The Board of Railway Commissioners for Canada will meet on January 8 to consider the question of adequate protection for the C.P. Rly. crossing at St. Redempteur street, Hull, scene of five [sic] fatal crossing accidents, the last on November 22.

The question of providing protection for the crossing arose when Emile Cadieux, 23, of 234 St. Joseph Blvd., Hull, was struck and killed by a trans-Canada train as he was driving his milk wagon over the crossing at six o'clock on the morning of the 22nd.

There are crossing gates and watchmen on constant duty at St. Hyacinthe street, the next street to St. Redempteur. The board, therefore, may decide that gates be provided at the latter street and the one watchman may take care of both crossings.

The coroners jury at the Cadieux inquest favored more adequate protection for the crossing.