

Local Railway Items from Area Papers - 1935

17/01/1935 Ottawa Citizen

Carleton Place

Ottawa West

Youth Injured In Crawling Between Two Freight Cars

Train Starts to Move and Yardman's Quick Work Signalling Engineer Perhaps Saves Boy's Life.

Douglas Peart, 18-year-old son of Mr. and Mrs. Grant S. Peart. Mc Kellar Townsite, was seriously injured and narrowly escaped death yesterday afternoon when in taking a short cut across the C.P.R. yard at Ottawa West he crawled between two freight cars and the train started to back up over him. Harry Donaldson, yardman, noticed the youth starting to crawl out from between the cars as the train began to move [sic] and signalled the engineer to stop the train just as the wheels of one of the cars cut into the flesh of the boy's left leg.

The youth was on his way home from Nepean High School and was cutting across the yards about 3.30 p.m. He thought he would have time to crawl between the cars before the train started to move but before he was completely across the tracks the train began to back up and pinned one of his legs as he was rolling out the far side.

The boy was taken to the Ottawa West station and there given first aid by Dr. A. T. Shillington who ordered his removal to the Civic Hospital in McEvoy Brothers' ambulance. At the hospital several stitches were placed in the boy's leg and then he was allowed to go home. His father stated last evening that the boy's condition was not serious and that he had learned a painful lesson.

24/01/1935 Ottawa Journal

Kingston (CN)

Brockville

Two Passengers Shaken When Diner Turns Over

BROCKVILLE. Ont., Jan. 24. Two passengers were shaken when the C.N.R dining car in which they were riding, was sideswiped by a passing train and overturned. The dining car ran foul on the main line, as preparations were being made to attach it to a westbound passenger train. The car was slightly damaged.

25/01/1935 Ottawa Journal

L'Orignal

CNR is asking for right to abandon Hawkesbury line

Passenger trains have not operated for sometime over this route, board told.

Plans of the Canadian National Railways to abandon more than 80 miles of line in the Ottawa District were disclosed yesterday with the receipt by the board of control of notice from the Board of Railway Commissioners that the CNR has applied for permission to close the Ottawa - Hawkesbury line.

On Tuesday, the town of Pembroke was notified that the railway was seeking authority to abandon the Pembroke - Golden Lake subdivision, 20 miles of line on the ground that in 1933 there was an operating loss of \$29,932 and the territory could not be otherwise served with transportation.

Give similar reason.

A similar reason has been advanced for the desire to give up the Hawkesbury line, together with the Rockland - Clarence Creek line, a total of 61.2 miles.

Railway officials declared as only one freight train a week passes over the rails and passenger trains have not operated in years.

City solicitor Proctor was asked to check up and see if the corporation had made any bonus contributions for the road.

The main reason for the application is that the line has been a losing proposition for a long time. In a test, October, 1930 to September, 1931, the net loss was \$265,980, according to the railway statement.

They used to be a regular passenger service years ago but now there is only one freight each way each week. Since the C.P.R main line is only 7 miles to the south, there is a fine trunk highway and the Ottawa river is nearby, the application states that these other transportation facilities are sufficient for the territory. Line opened in 1909.

The line between Ottawa and Hawkesbury was constructed by the Canadian Northern Ontario Railway company and opened in 1909. In 1914 it became part of the Canadian Northern Railway company and subsequently part of the Canadian National Railways. The Rockland - Clarence Creek spur was opened in 1895. It was built by the old Prescott County Railway company.

Before highway transportation became so extensive with buses for passengers and motor trucks for freight, the line served the following places east from Ottawa: Orleans, Cumberland, Rockland and Clarence Creek, Wendover, Jessup, Treadwell, Alfred Center, Laframbois, Evanturel, L'Orignal and Hawkesbury. The line from Hawkesbury to Montreal is not affected in the present application.

25/01/1935 Ottawa Journal

Locksley

On Tuesday, the town of Pembroke was notified that the railway was seeking authority to abandon the Pembroke - Golden Lake subdivision, 20 miles of line on the ground that in 1933 there was an operating loss of \$29,932 and the territory could not be otherwise served with transportation.

30/01/1935 Ottawa Citizen

Locksley

Pembroke

Oppose application of C.N.R. to abandon line.

Pembroke Jan. 29. At a meeting here tonight the Pembroke Chamber of Commerce decided to appoint a committee to join a committee of the town council in opposing the application of the Canadian National Railways to abandon the railway line between Pembroke and Golden Lake. J.P. Duff, president of the chamber was chosen chairman of the committee with power to name personnel.

01/02/1935 Eganville Leader

Locksley

Proposal To Abandon Golden Lake-Pembroke Railway

Pembroke, Jan. 25. Renfrew County Council passed a resolution to be forwarded to the Board of Railway Commissioners opposing the application of the Canadian National Railways to abandon the line from Pembroke to Golden Lake.

Opposition to the application was voiced by reeves of the rural municipalities served by the line and by those from the western part of the county, where the only way of getting to Pembroke by rail is provided by this line.

R. M. Warren, Wilberforce, who introduced the matter, stated that the line once had been prosperous, and he believed it would be again. D. O'Connor, Arnprior, pointed out that the effect of closing the line would be more far reaching than a few cars of boxwood and pulpwood, as there is a large wholesale trade between Pembroke and the western part of the county, which would have to go around by Renfrew if this line were abandoned, with a corresponding increase in freight charges.

01/02/1935 Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

C.P.R. loses appeal on protection at bridge.

Application by the Canadian Pacific Railway for reconsideration of an order compelling them to erect a railing along either side of the Interprovincial Bridge as protection for pedestrians was refused in a judgment by the Board of Railway Commissioners for Canada handed down this afternoon.

The company is ordered to provide the protection at their own expense within 60 days of January 28, the date of the order.

01/02/1935 *Ottawa Citizen*

L'Original

Rockland

Opposing application to abandon service

Want Ottawa-Hawkesbury C.N.R. line to remain

Rockland Jan.31. Protest was inaugurated by the Rockland Board of Trade against the application of the C.N.R. for permission to discontinue operation of the line between Ottawa and Hawkesbury including a branch between Rockland and Clarence Creek. A meeting of representatives of municipalities along the line has been called by the trade board for Sunday afternoon next at 2 o'clock at the L'Original courthouse to organize a joint action in opposing the railways application when it comes before the Board of Railway Commissioners.

14/02/1935 *Ottawa Citizen*

Chalk River

Carleton Place

Carleton Place Boy Meets Death

Donald Willoughby, 7, Killed By Train at Crossing. Inquest Ordered.

CARLETON PLACE, Feb. 13 This afternoon at five o'clock as the Pembroke local was proceeding through town on its way north, Donald Willoughby, seven-year-old son of Mr. and Mrs. W. C. Willoughby, was instantly killed at the Lake avenue crossing. So far as can be ascertained, no one saw the accident. The body was discovered about 5.15, lying on the main line track by Geo. L. Wilson and Jas. R. Moore, two railway shopmen, while on their way home from work. Dr. A. Downing, coroner, and Chief C. R. Irvine were at once notified and after visiting the scene an inquest was ordered. A jury was empanelled this evening composed of W. J. Porterfield, foreman; Jno. Morris, Abe McFadden, W. Kingston, Herb. Stewart, R. J. McLaren, Wm. Taman, Wm. Heddleston and James Cram. After viewing the body, the jury adjourned until Thursday afternoon in order that the train crew might be present.

15/02/1935 *Ottawa Citizen*

Prescott

The building of the Bytown and Prescott Railway was a great boon for the farmers along the route. In the first place it meant ready money for those whose land was crossed or bisected by the rails. While the road was being built the farmers and their sons got work on it. The pay was only 80 cents per day, but 80 cents was a lot of money in those days. After the road started running the farmers found a ready market for wood from their bush lots - fuel for the old wood-burning engines. They got a dollar per cord delivered at the station platform.

22/02/1935 *Eganville Leader*

Locksley

Pembroke Protests Proposal To Abandon Railway

Pembroke, Feb. 15 - "The exorbitant high freight rates, particularly on short hauls, is forcing business to trucks," Dr. I. D. Cotnam, Conservative M.P. for North Renfrew, declared tonight in speaking before a public meeting called to protest the Canadian National Railway's application to the Board of Railway Commissioners for permission to abandon the Locksley subdivision between Pembroke and Golden Lake.

"Some attempt at revision of rates for short hauls on branch lines should be made and this should be contained in the protest to the commissioners," Dr. Cotnam believed.

The public meeting, which was called by Pembroke Town Council and presided over by Mayor Dr. M. McKay, decided to delegate Dr. Cotnam and Dr. M.J. Maloney, Conservative M.P. for South Renfrew, Eganville, to interview the railway commissioners and see if they will come to Pembroke to hear the protests against the proposed move.

01/03/1935 *Ottawa Citizen*

Prescott

Prescott

Coal Shipments Guarded

BROCKVILLE, Feb. 28. All incoming trains reaching Ogdensburg across the river from Prescott with coal shipments are now being guarded because of an increase in thieving. The police were called to the Rutland yard there early Tuesday by a report that a gang of men were raiding a coal train,

23/03/1935 *Ottawa Citizen*

Kingston (CN)

Iroquois

At an inquest into the death of Thomas Gollidge held in W.E. Fitzsimmons undertakings parlours today, the jury returned the following verdict: "That he (Gollidge) deliberately threw himself in front of the way freight on westbound track about 4.25 on the afternoon of the 18th day of March, 1935, between mile posts 102 and 103 on the Canadian National Railways and we consider his death unavoidable by the train crew."

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15/04/1935 *Ottawa Journal*

L'Original

Are strongly opposing abandonment of line

Strong opposition to the abandonment of the Canadian National Railway's L'Original subdivision is expected to develop tomorrow when the application of the railway company is heard by the Board of Railway Commissioners.

Hawkesbury, Rockland, Clarence Creek and other other points served by the line will be represented by deputations at the hearing.

The line is 61.2 miles long and runs between Hawkesbury and Hurdman Station and between Rockland and Clarence Creek.

16/04/1935 *Ottawa Journal*

Chalk River

Almonte

Unidentified Man Killed by Train At Level Crossing

Score See Tragedy at Almonte - Full Description of Victim Is Given by Police.

ALMONTE. April 15. Dropping to the tracks in front of the east-bound Pembroke local at the Bridge street crossing here, at 3.38 this afternoon, an unidentified man was killed in the pretence of a score of people. The man's body was badly mangled. Dr. A.A. Metcalfe, coroner, had the body removed to the undertaking parlors of George L. Comba. [sic]

The man, who was unknown in Almonte, had been seen near the scene of the accident for the greater part of the day, and on hearing the whistle of the afternoon local he hurried to the crossing and fell in front of the onrushing train.

In Busy Part of Town.

The Bridge street crossing is located in the downtown section of the town, being near the intersection of the two main business streets. The train was in charge of Conductor I. Snyder and Engineer F.C. Towsley.

Victim Is Described.

Description of the victim was forwarded to Ottawa by Chief Major Walsh, of the Almonte police, and local enquiries are being conducted by Detective Ernest Sabourin

Part missing

Ottawa police have no one to correspond to the man killed on their list of missing persons.

27/04/1935 *Ottawa Citizen*

Beachburg

Beachburg

If we are to celebrate Beachburg's centenary with all the eclat and unction the fine old pioneer settlement deserves, we simply must have a new railway station at that spot in the sun.

Dr. Cotnam represents Beachburg and all the rest of North Renfrew in the House of Commons and he didn't equivocate at all when he told Parliament a few days ago that a railway coach by any other name is still just a railway coach and not by any stretch of the imagination can you make a railway depot put of it. Yet that's the kind of thing Beachburg has had to look at ever since the railway station there was destroyed by fire in 1931.

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what a monstrosity 'twould be to find the proud name "Beachburg" tacked on to the side of an old drab and obsolete train coach in a county that gave to Canada the present minister of railways.

08/05/1935 *Ottawa Citizen*

Renfrew

Carp

Escaped Serious Injury in Crash at Rail Crossing

Robt. Armstrong of Huntley badly cut, bruised. Auto he was driving crashed into train.

When the automobile he was driving crashed into the side of a freight train at a crossing at the west end of the village of Carp at 1.30 p.m. Yesterday, Robert Armstrong, aged 19 years, of Huntley, received minor injuries. Dr. Andrew P. Davis, physician who attended after the youth was rushed to the Ottawa Civic Hospital, reported last night that he escaped with only cuts and bruises.

Thrown clear of the car in the collision, Armstrong landed 20 feet away on the highway. An X-Ray of his injuries taken last night failed to reveal any fractures and he is regarded as being in no danger. He was bruised nearly all over his body, receiving, in addition, a painful but not serious cut on the head and minor cuts on the nose and right hand.

At the time he was picked up he was unconscious. After being carried to the office of Dr. A. B. Hyndman, only a few yards away from the scene, he was given medical attention by Dr. Hyndman and then rushed in Kennedy's ambulance to Ottawa.

Travelling west out of Carp, Armstrong apparently did not see the approaching train in time to apply the brakes. At the last moment he made an unsuccessful attempt to avoid the collision by swinging the car to the right. His auto struck the C.N.R. east-bound freight just after it had passed over the highway crossing, colliding with the first car behind the engine of the train.

The auto, a sedan, was turned completely around in the smash and badly damaged.

Robert Armstrong is the son of Mr. and Mrs. Wilson Armstrong of Huntley.

Constable John Brown of the Ontario Police is investigating the accident.

20/05/1935 *Ottawa Citizen*

Kingston (CN)

Morrisburg

Morrisburg Man Killed by Train

Morrisburg, May 18. Garnet Hutt sectionman on the Canadian National Railway here was instantly killed at noon today when struck by the C.N.R. train, the Maple Leaf Flyer, a short distance east of the local depot. He was seen by Wesley Smith, gateman at the Ottawa-Morrisburg crossing with whom he had been in conversation shortly before, to drop a basket he had in his hand, wave his arms and fall directly in front of the speeding train as it roared into Morrisburg yards. It is believed a sudden seizure made him fall.

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17/06/1935 *Ottawa Citizen*

Lachute

Montclair Boulevard

Auto struck by train at Hall level crossing

Two persons injured. Motor car knocked clear of tracks. Freight was travelling slowly.

Two persons are in the Ottawa General Hospital, Water Street, as the result of a collision between the automobile in which they were driving and a C.P.R. freight train at the Montclair Boulevard, Hull, railway crossing at 7.55 p.m. yesterday.

Joseph P. Heneghan, 29 years of age, 168 Lawrence street, Toronto, and Miss Ann Douglas, 20 years of age, 527 Bank street, Ottawa, were the injured.

Heneghan most seriously hurt, received head and body bruises, and his condition is not regarded as serious. Miss Douglas suffered from shock and minor bruises. They were alone in the car, which received about \$300 damage.

The automobile, which was travelling towards Ottawa, was almost over the level crossing when struck by the train. It was hit at the rear and knocked clear of the tracks.

The freight train was just pulling out of the Hull west yards and was travelling at a slow rate of speed. It was an Ottawa-Montreal freight, via the North Shore route. The crossing is unprotected, as a clear view may be had of the tracks from all directions.

Heneghan told how police that he did not notice the train approaching until his automobile was almost over the crossing.

William Boyd of Montreal, conductor of the train, immediately after the train stopped, helped the two passengers of the car to the Ottawa [sic] West station where an automobile was procured to take them to hospital.

Dr. J. C. De Haitre is attending Heneghan and Dr. J.C. Woods, Miss Douglas. Constable A Charbonneau of the Hull police investigated

01/07/1935 *Ottawa Journal*

Kingston (CN)

Prescott

James Quinn Is Killed By Train Near Prescott

BROCKVILLE. Ont. June 30. Jame Qulnn. Edwardsburg Town ship farmer, was killed - instantly last night when he waa struck by a westbound pool train. No. 13, while driving cattle across the Canadian National Railway tracks near his farm five. miles east of Prescott.

Antonio Jacques, Montreal, engineer, said Quinn apparently failed to hear warning signals. He was struck by the buffer of the locomotive.

A preliminary inquest has been conducted by Coroner C.F. McPherson, Prescott.

Caught Stunting On C.P.R. Tracks
Young Boys in Hull Forced Approaching Trains to Slow Down.

Caught by special Investigator J. L. McCoy while playing a new "hide-and-peek" game with CPR trains and locomotives passing through Hull, two juveniles have been summoned to appear in Hull Magistrate Court this week on charges of trespassing and interfering with railway property. The lads live east of Beemer station in Hull and have been doing stunts and playing follow-the-leader on the railway tracks, directly in front of approaching engines. Engineers reported on two occasions last week that they had seen small boys lying down between the rails on the track, and between one rail and the edge of a subway bridge in front of their trains. When the train slowed down in response to application of emergency brakes, the boys got up and ran away. Other boys stood on the tracks as the engine approached and jumped clear just at the last moment. During the week-end, Investigator Mc-Coy travelled on a light engine and caught two lads in the act.

"What the lads need is a good wallop." declared the inspector, "If one of them had slipped when jumping clear he would have been cut in two by the train, and even emergency brakes can't stop a heavy engine and its load within a few feet. We intend to go after them and institute prosecutions in every case of boys playing around the railway tracks."

03/07/1935 *Ottawa Citizen**New York Central**Ramsayville*

Ramsayville man badly hurt when train hits truck.

Vehicle completely demolished as Lynden Campbell carried 300 feet along track.

Lynden Campbell, 35-year-old resident of Ramsayville, was seriously injured at 8.30 this morning and the truck in which he was proceeding to Ottawa was almost completely demolished when the vehicle was struck by the New York Central Railway's gas-electric train at a crossing on the Russell road approximately one and a quarter miles from the city. The truck, with Campbell still wedged in the cab, was carried 310 feet along the right of way.

Rushed to the Civic Hospital in the ambulance of George H. Rogers, Limited, Campbell was found to have received severe injuries to his right hip and other parts of the lower body and is suffering intensely from shock. At noon he was stated to be in a dazed condition and hospital officials said that the full extent of his hurts had not as yet been determined.

Reconstructing the crash from the skid marks on the highway, Campbell, who was alone at the time, apparently failed to either see or hear the train until he was almost on the crossing. He swung the truck to the left towards the ditch but was unable to avoid being struck. After being carried along the track, the heavy machine, laden with empty oil drums, toppled into a deep ditch to the left and Campbell was thrown out to the right.

People residing nearby rushed to the scene to render first aid to the injured man and in addition he was attended by a doctor, one of the passengers on the train. Dangerous crossing.

The crossing at which the crash occurred is a particularly dangerous one due to heavy bushes growing along the north side of the Russell road which obstruct the view of people driving west. Adding to the hazard the railway tracks take a sharp curve some 200 feet from the crossing and it is virtually impossible to see a train until the crossing is reached.

Speaking to The Citizen this morning persons residing in the vicinity stated that near-accidents are numerous there and that only yesterday morning a similar mishap was averted by a slim margin. It was pointed out that the gas-electric train operates so silently very little warning is given of its approach.

The train, which left Union station at 8.25 a.m. was operated by Engineer E.J. Leboeuf, 88 Osgoode street, and was in charge of Conductor George H. Broker. It was bound for Moira, N.Y. The accident was reported to the county police and was investigated by Sergeant Borden Conley.

Henry C. Smith of Ramsayville, owner of the truck, stated that Campbell had been in his employ for more than a year and that he was a particularly careful driver.

05/07/1935 *Ottawa Citizen**Chaudiere*

Show Goes On But Parade Cancelled As Circus Delayed

Thousands Disappointed When Street Procession Called Off. Show This Afternoon and Tonight.

Several hours behind schedule, the Cole Bros.-Clyde Beatty Circus arrived in Ottawa this morning too late to stage the street parade which was set for 11 o'clock. As a result, thousands of circus fans, young and old alike, who lined the route of the procession were disappointed. The parade was called off shortly before 11 o'clock when circus authorities notified the police department that owing to the late arrival it would be impossible to have the parade and still be in readiness for the afternoon show at two o'clock.

At the circus lot on Plouffe Park. Somerset and Preston streets, the first section of the circus train was placed in position shortly before 11 o'clock and the work of setting up the "big top" was quickly underway. Hundreds of children and grownups were present to watch this work being carried out. Early this afternoon the lost time had been made up and the show went on with good crowds in attendance.

Delay at Cornwall.

The circus played Brockville yesterday where considerable time was lost in loading and as if this was not sufficient, the train was further delayed at Cornwall where one of the large cars was found to have a hot box. This necessitated a halt of over half an hour. The train arrived at the Bank street yard of the CN R. at 10.14 and within half an hour it had been broken into sections and was placed on the sidings at Plouffe Park. The train came from Brockville via Coteau Junction.

In addition to the show presented this afternoon, a second performance will be given at eight o'clock tonight.

Call Off Parade As Trains Reach Ottawa Too Late

Thousands of children who waited hours for circus turnout were greatly disappointed.

As their three special trains were five hours late in reaching the Capital and with the chief of police ruling that no parade could be held after the noon hour, Cole Brothers Circus were unable to stage their parade this morning, and thousands of Ottawa children, who lined the streets were keenly disappointed. Although they were prepared to go ahead with the parade immediately on the arrival here the circus authorities were advised against holding it, as it would congest traffic in uptown streets at one of the busiest times of the day.

Cause of delay.

Seen by The Journal the management of the circus stated the delay in arriving here had been caused by the fact that the special trains had to be routed on a round about way to the capital owing to the so many low bridges on the main line between here and Brockville, where they had been playing yesterday. Frequent delays had also been caused by hot boxes on the large cars which transport their mass of equipment from city to city. Chief of Police Joliat said the circus people, when they were given permission to hold a parade a few days ago, had promised him they would have it over by 12 o'clock. He had made that stipulation on account of the fact he did not want any unnecessary traffic congestion at the noon hour.

Chief's Ruling.

The chief also pointed out that with the closing of parliament it was impossible for him to give permission to have a parade after 12 o'clock. Thousands of children lined the announced route of the parade this morning, but they were disappointed when circus employees came along and said there would be no parade. However, they flocked to Plouffe Park to watch the work of erecting the "big top," and the numerous other tents which will house the multitudinous attractions of the circus. Shortly after the arrival of the first train at 11 o'clock the work of unloading the circus equipment was begun, and was watched by thousands of people anxious to get a glimpse of the many wild animals and circus performers. There are hundreds of performers in this season's circus, and equally as many trained animals. Scores of superbly schooled horses representing Europe's finest equestrian acts form a big new feature; another includes forty dancing horses and forty dancing girls, including many Mexican señoritas. The glorious fairyland spectacle the "Serenade of Spain," a gorgeous processional fiesta depicting charm and romance serves as a prelude to the circus proper. This spectacular extravaganza excels in magnificence, brilliancy, gorgeousness in beauty, the glories of any spectacle yet staged by this circus. Almost a trainload of scenery, paraphernalia, bewitching costumes, marvellous lighting effects and astounding accessories are carried. There will be upwards of one thousand men, women, horses, elephants and camels, including a hundred beautiful dancing girls, great choirs of trained singers, vast orchestras and golden toned organs. The magnificent wardrobe represents an expenditure of \$70,000. It is the triumph of triumphs in colossal productions and daily amazes and thrills thousands. It forms but a single feature of this super circus.

06/07/1935 *Ottawa Journal**Kingston (CN)**Prescott***Exonerate Train Crew Over Death of Man**

PRESCOTT, Ont July 5. A verdict of accidental death with no blame attached to members of the train crew was reached today by coroner's jury, under Dr. D.F. McPherson, investigating the death of James Quinn, 60-year-old farmer, who was instantly killed while driving cattle across the C N R track near his home Saturday. Antoine Jacques, Montreal, engineer, only eye witness, gave evidence

13/07/1935 *Ottawa Citizen**Alexandria**Coteau***Take Nine Men From Ottawa-Bound Train**

Are Lodged in Cells at Coteau Station

COTEAU STATION, Que, July 13 Quebec provincial police took nine men off an Ottawa-bound freight train here early today in the belief they were connected with the hunger march of Montreal unemployed Ottawa. Names of those arrested were not given out immediately. Officers lodged them in cells here and resumed their guard over the railway yards.

22/07/1935 *Ottawa Journal**Carleton Place**Stittsville*

Thrown off track by an obstruction

Boy charged with placing spikes on right-of-way.

Alleged to have placed a number of spikes and bolts on the C.P.R tracks near Stittsville a 15-year-old Ottawa boy was arrested by Constable Sydney Tucker, of the Carlton County police, on Sunday morning on a charge of vagrancy. An investigation will be made and probably a more serious charge laid.

The obstructions on the tracks were discovered at 9:40 o'clock when Section Foreman Harry Foster and another section man, patrolling the line 2 miles west of Stittsville, in a gasoline motor car, were thrown off the track by the bolts and spikes. They were not hurt.

County Police was notified and Constable Tucker found the young boy walking along the track near Stittsville. He was arrested but denied all knowledge of the track obstructions.

22/07/1935 *Ottawa Citizen**Carleton Place**Stittsville*

Gasoline speeder derailed by bolts

Stittsville, July 21. - what police believe may have been an attempt to wreck the Ottawa - Brockville C.P.R. train was discovered near here this morning. About half an hour before the train was due in Stittsville at 9.40 a.m., section Foreman Harry Foster and one of his assistants were derailed on a gasoline speeder by a number of sticks and bolts which had been deliberately placed across the tracks.

The men immediately returned to the village and telephoned the County Police. Constable Sidney Tucker responded. About five miles up the tracks from where the sticks and bolts were found, Constable Tucker picked up a juvenile.

He took him into custody upon the nominal charge of vagrancy. The youth denied all knowledge of the incident.

Transients go to jail at Renfrew.

Choose ten days rather than pay fine for stealing rides on train.

Renfrew July 31. Five transients Frank Brindise of Vancouver; Clifford Brown, Ottawa; William Parker, North Bay; Ralph O'Dair, Vancouver, and Mattie Koskill of no address, appearing before Magistrate W.V. MacGregor in Renfrew police court today on charges of obtaining passage on railway trains without payment of fare were given the option of a fine of ten dollars or ten days in jail, the transients choosing the ten days. It is alleged these rod-riders who were charged by Constable George Taylor, R.C.M.P. belong to the ranks of the Ob-to-Ottawa trekkers.

Robert A. Robinson and John Wilson of Ottawa and Henry Hillier of Clarenceville, Que., charged by Constable D. Gleason of the C.P.R. police with trespassing on C.P.R. property last evening when they entered the C.P.R. station at Cobden and engaged in drunken brawl, causing much damage to the interior of the station, were sentenced by Magistrate MacGregor to twenty-one days in the county jail at Pembroke. Robinson was given an additional twenty days on a charge of obstruction entered by Provincial Constable W.J. Johnston of Renfrew.

Peter Addie of Toronto, formerly of Renfrew, was fined \$100 on a charge of obstruction entered by Provincial Constable W.J. Johnston. Addie it is alleged obstructed Constable Johnston in the discharge of his duties last Thursday evening. The case against his brother, R.J. Adie, appearing on a breach of the Liquor Control Act, was dismissed.

A gushing, twisting, tornado-like storm struck this village (Newington) of 400 inhabitants at two o'clock this afternoon, leaving in its wake one dead and property damage ranging from \$25,000 to \$35,000.

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The New York Central Railway station, about 50 feet from the cheese factory, was practically destroyed. A large section of the roof of the station was carried in a complete circle and dropped on the cheese factory. The station located at the extreme east section of the village was the last spot struck by the twister and the agent, who was in the station at the time, escaped without injury.

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Antoni Kawal. 40. Dies in Hospital From Injuries. Two Companions Arrested For Trespassing.

PEMBROKE, Ont., Aug. 2

Antoni Kawal, aged about 40, a transient whose home address is unknown, was fatally injured about 6 o'clock this evening while attempting to board a westbound CPR freight train a quarter of a mile west of the station. After the accident the injured man was picked up and taken to the Cottage hospital, where he died about an hour later.

Dr. H. Trefry, who attended him, stated that the man's left arm was severed while he had serious injuries about the face and back and one lung was punctured.

An inquest will be opened in the morning with Dr. J.B. Galligan, coroner, presiding. Alan Amies, 21, Cardross, Sask., and Hartley Simon, 19, Saskatoon, who were with Kawal are being held by Coroner G. E. Ftaser of the RCMP, who investigated the accident, as witnesses at the inquest, and they will also be charged with trespassing on railway property.

Companions' Story.

Amies and Simon are said to have told the police that they met Kawal at Arnprior and the three came to Pembroke on a CPR freight train. They left the train as it pulled into the east end of the yard here and walked through the town so as to avoid the police, who they expected would be watching the trains for transients, and it was their purpose to board the train again west of the station, when it started after taking water. They returned to the track at the foot of Victoria street, but the two men who are being held stated that they decided not to attempt to board the train as it was going pretty fast. Kawal, however, made the attempt with fatal results.

See 7 August for the inquest

Accidental Death Verdict Returned

Pembroke Coroner's Jury Finds Transient Met His Death Boarding Train.

(Special to The Citizen) PEMBROKE, Ont., Aug. 6 Accidental death, due to injuries received in attempting to board moving train, was the verdict of the coroner's jury tonight at the inquest into a fatal accident last Friday evening of which Antoni Kowal was the victim. Kowal, a transient, was injured while attempting to board a CPR freight train as it was pulling out of the Pembroke yards.

Witnesses heard tonight were: G. Gillespie, brakeman, and A. Playfair, fireman, on the freight train; Dr. A. W. Trefry, who attended the injured man after the accident, and Hartley Simon, Saskatoon, and Allan Amies, Cardross, Alta. who were with Kowal at the time of the accident.

Kowal, with the other two men, had travelled on the freight train from Arnprior to Pembroke, getting off at the east end of the Pembroke yards and walking through the town with the intention of boarding it again as it pulled out after taking water. Amies and Simon thought the train was going too fast but Kowal made a jump for it and lost his grip. His left arm was severed and he sustained severe injuries about his head and back which resulted in his death an hour afterwards.

Dr. J. B. Galligan presided at tonight's inquest and the witnesses were examined by H. B. Johnson, K.C., Crown attorney. The jury was composed of C. R. Beal, foreman; C. A. Bailey, J. D. Taylor, G. R. Bromley, R. E. Davis, H. J. Harwood and Ivan Roy.

Local authorities were unable to locate any relatives of the dead man and he was buried here this afternoon in the Church of England cemetery.

One killed, eight injured at Deschenes Railway Crossing.

Members of swimming party were returning home when auto crashed against train outward bound from Ottawa. Inquest opened into fatality.

One person was instantly killed and eight others had a narrow escape from a similar fate, two of them being seriously injured, when an automobile containing nine Hull residents crashed into the first baggage car of the C.P.R. Pontiac train at Deschenes crossing at 4.40 p.m. yesterday. The accident occurred where the C.P.R. tracks cross Main street. The crossing is protected by an electrically operated warning bell.

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At the scene of the fatality the C.P.R. tracks run parallel to the Ottawa river and the road runs from Deschenes village on the shores of Lake Deschenes to the Aylmer road. The crossing has been the scene of several collisions and several years ago an electric signal bell was installed there at the request of the Deschenes Council. When the scene was visited last evening there seemed to be a clear view of the tracks from the road for a considerable distance either way and visitors were at a loss to understand how the accident happened.

Tells of accident

Maurice Seguin, one of the members of the party who was only slightly injured, in speaking to *The Citizen* last night told of the accident. "We were returning from a swim at Deschenes where we had spent the afternoon," he said. "There were four including the driver in the front seat of the car, a taxi of the Henry Taxi Company, Hull, and five of us in the back."

"Beatrice was sitting in the front next to the right-hand door with her sister, Pearl, on her knees with someone, I just forget who, sitting between her and the driver, Donat Doucet. In the rear seat were the other five of us. We had enjoyed the swim and I suppose were laughing and joking on the way home.

"I didn't notice that we were coming to the crossing and certainly didn't see or hear any train approaching as that was the last thing in my mind, The first I knew of anything out of the ordinary was the screech of brakes and then we were all thrown on the floor of the car. I was not unconscious and when I managed to get out of the car I saw the train continuing down the track. Later they backed up and set the bell ringing, they said to test it.

Heard bell ringing.

Following the accident last night officials of the C.P.R. stated that their train crew heard the bell ringing. The engineer also claimed that he blew the whistle for the crossing. He could not be questioned last evening as he continued on with his train to Waltham.

Men working in the Hull Electric Company car barns at Deschenes, a few hundred feet from the scene of the accident, stated to *The Citizen* that they heard the crash and then noticed that the signal bell was ringing. They said their attention was drawn to the bell by the noise of the crash but that they had not noticed it before the crash, while it was probably ringing.

From a reconstruction of what happened at the scene of the accident it would appear that when the car struck the train, Beatrice was thrown through the windshield of the taxi, which was a complete wreck. Her sister was sitting on Beatrice's knee but was only slightly injured. The authorities believe that the younger girl was lifted up and the older girl thrown out from under her.

Mrs. Lecuyer in the rear seat received her head injuries when her head crashed through the roof of the car.

At the scene of the crash the taxi was a total wreck. It evidently struck the baggage car head-on and then by the momentum of the train was swept to the left. It did not turn over but the whole car was twisted out of shape.

Residents of the vicinity of the accident stated that the train usually slows down for this crossing as there have been several accidents there in the past few years.

Canada Atlantic Old Boys Gather

First Reunion of Oldtime Railwaymen Will Go On In Ottawa All This Week.

With veterans of the steel arriving here from all parts of Canada and the United States, the first reunion of the old boys of Canada Atlantic Railway opens today at the Chateau Laurier. It will continue all week.

It is 30 years since the late J. R. Booth, lumber king of the Ottawa Valley, sold the old Canada Atlantic to the Grand Trunk Railway. Some of the old employees of the line are dead, some retired, and some with other railways, but there are 876 living all over the continent who are registered members of the Old Boys' Association, and around 400 of these are expected to attend their first reunion.

The officers of the organization are William C. Moore, of the CNR., president; J. H. MacLeod, superintendent of buildings for the City of Ottawa, vice-president; C. J. Bott, secretary-treasurer; and Charles Keevil, assistant secretary, all of Ottawa. The ladies' auxiliary is headed by Mrs. T. M. Ashe, Ottawa, with Mrs. James Conley, also of Ottawa, vice-president.

The week will be taken up mostly with sight-seeing tours and "get-togethers." At five o'clock Wednesday, the ladies have arranged a tea at the Experimental Farm. Thursday evening the reunion dinner will be held at the Chateau. The chief speaker will be H. P. Hill, K.C. The guests will include Hon. Thomas Ahearn, and F. L. C. Bond, general superintendent of the C.N.R.

On Friday the delegate will visit the exhibition a guests of the C.C.E.A.

Trekkers Board trains For Prescott
 Hoping to get Freight Cars Moving West
 Trekkers invade railway Yard at Bedell - call R.C.M.P.
 Trekkers refuse to walk further
 First group of 50 hops on Smiths Falls Freight.

Kemptville, Ont., Aug. 24. - boarding a CPR weigh freight train at 10.55 o'clock 150 trekkers were en route to Prescott today. The trekkers invaded the Bedell station and railway tracks at 6.30 o'clock and made several attempts to board westbound freight trains.

Unsuccessful in their efforts, on account of the CPR authorities running the trains through Bedell instead of making the customary stop, the trekkers took command of the weigh train bound for Prescott shortly before 8 o'clock and waited for its departure. The train is due at Prescott around noon.

Away to Prescott.

Shortly before 10.30 50 of the trekkers jumped on a weigh freight which stopped at Bedell junction on the way from Smiths Falls to Prescott. The marchers were going to Prescott in the hope of getting another freight West. No attempt was made to stop them. C.P.R. authorities have asked the Royal Canadian Mounted Police to assist them in handling the trekkers and it is understood that arrangements have been made for a detachment to handle the situation and eject the trekkers from the railway property. The Montreal - Toronto westbound express which was due at Bedell at 11.15 o'clock did not stop at the station. Authorities brought the train to a halt three miles out of Bedell and took a few passengers from the station in taxicabs to board the train. E. G. Humphreys and W. G. Harris, who have been in command of the trekkers during their stay in Ottawa, said this morning that the band of strikers refused to walk any further and would do everything possible to board trains. They had little control over the men, as it was quite apparent that their orders had little or no effect over the 200 men. It was also rumored among the men that the leaders were making preparations to desert their comrades. Following a long hike from Manotick the trekkers encamped at the Fair grounds at Kemptville last night and before retiring Comander Humphries informed Staff Inspector A.T. Doyle of the Ontario Provincial Police that they would continue their hike at 8.30 o'clock this morning.

Leave quickly for Bedell.

With only two police officers on duty the trekkers made a sudden departure from the fairgrounds at 6 o'clock and quickly marched along the highway past the Kemptville Agricultural College to the high bridge crossing the CPR tracks just south of Kemptville. By this time more than 40 members of the provincial Force were on hand to keep the trekkers in order but the marchers quickly turned off the highway at the bridge and swung into the cattle yards at the westerly end of Bedell station. There they joined 50 other trekkers who apparently had slipped out during the night in an effort to board trains for Toronto. It was not until 8.30 o'clock that a freight was sighted approaching the station. It was the fast freight from Montreal and Toronto which usually makes a brief halt at Bedell for water. The train however, went through at high speed, scattering the trekkers, who had invaded the tracks and the station platform. A short time later the Montreal flyer from Toronto stopped at Bedell station but no attempt was made to board this.

Most Of Hikers Seem Tired Of Hopeless Jaunt
 More Deserters From Thinning Ranks During Night While Party Camped at Bedell.
 Another Breakfast Of Scant Proportions
 Police Join Forces To Prevent Any Attempt at Mass Hoarding of Freight Train.

By STAFF REPORTER About 180 trekkers, all that remained of the original 450. were aboard a freight train from Bedell to Prescott at 11.30 today, having climbed aboard without any police interference. They hoped to get further rides east and west from the border town. Provincial police, about 40 strong, joined by a detachment of R.C.M.P immediately started for Prescott by motor with the avowed intention of removing the marchers from the train at that point.

The trek is breaking up fast. Another score left the march just before the Ottawa-Prescott freight reached Bedell. The C.P.R. Montreal-Toronto flyer stopped at Swann, three miles west of Bedell, today instead of its customary halt at the latter point.

BEDELL. Aug. 24 Today will probably be the last organized day of the "On-to-Ottawa" return trek. Discontented with food conditions, haggard and worn, the ranks of the marchers en route to Toronto were thinned out considerably as many took the first opportunity to leave their comrades during the night. Declaring their intention to board an Ottawa-Prescott freight due through Bedell at 10.30 standard time, the 200 marchers were sitting about the depot but their spirits were apparently completely broken. However, with this declaration, also came the announcement that the train, which the trekkers hoped to board, would carry a squad of Royal Canadian Mounted Police, who will join forces with the 40 provincial police and Canadian Pacific Railway constables now on hand in preventing any mass boarding of the train. Freights Didn't Stop. Freights which have passed through Bedell during the night did not stop to pick up water as is usually done. Engineers had instructions to speed through and pick up water at Chesterville, some distance away.

Men Board Freight Trains After Walking From Prescott

Co-operation Between Railway and Police results in Trekkers Getting Ride Out of Brockville. Fruitless March on Capital Ends

BROCKVILLE Aug. 25. Town today saw the final break-up of the Ontario relief marchers 150 men remnants of the Toronto-bound "On-to-Ottawa" trekkers. climbed aboard westbound freights to complete their journey to the Queen City which was begun Thursday morning after a fruitless march to the Capital. Co-operation between the railway and police today resulted in the trekkers riding out of here. When opportunity was given them, the men, without food or the means of obtaining it and reduced in some cases to tramping the roads in bare feet, clambered aboard the freight without hesitation.

After the returning marchers had reached Kemptville Friday evening, they were told by their leader, Ewart G. Humphreys, that the trek, as a body of organized men, could not go on. The men, forming in groups, commenced leaving the fair grounds, but about two hundred remained in camp. Some of the men who left found ways of their own in obtaining transportation, but others waited for freights at Bedell.

On Saturday morning the trek showed a weak semblance of temporary reorganization when those who had remained in camp during the night joined their fellows at Bedell in the hopes of catching a through freight to Toronto. There was none, however, but the marchers had the opportunity of riding out of Bedell on a Prescott-bound weigh [sic] freight.

Walk to Brockville.

Reaching Prescott, the trekkers sought to board freights to Toronto but were unsuccessful as the only freight Saturday afternoon passed through without stopping. Then the trek was reorganized to some extent and about 200 men of the original 430 who left Ottawa commenced a 12-mile hike via highway No. 2 to Brockville, a division point on the C.N. Railway. About 150 reached here, the others having fallen from the ranks to seek their own way.

They moved out of here last night and today in groups of 30 on both freight trains and highway transports. Provincial and Mounted Police, here to prevent trouble, did not interfere.

About 75 marchers left here by freight in two groups, one at 12.20 p.m. and the other at 1.20 p.m. today. During last night a group of about 30 men left the area, where the men were quartered, in hopes of catching a night freight. None stopped during the night, but the men did not return to the arena to join their comrades. They took to the open highway, hitch-hiking their way home.

At 7 o'clock tonight the final few of the marchers boarded a freight and the march "Back-to-Toronto" was a matter of history.

Police Go Home.

Over 40 Ontario provincial police who had been with the trek since it left Ottawa were given orders to leave for their respective home and soon afterwards were on their way.

The evening meal here yesterday consisted of bread, coffee and bologna sandwiches. They were given a breakfast of coffee and porridge while the mid-day meal consisted of cheese crackers, bread and coffee. All food was supplied by the municipality.

On Top of Box Cars.

Swarming atop the box cars like flies, about 200 men, who had failed to catch trains during the night left Bedell station on a freight at 11.30 o'clock Saturday morning and reached Prescott at noon. Earlier about 50 men boarded a Smiths Falls-Prescott freight and arrived in advance of the others.

As they clambered from the cars in the C.P.R. yards at Prescott, just at the entrance to the town on No. 2 highway, the men formed ranks and marched to the site of Fort Wellington opposite the yards.

Immediately "trek assembly" was called and in a few moments twelve members departed to canvass the town council for food. After some parleying members decided to donate a quantity of edibles with the understanding that the men would leave town immediately after eating. On the trek in to Ottawa, Prescott did not supply any food although marchers stopped over for dinner at the fort. They partook of food which they had with them at that time.

Prescott on Saturday donated 150 loaves of bread, 75 pounds of bologna, 10 pounds of tea, and five pounds of sugar to the famished late arrivals. Those who arrived in Prescott earlier were given 40 loaves of bread, 20 pounds of bologna, two dozen bunches of green onions, and some corn by private citizens. During their meal each man had to boil water himself for tea, a departure from the past custom of having all food, etc., prepared by the camp cook. Sandwiches were made with the bread and bologna and heartily enjoyed by the hungry throng.

Donation from Ottawa.

While they ate and rested hundreds of citizens and tourists gathered near the fort to see the much-publicized trekkers, any many people donated small sums of money. At one stage a bus travelling from Ottawa to Kingston stopped near the temporary camp and deposited with trek officials the sum of \$3 which the driver had been commissioned to take to Prescott by an Ottawa man and his daughter.

Following the meal, the men again held assembly when the question of transportation was discussed. They heatedly refused to walk and insisted upon marching to the C.N.R. station where they expected to board the only afternoon freight passing through Prescott from Cornwall to Brockville. The parade through town to the station brought out additional hundreds of townspeople and tourists and the main street was clogged. So dense was the traffic it took some time for officers to return traffic to normal.

At the station the men sat along the tracks to wait for the freight, the time of the arrival of which was uncertain to the men. At 5 p.m. the train was heard approaching in the distance and the trekkers made ready to board it. However, they were disappointed, for the engineer apparently under orders to "high-ball through," kept his throttle wide open and the five-car train sped past without even slowing down.

Order maintained.

When they realized they had been checkmated again, ugly murmurings were heard from several sections of the trekkers, and many apparently were more than willing to begin some sort of demonstration to protest. Members of the provincial police were at hand, however, and leaders succeeded in maintaining order among the followers.

A few moments later the trekkers lined up in marching order and the twelve-mile walk to Brockville, a railroad terminal point, was begun. As they left Prescott some were heard to agitate for another campaign of road-blocking such as took place as they left Ottawa on Thursday and also as they left Manotick Friday morning, but trek leader Ewart G. Humphries insisted that they march in an orderly manner.

A squad of provincial officers, who had been with the march since it left Ottawa, were on hand but their services were not required. Twelve motorcycle men kept traffic moving both east and west in the efficient form which they showed during the entire six weeks they had been with the trek. The remainder of the police crawled along behind the trek in motor cars to be near the scene in case they were needed.

In the morning after the trekkers had boarded the train at Bedell, the police escort speeded ahead of the train to be at each station along the way and they ultimately arrived at Prescott a few minutes before the freight pulled in.

C. P. R. Did not object.

No attempt by police was made to stop the men from boarding the train at Bedell as the C.P.R. offered no objections. While the trekkers waited for the freight to pull out at Bedell, a special train carrying Edward W. Beatty, president of the C.P.R., was scheduled to pass through, but it was held further down the line pending the departure of the freight. It is understood that the railway president personally asked that the men be allowed transportation to Prescott.

26/08/1935 Ottawa Journal Prescott Bedell

Exerpts only

Only 20 on each train

While railway and Royal Canadian Mounted police shut their eyes to the violation of the law, nearly 90 trekkers boarded three westbound freight trains here during the afternoon. Earlier in the day police had frustrated efforts of the men to ride the trains. Later, however, the trekkers were told no obstacle would be put in their way if not more than 20 left on each train.

The 11 women, all who remained of 25 who hiked into Ottawa, hitch-hiked their way into Toronto, after the men forbade them to accompany the trek when it boarded two freight trains at Bedell.

06/09/1935 Ottawa Citizen Winchester Finch

C.P.R. STATEMENT (Canadian Press.) MONTREAL. Sept. 5. Head office of the Canadian Pacific Railway issued tonight the following in connection with the fatality today on their Montreal-Smiths Falls run:

" At 2.05 p.m., EST., the Empress of Australia special to Toronto, at mileage 71.2 Winchester sub-section, struck a handcar at a farm crossing near Finch. Ont. Sectionman Johan Alguire was instantly killed and Oscar McConnell seriously injured. McConnell was taken to hospital at Smiths Falls. When the accident occurred the men were trying to remove the handcar from the right-of-way."

13/09/1935 Ottawa Journal Winchester Finch

FIND DEATH ACCIDENTAL

FINCH. Ont Sept 13 At an inquest into the death of Johan Alguire. section man who was instantly killed a week ago when he was struck by a C.P.R. special passenger train just east of here as he and two companions attempted, to lift a hand-car from the rails, the jury returned a verdict of accidental death. A rider attached to the verdict, however, recommended that in the future four men be available to man hand-cars while at work along the tracks.

18/09/1935 Ottawa Citizen New York Central

The boards of directors for the Ottawa and New York Railway Company and the St. Lawrence and Adirondack Railway Company were named at the annual meetings of both concerns held here yesterday afternoon. Cuthbert Scott of the local law firm of Ewart, Scott, Kelley Scott and Howard was chairman for both meetings.

Directors of the Ottawa and New York Railway Company named were William L. Scott, Lee A. Kelley and Cuthbert A. Scott, Ottawa; Walter B. Kingsmill and Stanley S. Mills, Toronto; and Frederick W. Vanderbilt, William K. Vanderbilt, Patrick E. Crowley and Frederick E. Williamson of New York.

The St. Lawrence and Adirondack Railway Company board of directors named consists of Frederick W. Vanderbilt, Harold S. Vanderbilt, Patrick E. Crowley, Martin J. Alger, Raymond D. Starbuck, Charles C. Paulding, Frederick E. Williamson and W. Seward Webb.

27/09/1935 Perth Courier Tramway Newboro Lake

Old Mine in Newboro Lake

Newboro cherishes the hope that some day circumstances may arise which may make possible the reopening of the iron mines on the shore of Newboro Lake that were closed more than 50 years ago with the discovery of great iron ranges in Minnesota.

Today there are only memories of these mining operations which which furnished employment to the neighbourhood and brought such trade to the village. They were two in number, one situated on the mainland while the other was on an island in the lake. The Yankee mine, about ¼ of a mile from the shore of the lake was connected to it by means of a tramway, the roadbed of which still may be seen. An office used for the staff and a boarding house are still standing and the pit itself, sunk perhaps 100 feet, has regenerated into a duck pond. The buildings are now used for farming purposes.

The Chaffey mine was on a neighbouring island with a boarding house no longer in existence on the mainland. It too is filled with water and John Warren one of the few living survivors of the mining staff claims if the shaft was drained the miner's tools will be found today exactly where they were left on a ledge when the workings were abandoned.

The rich ore was loaded unto barges and shipped via the Rideau to Kingston where it was transported to smelters in Ohio. The trade stopped when the vast and cheaply worked deposits of Minnesota were found.

Geological surveys by Modern ways has determined the existence of iron ore far beyond the boundaries worked and there were hopes of the mines being reopened several years ago when upon request samples of the iron ore were sent to Germany for assay. No further steps have been taken.

30/09/1935 Ottawa Citizen Kingston (CN) Brockville

Railway Employee Killed At Work J. F. Walker, Father of 12 Children, Was Repairing Coach at Brockville. BROCKVILLE, Sept 29 Joseph F. Walker. 57. of Coteau. Que.. CNR. car repair employe who has been stationed at this terminal for a year, was instantly killed a few feet west of the Perth street crossing at 5.30 this morning, while on duty. A freight train eastbound was stopped owing to a sticky brake. Before repairs could be made the train was cut in two at the Perth street crossing to allow continuance of traffic on highway No. 29. Upon completion the train was re-coupled and the pilot engine at the rear shoved up the slack. Walker, it is believed, had gone under a car to make some adjustment, as shortly after the pilot became coupled his body was found, death having been caused from a fractured skull. An Inquest will be held. Walker's wife and 12 children reside in Coteau.

No blame attached to fatal injury to railway worker at Brockville

Brockville Oct. 3. A verdict of accidental death was returned by a coroner's jury here tonight inquiring into the death of Joseph Fabien Walker, of Coteau du Lac who was killed on the Canadian National Railways here on Sunday morning September 29. Walker had been employed at the yards of the railway here for some months past as a car inspector.

Coroner Dr. E.J.F. Williams, Brockville, presided and sworn statements of Conductor Andrew Shea, of Montreal, in charge of second freight train No. 492 under one of the cars of which Walker's body was found, and also by Brakeman Normal McAskill of the train crew as well as the night yardmaster, H.E. Caldwell, and other employes who were on duty at the time, were heard.

The train was halted for a sticky brake and in stopping a knuckle was broken near the front and it was decided to brake [sic] the train in order to clear a public crossing. A yard engine on the rear end of the train was signalled to shove in the slack, in order to brake the train and from the evidence submitted it is believed that Walker was attempting to go under the train when the slack was being taken in and was caught by the 11th car from the rear end, fracturing his skull and killing him instantly. No blame was attached to anyone in the verdict of the jury and the Canadian National Railways was represented by W.C. Mills, claims agent, Montreal, at the inquest.

04/10/1935 *Ottawa Journal**L'Original*

To hear application

The Board of Railway Commissioners for Canada will hold a sitting here at 10 a.m. on October 22 to hear the application of the Canadian National Railway's for leave to abandon a portion of its L'Original subdivision, between Hawkesbury and Hurdman and also the Clarence creek spur, between Rockland and Clarence Creek, a total distance of 61.2 miles.

06/11/1935 *Ottawa Citizen**Montreal and Ottawa**Pendleton*

Vice-Regal regret sent to Pendleton man losing horses

Lord Tweedsmuir directs letter to farmer whose animals were killed by Vice-Regal train.

Evidence of the kindly thoughtfulness of his Excellency Lord Tweedsmuir, Canada's new Governor-General was given this morning when his Excellency directed a note of deep regret be dispatched to Ovide Boudreau, Pendleton farmer, whose two valuable horses were unavoidably struck and killed by the Vice-Regal special train when nearing the Capital Monday afternoon.

His excellency's first intimation of the unfortunate accident came when he read an item in the Morning Citizen today and at once he instructed his private secretary, Arthur S. Redfern, to write to Mr Boudreaux voicing his regret.

Mr. Boudreaux's horses had escaped from his farm, one-quarter of a mile north of the C.P.R. track near Pendleton, on the boundary between Russell and Prescott counties, and strayed onto the railway right-of-way. Mr. Boudreaux, trying to drive the horses, frightened by the train whistle, to safety, was almost struck himself by the train. The engineer slowed the vice-regal train but was unable to avoid striking the two horses.

06/11/1935 *Ottawa Citizen**Montreal and Ottawa**Pendleton*

Vice-Regal Train Killed Two Horses

Pendleton Farmer Had Narrow Escape Attempting to Save Animals.

PENDLETON, Ont, Nov. 5-Ovide Beudreau, Pendleton farmer, narrowly escaped being struck by the special C.P.R. train which was carrying Canada's new Governor General, Lord Tweedsmuir, and the vice-regal party to the Capital on Monday afternoon as he sought to prevent two of his valuable horses from running into the pathway of the train. His efforts to drive them off the track were unsuccessful and both horses were killed.

The horses had escaped from Mr Beudreau's farm, which is a quarter of a mile north of the C.P.R. track on the boundary between Russell and Prescott counties. The animals became frightened at the train's whistle and raced onto the tracks in front of the approaching train. The engineer slowed speed but was unable to avoid hitting the animals.

Noticing that the horses had escaped, Mr. Beudreau had gone in search of them and in trying to drive them off the tracks was almost struck by the train himself. The train did not stop after the accident.

The horses were valued at \$300. It was the second team of horse in the district to be killed within a week

09/11/1935 *Ottawa Journal**Carleton Place**Carleton Avenue*

Driver Leaps and Fast Train Hits Horse and Wagon

Walter J. Charbonneau Has Narrow Escape on C.P.R. Crossing in Ottawa West

Walter J. Charbonneau, of Edward street, City View, driver for the Ottawa Dairy Company, had a narrow escape from death at 7.40 o'clock this morning when the C.P.R. flyer from Sault Ste. Marie crashed into his horse and rig at the Carleton avenue level crossing in Ottawa West.

According to Charbonneau's story told to Chief Charles P. McCarthy, of the county police force who investigated, his rig was in the centre of the tracks when it was smashed to pieces by the fast moving train.

The driver, who had not heard the train whistle and bell, noticed the train when "it was right on top of the rig." He leaped to safety, the train missing him by inches.

So great was the impact that only one wheel of the rig was left intact and parts of it were strewn for hundreds of yards around. The horse was killed.

Charbonneau claimed that the whistle and the bell of the train were not going at the time but this was denied by C.P.R. officials and Herbert Kenny, 210 Holland avenue, engineer. The train arrived at Union Station 10 minutes late.

Train Hits Rig, Milk Driver In Narrow Escape

Walter Charbonneau leaped From Vehicle Moment Before It Was Swept From Under Him. Carleton Ave. Crossing Scene of Collision

Horse Fatally Injured and Milk Rig Smashed To Matchwood By Fast Train.

Struck by an east-bound fast C.P.R. transcontinental passenger train at the Carleton avenue crossing, Ottawa West, at 7 40 clock this morning, an Ottawa Dairy milk wagon in charge of Walter Charbonneau, Edwards street. Carlington, was shattered to matchwood and the horse fatally injured. The driver escaped injury. As if by miracle Charbonneau managed to step from the rig just as it was swept from under him by the fast train.

Carleton avenue crossing is north of Wellington street near the Island Park driveway.

"The horse was just over the track and the wagon across the rails when I first noticed the train bearing down on me." Charbonneau told The Citizen. "In an effort to save my horse I jumped to the ground and attempted to swing him clear of the locomotive when he was struck, his haunches torn away and my rig carried on into the city on the front of the train." He added that he heard no train whistle, but this might be explained by the rattle of empty bottles.

Parts of the milk wagon were scattered for several city blocks along the track. Residents near the scene of the accident said that the train proceeded to Ottawa West station at Bayview road over a mile away before stopping. The train was backed up and parts of the milk wagon were taken off the front of the locomotive. Clear View of Crossing

There is a clear view west from this crossing for over half a mile. Charbonneau said that he drove easterly onto Carleton avenue turning off Pacific street, which runs alongside the tracks and turned north over the crossing on Carleton avenue. There is no crossing signal and he said that he did not hear the train.

This is the second such accident that occurred during the last few years at this crossing, and in both cases Ottawa Dairy milk rigs were involved.

Chief Charles P. McCarthy of the Carleton county police was called to investigate the accident and to destroy the horse which lived for about fifteen minutes after being struck. Chief McCarthy agreed that possibly the rattling of the milk bottles might result in Charbonneau not hearing the train but there was nothing to prevent him from seeing its approach.

During the morning many anxious inquiries were received at The Citizen office about the accident, particularly from residents along the railway in the West End who noticed the train coming into the city with wreckage of the milk rig piled up on the pilot.

13/11/1935 *Ottawa Journal**Montreal and Ottawa**Hurdman*

RENFREW MAN FATALLY HURT WHEN TRAIN HITS MOTOR CAR

At the railway crossing at Hurdman's Bridge the wheels of an automobile spun on the icy roadway, as a Montreal-Ottawa express train bore down upon it.

Unable to get traction, the motor car was wrecked and Richard Dunlop, 53, farm laborer of Renfrew, was killed by the train in a vain attempt to jump clear. The driver of the car escaped.

Richard Dunlop Killed.

Leaping from an automobile stalled in the path of an approaching Ottawa-Montreal express at the Canadian Pacific Railway crossing at Hurdman's Bridge shortly before 10 o'clock this morning Arthur Dunlop, a farm laborer, about 35 years of age, and believed to be from Renfrew, was too late to avoid being struck and suffered such serious injuries that he died a short time later in Ottawa General Hospital.

Hillyard Ebbs, 22, of Ramsayville, driver of the automobile in which Dunlop was being given a lift to the city, had a narrow escape from death when the car was pitched down a 20-foot embankment to total destruction.

Highway Was Slippery.

The slippery condition of the highway was blamed for the accident as the automobile failed to respond to the gas when Ebbs made an attempt to get out of the way of the rapidly approaching train.

Mr. Ebbs told The Journal that Dunlop called at his farm last night and asked for employment. There was no vacancy but he was given lodging for the night.

This morning when Mr. Ebbs was leaving for the city in his automobile Dunlop asked for a ride.

When we arrived at the crossing the car was travelling very slowly and when the brakes were applied the car skidded until the front wheels were on the railway tracks. I attempted to accelerate to get out of the way of the train, which was right on top of us, but the wheels just spun around on the slippery road. I also slipped the car into reverse to try and back down the slight grade leading to the railway crossing, but the train struck the front portion of the automobile.

Passenger Jumps Out.

Mr. Ebbs explained he was sitting in the driver's seat on the side of impact with the train. Dunlop was sitting on the other side and when he noticed the train coming opened the door and lumped out. Mr. Ebbs thought his companion was all right and had escaped.

It is believed, however, the train pushed the automobile right into Dunlop as he was making a dash for safety. The car was carried 36 feet along the tracks before it toppled over the embankment.

Mr. Ebbs extricated himself from the wreckage of his car, suffering only from a bump on the head and a slight cut on the right wrist. He found his companion nearby and Dr. S. M. Nagle of 221 Laurier avenue east was summoned, and ordered him removed to the General Hospital in Gauthier & Company's ambulance. Had Many Fractures.

Dunlop was suffering from a fracture at the base of the skull, a compound fracture of the right leg, a compound fracture of his left shoulder, a compound fracture of his right hip, and many other injuries of a lesser nature. He succumbed to his injuries half an hour after his admission, just as doctors were proceeding to take an X-ray of his skull.

The engineer in charge of the train which later proceeded to Montreal was Eloie Huard, of 142 Irving avenue.

Chief Charles P. McCarthy, of the county police force, investigated the accident and is attempting to trace relatives of Dunlop in Renfrew district.

Dr. R.M. Cairns, coroner, was called and held a preliminary at the hospital this afternoon.

18/11/1935 *Chronicle-Telegraph Quebec**Chalk River**Carleton Place*

One Killed, Five Hurt At Carleton Place Ont., In Crossing Crash

Carleton Place Ont., Nov. 18 (C.P.) One woman was killed today and five other persons injured, one critically when a Brockville-Ottawa Canadian Pacific Railway train plowed into an automobile on a grade crossing near here. The accident occurred when the train plowed into an automobile driven by Rev. J.W. Edwards, Carleton Place Baptist minister, demolishing the car and hurling the six occupants onto the right of way. Mrs. Edwards was killed.

19/11/1935 *Ottawa Citizen**Chalk River**Franktown Road*

Donald Edwards In Serious State

11-Year-Old Boy Hurt in Train Crash at Franktown Crossing on Monday.

The condition of Donald Edwards, aged eleven years, who is at the Ottawa Civic Hospital suffering from serious injuries received in a train-automobile crash at the Franktown C.P.R. crossing on Monday, remains critical today, hospital authorities stated.

His sister, Miss Dorcas Edwards, has progressed considerably since her admission to the hospital yesterday, and is believed to be out of immediate danger. Rev.

Mr. Edwards and a daughter, Emily, who received cuts in the accident, are able to be about at the family home in Carleton Place.

Yesterday afternoon the preliminary inquiry was opened by Dr. Albert Downing, coroner, in Carleton Place into the death of Mrs. J.W. Edwards, who was fatally injured in the crash. The inquiry was adjourned until Friday evening at eight o'clock in the town hall.

Recommend Gates at Train Crossing

Coroner's Jury Brings in Verdict on Death of Mrs. J. W. Edwards.

Carleton Place, Nov. 22. - at the adjourned inquest this evening into the death of Edna May Edwards, wife of Rev. J.W. Edwards, Baptist Minister here, who died as a result of a fractured skull received in a car accident here on Monday last, the following verdict was arrived at after deliberating 35 minutes:

We the jury enrolled to inquire into the death of Mrs. Edna Mat [sic] Edward's, beg to report, we find that Mrs. Edwards died about 10 a.m. On Monday, November 18th, 1935, from a fracture of the skull, the injury being received when the automobile of which she was an occupant was struck by the locomotive of incoming Brockville C.P.R. train at the Franktown road crossing. We find that the driver of the automobile, Rev. J.W. Edwards failed to see the incoming train in time to avoid the accident. Your jury would very strongly recommend that this crossing be protected with gates as it is a Highway Crossing and dangerous. Signed, M. D. McCallum, Foreman; R.J. McLaren, Walter Kingston, Narcisse Guerard, Robert Burrows, William Taman, James Cram.

The accident occurred last Monday morning at the Frankown road crossing on the arrival of the Brockville local train. Those in the car with Rev. and Mrs. Edwards were three of their children, Dorcas and Donald, who are now in the Ottawa Civic Hospital, and Emily at home, as well as Mrs. W. A. Sherry, patient in the Chambers Hospital, Smiths Falls.

Those giving evidence at the inquest were; Theodore McFadden, conductor; Warner Brian, engineer, both of Smiths Falls; George Hyndman, fireman; P. A. Miron, station baggageman and J.T. Farrell, C.P.R. operator.

Cuthbert Scott of Ottawa appeared for the C.P.R., W. W. Pollock, Carleton Place, Crown attorney., A. Patchell, Carleton Place, held a watching brief for Rev. W.J. Edwards

02/12/1935 *Ottawa Journal**Chalk River*

J. A. Shouldice Dies of Injury

Fireman on Train Derailed Near Pembroke August 29, 1930.

As a result of injuries to the head suffered more than five years ago when the western express on which he was fireman was derailed at an open switch entering the town of Pembroke early on the morning of August 29, 1930. John Allan Shouldice, popular Canadian Pacific Railway company employe, died suddenly Sunday evening at the home of his parents, 31 Armstrong street.

Dr. J.E. Craig, coroner, was notified, and decided that in view of the thorough investigation conducted following the derailment of Mr. Shouldice's train, a formal inquest would be unnecessary.

Locomotive Topples Over.

John Shouldice was only one of several casualties in the Pembroke wreck. Riding in the cab of the locomotive when it went through an open switch approaching Pembroke station, and toppled over on the very verge of the Ottawa river, Basil Watson, a young Ottawa transfer man, was fatally injured. An inquest into his death was conducted at Pembroke.

Mr. Shouldice suffered a particularly dangerous injury to the frontal bone of his skull in the wreck, and for a long time lingered at the Cottage Hospital, Pembroke, on the verge of death. He was subsequently so improved, however, that he was removed to Ottawa.

Since that time; although never completely recovered, he had been making steady progress towards recovery, and had undergone several operations.. In view of the nature of his head injuries, however, his death was not unexpected.

Collapsed At Home.

He was visiting at the home of his parents. Mr. and Mrs. Charles Shouldice, when he collapsed shortly after eight o'clock. Dr. V. H. Craig was summoned, but Mr. Shouldice was beyond aid, and Dr. J. E. Craig was summoned.

John Allan Shouldice' was born in Ottawa on March 30, 1896, and had lived here during the greater part of his life. He was one of the best known employes of the C.P.R, and was holding the responsible post of firemen on the main line western train when fatally injured. He was a member of the Brotherhood of Locomotive Firemen, and was popular with all employes of the service.

He had resided for some time at 114 Rosemont avenue.

Mr. Shouldice is survived by his widow, formerly Miss Thelma Verna Lee, and by two sons, Allan, eight years-old, and Charles, six, and two daughters, Muriel, five, and Kay, four years old.

In addition to his parents there also survive six brothers. George, William, Fred and Arnold Shouldie, of. Detroit Mich. Miss Jessie M. Shouldice. of Ottawa, is an aunt

The funeral, which will be conducted by Rev. Norman Coll, pastor of Parkdale United Church, will be held at the Radmore Stewart Funeral Home. 1323 Wellington street at 2.30 pm. Tuesday. Interment will be in Pinecrest cemetery.

06/12/1935 *Ottawa Citizen**Alexandria**Ottawa Union*

Unidentified Man Killed by Fumes In Fruit Storage car

Body of Unfortunate transient Taken from Toronto-Ottawa Train Today

Asphyxiated by fumes from a heater in a fruit storage car in which he had taken refuge while riding on the Toronto-Ottawa morning train, the body of an unidentified man of about 40 years of age was found this morning on arrival of the train at 6.30 o'clock here

Emery Lafoley, 159 McKay street. who inspects the heaters on the cars, discovered the body and informed police. Constable Joseph Reynolds investigated and ordered the body be taken to the Radmore Stewart Funeral Home, 1323 Wellington street. Dr. R. M. Cairns, coroner, was called, and after a preliminary inquiry adjourned the inquest to Monday at eight o'clock in the police station.

The man, who was wearing a light brown suit, grey overcoat and cap. had evidently been taking a ride from Toronto, and taken refuge from the cold in the heating apartment of the car. He must have been overcome by the fumes before being aware of danger. There were no marks of identification in his clothing except for a piece of paper on which was written "Mrs. B. Walley. East College." It is believed this is a Montreal address. It was also discovered that the man had a large operation scar on the abdomen and a scar on the lower part of the right jaw.

Three Dead In Crossing Crash Near Pakenham

Mr. and Mrs. Thomas Somerton and Richard Burke Victims When Auto and Train Collide.

Tried To Apply Brakes, But Car Skidded Ahead

Slippery Surface Caused Car To Move Directly into Path of Train

Pakenham, Dec. 11 - Mr. and Mrs. Tom Somerton and Richard Burke of this village were instantly killed when an automobile driven by the latter drove in front of a freight train at 1.45 o'clock this afternoon.

The crash took place just outside of the C.P.R. station when the freight train was travelling west at a fair rate of speed. Apparently the driver of the car saw the train coming and applied his brakes but the car skidded directly into the path of the approaching train.

All three occupants of the auto were hurled from the machine and thrown a distance of some 50 yards from the point of impact while the machine itself was demolished.

Both the Somertons and Burke lived near the station and had just started to go to Almonte on business when the tragedy occurred.

Coroner Doctor Metcalfe, of Almonte, arrived shortly after and opened an inquest. Mr. and Mrs. Somerton, the former a farmer of this village, have been residents of Pakenham for many years. They are survived by seven children.

Mr. Burke was also a farmer of this district and leaves a wife and five children.

The freight train that struck the car is not usually stopped at Pakenham and consequently was going at a fair rate of speed when the crash occurred.

Burke was driving the car with Mr. and Mrs. Somerton sitting in the rear seat of the sedan.

Large Crowd Gathers

The sound of the collision could be heard for a great distance and a large crowd soon gathered at the spot. It took the combined efforts of a number of men to remove the wreckage of the car from the double tracks leading out from Pakenham.

The bodies of the victims were badly mangled and cut with glass. They were taken to the homes of their survivors since there is no undertaking parlour in Pakenham. The inquest, opened this afternoon, was adjourned to a later date.

Doucet Acquitted Of Manslaughter

Hull Taxi Driver involved in fatal accident at Deschenes Crossing.

Donat Doucet, Hull taxi driver, was acquitted at Hull criminal assizes on a charge of manslaughter. The jury deliberated 40 minutes before rendering its verdict. The charge against Doucet was laid following an automobile accident which occurred at Deschenes on August 12th. last. Doucet was returning with eight passengers in a car after a swimming party when, at the level crossing of Deschenes, he did not notice the train approaching and his car struck the last coach of the train.

Miss Beatrice Lecuyer was instantly killed while some of the other passengers were injured. Witnesses said that the party in the car drank several bottles of beer and also some liquor. Lucien Labelle, a mechanic, swore the brakes on Doucet's car were in bad order. The engineer of the train also said he had blown the whistle twice before approaching the crossing.

The defense claimed the driver of the automobile was sober and that there was no negligence on his part. Paul A. Boivin, Hull barrister, was counsel for Doucet, while the case was conducted by Crown Attorney J.A. Parent, K.C.

Three Killed In Auto-Train Crash

Pakenham Ont., Dec. 12 (C.P.)- Mr. and Mrs. Tom Somerton and Richard Burke of this village were killed instantly when an automobile driven by the latter crashed into a freight train near here. The crash occurred close to the Canadian Pacific railway station with the freight train traveling west. Apparently Burke saw the train because he applied the brakes but the car skidded directly into its path. The three people had started for Almonte Ont. on a business trip. The Somertons have lived here many years and had seven children. Burke leaves a wife and five children.

By a strange coincidence the engineer was Frank Nagel, whose train killed eleven year old Rhoda Sinnett Tuesday as she was returning home from school in Arnprior.

Truck Goes Over Cliff at Cascades

Driver Not Hurt When Steering Fails

Raoul Labelle, truck driver for E. Monette, wood-dealer, 39 Main street, Ottawa, had a narrow escape from serious injuries or death when the steering wheel of the truck he was driving broke, sending the machine over a forty-foot embankment on Burns' Hill, at Cascades, Que., about five o'clock this morning.

Mr. Labelle jumped from his seat as the truck, which was empty, plunged to the bottom of the cut on the railway right of way. The machine did not block the tracks. The 10.37 train for Ottawa was able to proceed before the car was removed. Mr. Labelle had left the Capital early this morning and was on his way to pick up a load of wood when the accident occurred. The truck, a total wreck, was hauled away by a freight train later in the morning.

Arnprior child's death accidental

Coroner; Jury exonerates train crew of blame at Alice Sinnett Inquest

Arnprior, DEC. 17. - a verdict of accidental death through being struck by a train, with an appended statement that the crew in charge of the train were exonerated from all blame was the verdict rendered by a coroner's jury today inquiring into the cause of death of Alice Rhoda Sinnett, 11, who was killed near the John Street crossing of the C.P.R. in Arnprior on Tuesday, Dec. 10.

Wm. Montgomery and Mrs. Rose Freivault and two children, Margaret Bim and Gertrude Schnobb testified that they had seen the deceased girl on one rail in front of the train and all had seen her step in between the rails just as the train hit her. Mr. Montgomery said he shouted to Little Miss Sinnett twice as the latter was sliding along the rail apparently unaware of the train coming. At the second shout the girl had turned her head and had apparently noticed for the first time the close proximity of the train and he believed she had to become confused and stepped between the rails and not to on(e) site where she would be clear of the track. The two children all said also said they shouted to the victim of the accident but apparently she had not heard them.

Whistles sounded.

Engineer of the Train F. Nagel stated that the headlight of the train had to be turned on as they left Renfrew; customary long and short whistles had been blown as the train entered Arnprior; the train bell had been ringing continuously while the train passed through Arnprior and for some time after the accident. The train had been slowed down for a C.P.R. and C.N.R crossing in the west Eed of the town and from there on the engine had not been working and the train had been drifting at about 15 miles per hour.

When passing the station the engineer said he saw the girl on the track and the whistle had been blown continuously to warn her, until she was struck. Witness had not seen her struck as she was on the opposite side of the train. He had applied emergency brakes when signalled to do so by the fireman and the train had been stopped in about 300 feet. Fireman Reg Manion and trainmen J. Gange who were on the engine had seen the girl on the track and has not seen her step into clear; and surmising that she was about to be struck, both signalled to the engineer to stop the train. Both corroborated the evidence of the engineer concerning headlight, whistle, bell and speed of the train.

Weldon Melanson and Miss Iva Stevenson both of Arnprior and Mrs. John Chatterton of Sand Point said they saw the girl on the track but had not seen her struck. All had had their attention attracted by the unusual blowing of the whistle as had Ezra Smiths at his home about two blocks distant. He believed the train was travelling at an ordinary speed, not fast enough to attract attention. Some had heard the train bell and some had heard the crossing signal. Other Wwtnesses included Chief of Police John S. Rodgers, Dr. J H. Books and Mrs. Charles Sinnett, mother of the deceased girl.

Dr. A. Jamieson of Arnprior, coroner, presided and Crown Attorney H.B. Johnson, K.C., Pembroke interrogated the witnesses. Members of the jury were T.P. O'Toole, foreman; Andrew Armand, J.R. Byrne, Allan Clarke, G.H. Devine. Wm. Lewis, Wm. McGonigal, Charles Slaughter and Mort Sullivan.