

Local Railway Items from Area Papers - Prescott Subdivision

03/10/1884 Ottawa Citizen Prescott Chaudiere

Station Changes. Since the removal of Mr. C.W. Spencer to Montreal considerable changes have been made in the offices at the Union Depot, which will greatly facilitate the transaction of business, so far as the public are concerned. In connection with this it may be stated that the new coal dump, to which allusion was made some time ago, is now nearly completed and in a few days will be ready to use.

09/10/1884 Ottawa Citizen Prescott Chaudiere

A new weigh house is being erected at the east end of the new coal dump at the Canadian Pacific station here. This will be a great convenience to coal purchasers, as it saves them considerable time and cartage in the delivery of their fuel.

24/10/1884 Ottawa Citizen Prescott Chaudiere

The Canadian Pacific Railway company is conferring a great boon on the public who have business to do at the Union depot. Hitherto the yards about it have been a mass of abominable mud. They are now being graveled and there is every prospect that they will be more comfortable both for vehicles and pedestrians than heretofore. If the corporation could only mend the roads leading to it the public would feel still more obliged.

04/11/1884 Ottawa Citizen Prescott Chaudiere

Yesterday morning a shunter in the employment of the Canadian Pacific Railway whilst standing on top of a car being shunted on the St. L. & O. branch was struck on the neck by a telegraph wire and was thrown into the cab.

23/08/1885 Ottawa Citizen Prescott Chaudiere

Change of stations.

The trains on the St. Lawrence and Ottawa Railway yesterday, for the first time, arrived at and left from the Union station in place of the Sussex Street station as formerly.

16/10/1885 Ottawa Citizen Prescott

Freight traffic has so increased of late on the St. Lawrence and Ottawa Railway that it has been found necessary to put on a special freight train. Three trains a day now run from Prescott to the city, namely one passenger and two freights.

27/03/1886 Ottawa Free Press Prescott Rideau Canal

A new wooden swing bridge is being erected on the line of the St. L. & O. railway over the Rideau canal. Quite a large number of builders are engaged in the work.

24/07/1886 Ottawa Citizen Prescott Bedell

When the Smiths Falls line of the Canadian Pacific is completed, instead of western Ontario passengers going to Ottawa via Carleton Place, they will be transferred at Kemptville Junction, two miles from Kemptville, to the St. Lawrence and Ottawa Railway which is now operated by the Canadian Pacific. The train service on the St. Lawrence and Ottawa will be greatly improved. - C.P. Central Canadian.

10/08/1886 Ottawa Journal Prescott Union Depot chaudiere

The first through tea train over the Canadian Pacific, between Vancouver and Montreal, passed through Ottawa on Saturday afternoon. It consisted of ten cars and contained the cargo of the S.S. R.B. Flint. A curious crowd inspected the train during its ten minutes' stay at the Union Depot.

08/09/1886 Ottawa Journal Prescott Union Depot chaudiere

Two tea trains from the Pacific coast are expected to pass through Ottawa tomorrow forenoon, en route for Montreal.

13/12/1886 Ottawa Journal Prescott Rideau River

FATAL RAILWAY ACCIDENT

Brakeman Britt killed on the St Lawrence & Ottawa Railway.

A brakeman named William Britt, employed on the St Lawrence & Ottawa branch of the Canadian Pacific Railway, was killed on Saturday evening last. It appears that the train on which the deceased was employed was a heavy one, and on approaching the bridge which spans the Rideau canal, conductor Jones noticed that the train moved very slowly. The grade is rather heavy at this point, and, as it was not able to mount it, the engine was reversed, and the train backed down the grade, in order to get up a good headway. When the train reached the level, it was noticed that the brakes were on, and their removal was whistled for. As there was no response, the train was stopped to ascertain the cause. It was then discovered that Britt, the brakeman, was missing. No one on the train had seen him since leaving the Chaudiere [sic] Station. Search was at once instituted for the missing man, whose body was discovered lying near the track, not far from the bridge which spans a hollow about four miles from Ottawa. The remains were brought to the Chaudiere by train, and an inquest held by Coroner Dr. Steven Wright. A number of train hands were examined and the examination brought out the fact that the bridge, at which the fatality is supposed to have occurred; is not high enough for a man, standing on the top of a freight car, to pass under without striking it: but there was no evidence to show that the bridge was really the cause of the accident. The inquest has been adjourned until this evening, to allow a post mortem examination to be held. The body presents no external marks of injury although it is understood that the head and chest sustained severe internal injuries. The deceased was about twenty-four years of age, and unmarried. His home is in the vicinity of Toronto, where it is likely the body will be buried.

14/12/1886 Ottawa Journal Prescott Rideau Canal

The adjourned inquest on the body of Wm. Brett, the brakeman who was killed on Saturday, was resumed at the Union Station last evening, Coroner Wright presiding. A number of train hands were examined. Drs. Horsey and Kelly, who performed the post-mortem examination gave evidence. Their opinion was that death resulted from extreme mechanical violence to the head, producing concussion of the vital centers. Mr. C. W. Spencer, superintendent of the division having expressed his desire to give evidence, and being at present in Montreal the inquest was adjourned until tomorrow evening. The body was taken to Toronto last evening by a brother of the deceased.

16/12/1886 Ottawa Journal Prescott Rideau Canal

The inquiry into the death of Brakeman William Brett was resumed at the Union Station last evening, Mr. C. W. Spencer and other witnesses being examined, but nothing new was elicited. The jury returned the following verdict: "that the said William Brett came to his death from injuries received while acting as brakeman on the C.P.R. - whether such injuries were produced by striking against the ground or bridge the jury were unable to say."

11/03/1887 Ottawa Journal Prescott

The Prescott branch of the C.P.R. has been blocked up with snow for nearly a week. Several passengers arrived from Prescott this morning and relate that after waiting three days for a train hourly expected to arrive they were obliged to come to Ottawa by way of Brockville.

07/10/1887 Almonte Gazette Prescott Prescott

A lad named Powell who was ordered away from the C.P.R. station in Prescott on Sunday night, was shot in the hip by the watchman. The latter fired off the revolver to frighten the boy, and had no intention of shooting him.

11/01/1888 Almonte Gazette Prescott Prescott

Last week three carloads of silk from Japan passed through Ogdensburg on their way to New York. They came by the C.P.R. from Vancouver, and were valued at about \$29,000.

12/04/1888 Ottawa Journal Prescott

A consignment of forty carloads of tea passed through the city yesterday on the C.P.R. en route for Montreal. The consignment is for local dealers there.

25/05/1888 Almonte Gazette Prescott Prescott

A car load of silk from China via the C.P.R. from Vancouver was crossed from Prescott to Ogdensburg on Thursday last. The carload was valued at \$150,000. The run from Vancouver to Prescott was made in six days.

30/06/1888 Ottawa Citizen Prescott Prescott

On Wednesday evening last some men stole a handcar on the St. Lawrence and Ottawa Railway and proceeded to work themselves to Prescott. There they were arrested and Constable Hornidge, of the C.P.R. yesterday locked up the four of them, John Callaghan, David Shields, P. Connor and J. McManus.

04/07/1888 Ottawa Citizen Prescott

The train which conveys the excursionists to Ogdensburg to-day consists of twelve cars.

06/07/1888 Almonte Gazette Prescott Kemptville

For stealing a hand car.

Paragraph John Callahan, James McManus, David Shields and Pat Connors took a handcar out of a hand car house on the Aylmer Road on Wednesday last, and journeyed with it to near Kemptville, where they left it. The handcar was the property of the C.P.R. They were arrested in Prescott. Callaghan turned Queen's evidence and gave the snap away. Two of the accused men are immigrants, just out, and pleaded that they were ignorant that the taking of the car was an offense. Connors, Shields and McManus each got two months in jail, besides being called on to pay fifty cents damages.

08/08/1888 Almonte Gazette Prescott Prescott

On Saturday evening a shocking accident occurred at the C.P.R. dock by which John Kinsler, a young man who resided on King street, lost his life. It appears that Kinsler was assisting in shunting some cars, and, as is usual, having to run up the track to move the switch, his sprang upon the step of the engine, but missing his foothold the wheels passed over both legs, crushing one above the knee and the other across the shin bone. He was carried home, and doctors Buckley, Field and Hart well in immediate attendance. Rev. Father Masterson also was present. Chloroform was administered, and it was decided to take off both legs as they were completely crushed. The one operation was performed and the doctors made a move to the other limb when it was observed that the sufferer had breathed his last... Prescott telegraph.

27/10/1888 Ottawa Free Press Prescott Chaudiere

The new C.P.R. siding has been finished to the Barnes & Co. shook factory.

13/11/1888 Ottawa Free Press Prescott Chaudiere

The C.P.R. are presently putting down a new siding to the shook factory. Messrs. Barnes & Co's. concern is much improved by the introduction of the incandescent electric light.

04/01/1889 Ottawa Free Press Prescott Chaudiere

Messrs. Barnes & Co.'s shook factory on the Chaudiere have doubled the number of their employees during the past week having started to work by night.

15/01/1889 Ottawa Journal Prescott Chaudiere

The CPR company intend constructing a new coal shed at Union depot for the accommodation of the local coal dealers receiving coal over their lines.

06/06/1889 Ottawa Citizen Prescott

VEXED EXCURSIONISTS.

The Special Train from Prescott Disappoints Many Intending Passengers

Nearly 800 excursionists left Ottawa for Ogdensburg on Thursday, where, despite the fact that the attractions were poor, they spent a good time. A number missed the evening return train, which left at 10 32, two minutes after time, and they had to remain over till the morning. The train left just as the steamer Transit landed a number of passengers at the wharf adjoining the depot, and had the railway people waited another minute or two all would have been happy. The conductor's ear must have tingled all the way to Ottawa, if he was at all concerned about the remarks passed upon him by the crowd. When those that were left over boarded the 7.45 train yesterday morning they were informed that their return excursion tickets were no good and they would have to pay full fare. The excursionists protested, and the conductor, who was only carrying out his orders, kindly telegraphed to Ottawa to find out whether his superiors would allow the return tickets to hold good. When the reply came, the train was about twenty miles from this city, and as the reply stated that the tickets would not hold good, the conductor told the excursionists that they would either have to pay their fare or get off. A number thereupon got off at Manotick station, where they hired a rig and drove home, preferring to take this trouble rather than pay the railway twice. A number held the fort till the train got to near Billings' Bridge, when they at last heeded the conductors expostulations and debarked to secure a vehicle and drive home.

27/07/1889 Almonte Gazette Prescott Prescott

Forty car loads of cheese crossed the river from Ogdensburg to Prescott last week, mostly the product of St. Lawrence county. It goes to England via Montreal.

31/07/1889 Ottawa Free Press Prescott Chaudiere

Repairs are being made on the Canadian Pacific Railway Co.'s round house on the Richmond road. The old brick work is being replaced by new material.

20/08/1889 Ottawa Journal Prescott Manotick

A new station house is being erected here by the C.P.R. to take the place of the old one burned down last spring. The new building promises to be a very commodious one, the part intended as the agents dwelling house to be two story. Congratulations are extended to the agent, Mr. T.N. Johnson and family, who, since the burning of the old station have been boarding with Mrs. Johnson's father, Mr. H. Tomkins.

21/08/1889 Ottawa Citizen Prescott Manotick

The C.P.R. company are erecting a new station at Manotick to take the place of the old one which was burned. The new building will be much superior to its predecessor.

The Canadian Pacific railway intend to lay sidings shortly to Messrs. Warcock and Martin's mill on the Richmond road for the purpose of more conveniently shipping grain.

At one o'clock this morning fire broke out at in the car shed of the Canadian Pacific Railway nearest the northern end of the railway yard. There were in the building at the time about fifteen passenger coaches, including the Government car "Ottawa" and Lady MacDonald's handsome special coach "Jamaica". It was a quarter of an hour after the blaze first broke out that a yard man pulled the alarm at box 18 corner of Broad and Queen streets. By this time the fire had gained such headway that ere the reels were on the road, although all turned out promptly, the red glare of the flames was visible all over the city. Hundreds of people, awakened from their slumbers by the rattle of the flying reels, looked out of windows and doorways at what appeared to be an immense conflagration in the most dangerous part of the city, the very midst of the lumber piles. And so it proved to be. A further delay was caused by the yard engine, which was shunting up and down endeavouring to pull the accessible cars out of the way of the fire, so blocking the tracks and preventing the reels from getting to the hydrants. It was

A DESPERATE CASE

when at length the first hose was coupled and the first stream directed on the burning mass, for the shed stood in the very midst of millions of feet of dry lumber. On the western side of the shed stood the lumber owned by Mr. Barnes, of the box factory near by, was so close to the walls of the burning building as to leave scarce room for a person to pass, even had the great heat not made it impossible to have done so. A few feet from the southern end of the shed is the large stable owned by Mr. John Rochester, and the fact that neither lumber piles nor stable received other damage than a slight scorching, speaks more than volumes of praise for the efficiency of the fire brigade. Driver Tom Beatty's yard engine had done yeoman service for the company, for of the 14 coaches within the shed when the fire broke out, nine had been pulled out of the ruin and as many more had been standing on the side tracks leading into the shed. This left four

CARS IN THE FLAMES

and these, from the inflammable nature of their construction, gave forth an intense heat. There is an extra strong pressure from the hydrants in this section and from these such volumes of water were poured on the flames, that in little over an hour they were pretty well drowned out. It was impossible, of course, to save the car shed, as that, together with the cars within, was beyond hope when the brigade arrived. But so well did Chief Young direct his force, and so well aid the firemen direct their streams, that the damage to the lumber piles will amount to very little. The Union Volunteer Brigade had a stream playing on the fire and did excellent service in helping to prevent what could have caused a general conflagration - the firing of the lumber

A FIREMAN INJURED

Fireman Lavallo, of No. 7 Station, was badly hurt by the fall of some heavy deals, but pluckily stuck to his work as long as he could stand. The shed contains three parallel tracks and had under its roof about fifteen cars. The furthest in the rear were the three passenger coaches and the private car "Jamaica" which were totally destroyed. Next came the official car "Ottawa" which was pulled out and subjected to a heavy stream of water, but too late to save the coach from almost utter ruin. This shed was used to house passenger coaches not immediately wanted and those undergoing repairs. In some of these the heating apparatus is kept going and it is thought the fire was possibly carried by a spark or possibly by the overheating of one of these furnaces.

THE ESTIMATED LOSS

No official estimate of the damage could be obtained, but estimating the three passenger cars at \$8,000 each, and the two official coaches as \$18,000 each, the last, including the damage to half a dozen badly blistered cars pulled out before the flames had actually caught them, and that to the other property, together with the cost of the destroyed shed, the loss will probably amount to between \$60,000 and \$70,000.

So intense was the heat within the shed that the iron work of the cars, and even the steel rails, were melted and twisted in all shapes. It was admitted by all who saw the fire, and the promptness and skill with which it was subdued, that it was about the best bit of "fire fighting" ever seen in Ottawa, or in any other city for many a mile around.

The return blow, which re-called the brigade, was sounded at ten minutes to four this morning.

Destructive fire.

Probably \$30,000 loss at the CPR station.

The passenger car shed, containing the Governor General's, Lady McDonald's and other special cars destroyed - six valuable carriages gone.

What had the appearance of being the forerunner of a devastating conflagration broke out this morning a few minutes before one o'clock at the CPR station.

At fifteen minutes to one No. 18 fire box rang the alarm, and with commendable alacrity all the brigades in the city were soon at the scene of action, where it was discovered that the fire had originated in the passenger car shed, containing at the time some fourteen fine cars, just adjoining the station, and dangerously contiguous to the innumerable piles of lumber belonging to Messrs. Barnes of Rouses Point. Considerable delay was occasioned in the fixing of the leading line of hose by one of the hydrants being frozen, but that difficulty overcome, the men under the superintendence of Chief Young, began to put in effective work.

The flames in full headway.

By this time, however, the flames had got complete hold of the shed and its contents, and were assuming alarming proportions, and as the lurid tongues of fire leaps into the air, growing momentarily fiercer and more intense, the heavens became illuminated with a brilliancy which transformed the darkness of night into the brightness of noonday sun and which must have been visible within the radius of many miles.

No. 2 was the first to arrive, followed by the men of number 7, the new station of Dalhousie ward, and soon five lengths of pipe were laid and a copious supply of water pouring on the burning mass.

Valuable cars.

The shed in question was that the north end of the station and measured 200 feet by 40 feet. It was used for the housing and cleaning and repairing of cars. At the hour mentioned it contained quite a number of handsome and valuable carriages, whilst a great amount of rolling stock lay around at various distances from the shed, in all a total of about twenty cars.

Trying to get the cars out.

With great promptitude the station authorities set to work to remove the cars, but the flames spread with such rapidity and fierceness that the work had to be abandoned.

The "Victoria" saved.

Amongst the saved property, however, was the Governor General's car "Victoria." The "Ottawa" was caught by the fire whilst being rescued and is now a useless smoldering mess. Altogether six cars were sacrificed including Lady McDonald's "Jamaica" the car in which she made the trip to British Columbia, which resulted in her interesting sketches, the notes for which were made on the car.

A New Danger.

Running parallel with the shed separated only by a line of rails a lengthy freight train lay and as the flames grew in strength it was impossible to place one's hand against the cars without getting burned and scorched. This added a new danger, and attention had to be turned in that direction with satisfactory results. Surrounding the blazing fires were immense piles of timber which to the unaccustomed seemed bound to be doomed to destruction. These piles of wood are built close together and stand within a few feet not more than six in several instances around the blazing mess. Myriads of sparks and burning matter were flying in every direction. The firemen worked hard to save the piles and succeeded. The energy and courage with which they worked to confine the fire was spoken of by all who witnessed their exertion with admiration.

It soon became evident that the shed and its contents were doomed and the intense heat was one of the greatest difficulties the firemen had to contend with.

Steel rails twisted like shavings.

So bad did it become that the steel rails were twisted and turned like shavings of wood. Two lengths of hose were kept continually in the direction of the wood piles with good effect.

Fireman Lavelle injured.

Shortly after the outbreak a beam fell on fireman Lavelle, of No.7 station, injuring him somewhat severely. He was conveyed home. About three o'clock all danger was over and once more Chief Young and his gallant men were victors. It had been a hard fight and the victory was a glorious one.

The amount of damage cannot be reckoned yet but from a rough estimate the loss cannot be far short of \$25,000 or perhaps \$30,000.

No cause can be assigned for the origin of the blaze but the rumor that the overturning of a lamp had started it gained considerable credence by the crowd.

At 3 20 the work at the station was going on as usual, but where a few hours before some of the most luxurious traveling carriages in the world knows had been under cover and now lay a smoldering mass of wood work and upholstery. The return blow was sounded at ten minutes to four.

The Scene Today

The JOURNAL again visited the scene of the disaster this forenoon when, in the broad light of day the full extent of the damage was seen at a glance, and the intensity and power of the ravaging element fully demonstrated. The aspect is one of utter desolation. The total loss is the destruction of the shed and two first class cars, two second class cars, Lady McDonald's coach "Jamaica" and the partial destruction of the car "Ottawa" which belongs to the government.

A careful though hasty estimate of the financial loss places the amount at \$25,000 or \$30,000, not more. No official inspection has yet been made and this estimate must be considered premature.

It is not known in the city today whether or not the loss is covered by insurance beyond the fact stated that neither Canadian nor British offices are interested.

The origin of the outbreak is still clouded in mystery.

Praise is being awarded the officials and railway employees who worked hard and heroically to save property. There were 25 cars in the yard at the time.

Full account of the fire in the C.P.R. car shed.

--in the car shed at the time were fifteen cars and the government cars "Ottawa" and "Jamaica".--

West of the shed was the piled lumber belonging to Mr. Barnes of the box shoo factory.

There was no prospect of saving the remaining four in the shed. --Three passenger cars and the car "Jamaica" were furthest in the shed. The government car "Ottawa" was next and in the hope of saving it, it was dragged out and deluged with water. The flames, however, had got too great a hold on it.--

From other sources it was learned that the loss through destruction of Lady MacDonald's private car would be about \$15,000. The car cost originally \$20,000. It was formerly used by Mr. Chapleau, when that gentleman led the Quebec government and when purchased by the Dominion government was fitted out in most luxurious fashion. The "Ottawa", Mr. Schreiber's car is not wholly destroyed. It is probably worth about \$10,000. The other cars destroyed consisted of two first class, Nos. 51 and 63 and two second class cars Nos. 73 and 49. An official estimate put the loss at about \$20,000. They were not modern coaches but had been for some time in use. The Governor General's car was in a dangerous position, but was brought out of danger without receiving so much as a scratch.

Skeletons of Cars.

The trucks of all of the cars are not seriously damaged, and will be available for use again. The upper portions, however, are mere skeletons. A charred and blackened skeleton is all that remains of the famous "Jamaica" car. A great heap of carpets, rugs and blankets reposes on the tracks with fragments of metal and glass, the remains of the luxurious fittings. One end of the "Ottawa" is a black and charred mass, but on three quarters of the car the varnish is still fresh, though almost every window is smashed; the chandeliers are lying in fragments inside, and the upholstery is begrimed with dirt inside.--

14/02/1890 *Almonte Gazette*

Prescott

Chaudiere

Last week what threatened to be a most disastrous fire broke out in the C.P.R. yard, Ottawa. The fire originated in the car shed, and is supposed to have been caused by the overheating of the furnace in one of the cars. As there were fifteen cars stowed away in the shed, and millions of feet of dry lumber close to the fire, the danger of a frightful conflagration was great, but the fire was put out after the destruction of only the sheds and six cars. Two of the latter were the Government cars "Ottawa," and "Jamaica." The "Ottawa" was not completely destroyed. The loss is estimated at about \$20,000.

11/04/1890 *Ottawa Journal*

Prescott

Gloucester

Mr. Prud'homme of St. Constant, Laprairie county was loading potatoes on a car on a siding at the Gloucester station on the C.P.R. when a west bound train approached. In order to assist his operations he had laid a log across the main track. This he hastened to remove but he was not quick enough. The flying rod of the approaching engine caught him in the back throwing him unconscious into the car. The injured man was taken into the train and brought to Ottawa ..

Also reported in the Citizen.

09/01/1891 *Almonte Gazette*

Prescott

Prescott

Last week 226 car loads of goods crossed over the river into the Unites States at Ogdensburg. Five of the cars contained raw silk to the value \$350,000.

21/08/1891 *Almonte Gazette*

Prescott

Prescott

During the year ending 30th June last, 15,773 cars were ferried across from Ogdensburg to Prescott and 14,802 from Prescott to Ogdensburg.

28/08/1891 *Almonte Gazette*

Prescott

Prescott

A car-load of tea passed over the St. Lawrence every day for about ten days, within the last two weeks.

03/06/1892 *Almonte Gazette*

Prescott

Prescott

The C.P.R. Co. will build an elevator at Prescott to contain 1,000,000 bushels.

07/07/1892 *Ottawa Free Press*

Prescott

Notwithstanding the statement in this morning's Citizen to the contrary, the Free Press is able to assure its readers that the transfer of the St. Lawrence & Ottawa railway to the Grand Trunk will shortly be made public. More.

03/08/1892 *Ottawa Journal*

Prescott

Experimental farm

About 175 members of the Glengarry and Stormont Farmers Institute arrived in the city yesterday afternoon by C.A.R. They went in a special C.P.R. train to the Experimental Farm and were shown over by Prof. Robertson, the acting director and were much pleased by what they saw.

26/08/1892 *Ottawa Journal*

Prescott

Bedell

The Kemptville Advance says: While Mr. and Mrs. Hadden of the Junction were coming to the lower depot on their R.R. bicycle on Saturday evening, they had a narrow escape from being thrown off their vehicle by a pile of stones, which had been placed on the rails near the bridge. Mr. Hadden fortunately saw the danger ahead and averted an accident. Had it been a passenger or freight train instead it is difficult to imagine how serious an accident it might have been. We understand the C.P.R. authorities are likely to investigate the matter.

27/08/1892 *Ottawa Citizen*

Prescott

While Mr. and Mrs. Hadden of the Carleton Junction were coming to the lower depot on their railway bicycle on Saturday evening they had a narrow escape from being thrown off their vehicle by a pile of stones which had been placed on the rails near the bridge. Mr. Hadden fortunately saw the danger ahead and averted an accident. Had it been a passenger or freight train instead of a bicycle it is difficult to imagine how serious an accident it might have been. The Kemptville Advance understands the C.P.R. authorities are likely to investigate the matter.

29/09/1892 *Brockville Recorder*

Prescott

Prescott

Seventeen carloads of Japanese and Chinese goods crossed the river from Prescott last week.

06/10/1892 *Brockville Recorder*

Prescott

Prescott silk

The most valuable freight train that has passed south on the Utica road this summer left Ogdensburg Friday night last. It consisted of three cars of silk from China and Japan valued at about \$210,000; four cars of tea and Chinese merchandise; four cars of nickel matte and one of red oxide paint. Lumber and general merchandise made up the balance of the train, the value of which is roughly estimated at \$250,000.

07/10/1892 *Almonte Gazette*

Prescott

Prescott

Seventeen carloads of Japanese and Chinese goods crossed the river from Prescott last week.

18/05/1893 *Ottawa Journal*

Prescott

South Gower

The C.P.R. have begin digging at their gravel pit on the Prescott branch near South Gower and have nearly one hundred men employed.

18/01/1894 *Brockville Recorder*

Prescott

Kemptville

A Kemptville correspondent says the C.P.R. station there is likely to be closed temporarily if not permanently.

05/04/1894 Kemptville Advance Prescott Oxford Mills

A petition signed by eighty was presented to the Oxford council on Saturday requesting that the powers that be grant \$250 to the C.P.R. for a station and platform to be erected at the crossing near Oxford Mills. P.R. McDonald presented the petition and said the railway authorities claimed it would cost \$500, and if half that amount was provided the station would be erected.

21/07/1894 Ottawa Free Press Prescott

Article entitled "Along the St. L. & O." Mainly concerns history of the towns.--

Leaving Ottawa the first station on the railway is Chaudiere junction, the next Gloucester, the third Manotick-- Osgoode station. This wanders into a senseless diatribe concerning the subsidies to the C.P.R., Suez canal etc.

21/09/1894 Brockville Recorder Prescott Kemptville

In connection with the attempt to wreck a C.P.R. train near Kemptville recently by placing ties on the track, the Advance says, "C.P.R. constable Ross yesterday lodged in the lock up here Wm. Prosser, a resident of the township of South Gower, who is about 55 or 60 years of age, who is suspected of having committed the depredation, Naturally it was a great surprise to all, as little or nothing was ever heard against the man. He is a man of poor circumstances, not looked upon as being very shrewd or sharp, and for many years, it is said, he has acted as grave digger of South Gower cemetery. He was being tried before Magistrate Sellick last night as we went to press. Sufficient evidence was offered against the man to warrant Magistrate Sellick committing him for trial. He was brought out here last night and lodged in jail."

05/10/1894 Brockville Recorder Prescott Kemptville

The case against Chas. Prosser, of Kemptville, charged with placing obstructions on the C.P.R. track near that place, details of which have already been given in the Recorder, was called before Mr. Justice McDonald at 11 o'clock Saturday forenoon. After hearing the evidence which pointed strongly to the fact that the prisoner was lead into making a confession of the deed, this confession was thrown out and Prosser acquitted. --

12/10/1894 Brockville Recorder Prescott Prescott

A carload of Kangaroo skins crossed the river from Prescott last Friday.

17/01/1895 Kemptville Advance Prescott Kemptville

Council Meeting

A. Buchanan, the retiring reeve, then started the ball rolling anent the action of the C.P.R. closing the lower station at the village. He had been requested by several to bring the question before the meeting. He said he had written to the President of the railroad company, asking if their intentions was to close it permanently or only temporarily, and had not received a reply. He did not know as we had any hold on the company which would compel them to keep the station open but thought every interested citizen should put his shoulder to the wheel and see if we cannot have the accomodation which we formerly had. He could not see why any just reason for closing it would necessitate an additional amount of workand expense at the junction. Suitable freight billing would be required as more railway siding. The auditor stated that it was the best paying station the company had outside of cities, and from an authentic source he learned that the business of the past year was greater than any former year.

Geo. Sanderson, one of the oldest residents, being present was called on to give his recollections of the agreement between the company and the people but could give no light on the subject.

John Brown, P.L.S., said he recollected a John S. Brown of South Gower going around soliciting the necessary aid to have a station at Heckston instead of Oxford but the undertaking in that direction failed and the station was to be built at Kemptville.

O. Bascom, clerk, said he had reseived a letter from the law firm of Scott & Scott, Ottawa, asking for a copy of the by-law granting a bonus but he had not succeeded thus far in procuring it. He had also written to the registrar but found nothing recorded in that office.

Albert Beach said he remembered that one condition on which the bonus was to be given was that a station be built within at least half a mile of Kemptville.

Chester Banks said he remembered his father having to pay \$10 or \$12 , a yearly railway tax and less than twenty years ago he had paid \$4 yearly for the same purpose. He thought that according to the original agreement the station was to remain in Kemptville for 99 years. Beside paying a railway tax many of the farmers took shares and he remembered his father having six shares. He thought it looked to be a matter of spite on the part of the railway company for they had not only closed the station but had also removed the pump and not satisfied with that had to nail up the hole. H.Brownlee thought that if a careful examination was made at the registry office that the desirable papers could be found there.

John Murphy could give no particular account of the affair but remembered the townships of South Gower and Oxford were to pay interest on \$20,000 for twenty years.

25/01/1895 Brockville Recorder Prescott Kemptville

The station on the old St. Lawrence & Ottawa Railway at Kemptville has been closed by the C.P.R. and freight and passenger business has to be transacted at the junction two miles out.

The Advance says the people are very indignant at the government for allowing the C.P.R. to close the lower station. The mail has to be carried two miles to the junction.

25/01/1895 Renfrew Mercury Prescott Kemptville

The people of Kemptville are highly indignant at the action of the C.P.R. in closing the principal station there. All the hands have been dismissed and the townspeople who travel and the mails are forced to go to the junction station two miles from the village.

11/02/1895 Renfrew Mercury Prescott Kemptville

The C.P.R. has restored to Kemptville the station within the village limits, instead of compelling passengers to go to the Junction two miles distant.

01/03/1895 Brockville Recorder Prescott Prescott

Construction of the Prescott elevator.

--A track from the Canadian Pacific road will be built parallel to the front of the building, passing just within the northerly side and continuing outside on a trestle a sufficient distance to allow a train of empty cars to pass within the building so the cars can be loaded as they are brought back.--More

21/03/1895 Kemptville Advance Prescott Kemptville

C.W. Spencer, Supt. of C.P.R. and H.B. Spencer, Asst. Supt. Of C.A. railway, arrived here by special car on Tuesday [19/3] to make what is probably their last visit to their grand-father, Henry Bush. They were accompanied by the father, a popular conductor of the Canada Atlantic railway. They returned to the city in the afternoon, in company with Mrs. Spencer and Miss Stanley.

19/07/1895 Ottawa Free Press Prescott Richmond Road

Messrs. Noah L. Piper and Son, of Toronto, have just completed the work of erecting a set of their patent street gates at the Richmond road crossing of the Canadian Pacific Ry. These gates cover both sidewalks and street, and will be a great protection as there is very heavy traffic on this road.

06/08/1895 Ottawa Citizen Prescott Prescott

The new elevator being built at Prescott should be ready by the end of the month--

PRESCOTT'S NEW ELEVATOR.

Ottawa Capitalists Now Control the Leading Industry There.

Ottawa capital is now controlling the leading industry at Prescott. It is the new extensive grain elevator, which was constructed there during the present year, and which was opened yesterday, when the first consignment of grain was received. The consignment consisted of two cargoes of corn. Another one is expected in the course of a few days and the shareholders are hopeful of the elevator being well filled before the close of navigation. The stock invested in the new enterprise amounts to \$150,000. Among the shareholders are, Thomas Ahearn, J.W. McRae, G.P. Brophy, William Scott. A. Lumsden, R.M. Cox, R.L. Blackburn, T.M. McKay, A. Bailey, of Ottawa, and Dr. Reid, and Mr. Benson of the Edwardsburg starch factory, J.P. Wiser, J. Maybury, Nelson 11-lard, A D. Turkes, James Bucklev and T.J. French, of Prescott.

A handsome bonus and exemption from taxation for twenty years were given by Prescott to the Company. The elevator was constructed by Mr. J.A. Jamieson, superintendent of the C. P. R. elevators, and is acknowledged to be one of the most complete buildings of its kind on the continent. It is provided with two marine legs (one moveable) and with all the latest machinery necessary for the expeditious handling of grain. The storage capacity is five hundred thousand bushels, and the elevating and transferring capacity twenty-five thousand bushels per hour.

A number of the Ottawa shareholders are to be present at the arrival of the next consignment of grain.

26/11/1895 *Ottawa Citizen**Prescott**Prescott*

PRESCOTT'S NEW ELEVATOR.

The accommodation of the Prescott elevator is being taken up rapidly. The Edwardsburgh Starch Company on Friday put in a cargo of corn and on Saturday 85,000 bushels of grain was taken there. Considering that the elevator has only one leg, good time was made storing grain. The steam shovels with which the elevator is now fitted, are the first operated in America.

They are the invention of J. A. Jamieson, elevator builder. The tests gave perfect satisfaction.

27/11/1895 *Ottawa Journal**Prescott**Prescott*

FOUND IT INDEED SO

In connection with the new elevator at Prescott, in which Messrs. W. Scott and ex-Ald. Hutcheson of Ottawa are largely interested, a peculiar story is told. The man who put in the steam shovels used in the elevator was a C.P.R. mechanical engineer named Jamieson. He considered that the shovels as they worked were "man killers," and in putting in the new ones endeavored to make alterations that would lessen the danger. One day a few weeks ago, just after speaking about the "man killing" shovels, he received word that a brother had been killed by one on the Midlands Railway

30/03/1896 *Kemptville Advance**Prescott**Kemptville*

Railway Smash-up.

The lower station at this place was the scene of a railway smash-up yesterday afternoon. A freight train was coming in from the south at a pretty fast rate, just a few minutes before the time the regular train from Ottawa was expected. There was an unusually large crowd on the platform at the time. John Sanders the baggagemaster was busy checking trunks, and not knowing that a freight train was to come in, naturally supposed it was the regular passenger train and as is his duty, proceeded to the switch and opened it that she might lie on the siding, so that Freeman's train from Prescott could cross. It was a wild moment. The train was almost at the switch by the time it was opened. The engineer whistled for the switch to be closed but the train evidently had reached it before Mr. Sanders was able to take in the situation of affairs. A car of lime for Aby Acton was on the siding, near the switch. Engineer Frank Daniels and the fireman, Wm. Seager, jumped and escaped injury. Brakeman John Young and Wm. Horan also escaped. When the locomotive struck the lime car the truck was broken off and the end of the car left resting on the front of the locomotive and in that position was carried about eight rods. The trucks were also broken off the tender, slight damage was done to one cylinder, headlight and the first freight car, which was loaded with live stock. None of the animals were hurt. Several rails were also broken and the track considerably torn up.

30/04/1896 *Ottawa Citizen**Prescott**Kemptville*

An accident occurred at Kemptville about 2 o'clock. When Conductor Powell of the special freight train was approaching the station, Engineer Daniels noticed the target turned against him and whistled for brakes, as he was being thrown on to the side track which was partially filled with empties. Having reversed his engine, applied the brakes, he was going to run into the cars on the siding and prepared to take the worst. Baggage man Sanders, who was busily engaged with baggage, not knowing the exact time, heard the train approaching and thinking it was No. 16 Conductor O'Leary's train from Prescott, ran up to the switch and threw it, as was his custom almost daily - a freight special so near passenger train time being a rarity. He immediately saw his mistake but was so upset as to be able to throw back the switch in time so as to avoid the accident which resulted. The truck of a freight car loaded with lime was thrown out by the engine, just far enough on to the main track to catch the truck of the tender, and a car loaded with calves was torn from the track. The engine uplifted ties and rails as it proceeded. No person was hurt and the passenger trains arriving from north and south exchanged passengers, mails and baggage and returned, losing only about one hour's time.

07/05/1896 *Kemptville Advance**Prescott**Kemptville*

Conductor Powell has been suspended since the railway smash-up last week but will probably be on again shortly.

31/07/1896 *Almonte Gazette**Prescott**Prescott*

The Prescott elevator is to be enlarged by the erection of a 750,000 bushel annex.

12/02/1897 *Brockville Recorder**Prescott**Prescott*

On Friday evening last a whole train load of rice, 19 cars, was taken across the river from Prescott to Ogdensburg en route to New York. The rice was shipped from Kobe, Japan.

09/04/1897 *Brockville Recorder**Prescott**Prescott*

Work on the large addition to the Prescott elevator is nearly completed. Double tracks are to be laid in for the loading of railroad cars, making three lines of tracks into the elevator proper. All the piles are driven ready for the ties and rails.

The Roller Mill.

All preliminary business required by parliament, village and railway having been completed, the building operations have been commenced. The selection of a suitable site was not definitely settled until a few days ago. What has been known for some years as the Magee property, almost adjoining the railway station and on which a saw mill formerly stood, has been purchased. This property is conveniently located for railway purposes and local patronage. Reeve Taylor, J.J. Collins, C.E., and Mr. Bowen visited Ottawa last week for the purpose of interviewing the Assistant Superintendent of the C.P.R. and succeeded in getting permission to lay a siding to the mill and elevator. Some of the ties arrived on Tuesday and lumber will be forwarded from Mountain st'n. at once. It is estimated that two hundred thousand feet of rough lumber and six tons of nails will be required, which means a huge amount of work. We give below a rough outline of the building.

A diagram is inserted here

The mill and elevator will both be four stories high. In the former will be the machinery for the manufacture of all the various articles, while the elevator, as will be seen, will contain 12 bins, each 10 ft. square and 40 ft. deep. At the rear is also space for cleanings, This elevator is calculated to hold 40,000 bushels of grain. These two buildings will be boarded on the outside with 2x6 inch material, planed on one side end edge, all covered with iron. The engine room will be of stone or brick.

01/10/1897

Almonte Gazette

Prescott

Chaudiere

A sad accident occurred at the Chaudiere Junction of the C.P.R. on Saturday by which Hugh Macdougall lost his arm. He was coupling cars when he was caught between two of them. The unfortunate young man was taken to the Protestant Hospital where the crushed limb was amputated.

03/12/1897

Eastern Ontario Review

Prescott

Ottawa

Joseph Birch, 27 years of age, a yard man at the C.P.R. station, was killed [sic] Saturday morning in the yard while coupling cars. When the "Soo" train was being made up Birch got between two cars to do the coupling, and the cars coming suddenly together he was caught and so badly that he died in a few minutes. He leaves a wife but no children.

02/02/1898

Ottawa Free Press

Prescott

Ottawa, Broad Street chaudi

At nine o'clock last night an alarm of fire was sounded from box 141, Martin & Warnock's mill, on the Richmond road, for a fire in one of the sheds in the C.P.R. yard. When the brigade arrived the whole roof was ablaze. As a high wind was blowing at the time a second alarm was pulled. Two streams were played on the blaze which was quickly extinguished.

12/05/1898

The Record, Chesterville

Prescott

Kemptville

Burglars at Kemptville.

Blew the safe in the CPR depot but got no money.

Kemptville May 5. Burglars entered the lower CPR depot last night, blew the outer part of the safe all to pieces but failed to get into the cash department. Mr. Cassidy, teamster for Bowen's Roller mill, went to the stable to feed and prepare his team for an early start for Morrisburg. While in the stable the burglars followed him up, locked him in the stable and proceeded with their work. All the plaster is knocked off the station rooms and everything in pandemonium style.

09/09/1898

Almonte Gazette

Prescott

Kemptville

R. Maud, a well known brakeman on the C.P.R., while coupling cars near Kemptville, had his hand caught between the bumpers and a hole punched through the palm

09/06/1899

Ottawa Citizen

Prescott

White Bridge

Four cars of a C.P.R. freight train were derailed on the Prescott line at the White Bridge over the Rideau near Hartwell's locks last night by the axle of a car breaking. The line was cleared for traffic today.

12/06/1899

Ottawa Free Press

Prescott

White Bridge

A large number of people visited the scene of the C.P.R. wreck at the White bridge yesterday across the Rideau. Four cars loaded with coal left the track, one going into the river. The cars were badly smashed and there is coal scattered in all directions. An engine and a wrecking crew were engaged all day yesterday clearing away the wreckage.

15/07/1899

Ottawa Citizen

Prescott

Ottawa West chaudiere

Work is progressing favorably on the air testing plant at the C.P.R. roundhouse. There will be in all four thousand five hundred feet of pipe in connection with the plant. The brakes on every car will be tested before going out. The company's freight cars are now nearly all equipped with air brakes.

After the testing plant is completed a heating plant will be put in. This will enable the men to heat the cars before they leave the yard.

22/08/1899

Ottawa Journal

Prescott

White Bridge

ANEW SHORT LINE

The C.P.R. intends building a short line from the white bridge over the Rideau, near Hig's Back, to join the Montreal and Ottawa railroad near Hurdman's Bridge. The new line will do away with the necessity of running trains out to the Chaudiere junction and thence over the old St. Lawrence and Ottawa tracks to the M. and O. It will shorten the distance by about eight miles. The new line will follow the Rideau river

22/08/1899

Ottawa Free Press

Prescott

White Bridge

The C.P.R. are making preparations to construct a piece of road from a point on the St. Lawrence and Ottawa track, south of the white bridge to connect with the New York and Ottawa railway. The object is to give a shorter route between the C.P.R. Union depot and the Sussex street freight sheds. At present a train, to get to Sussex street from the Chaudiere has to go out to Chaudiere junction and take the St. Lawrence and Ottawa track to Lower Town. This roundabout will be very much shortened by the contemplated connecting line.

26/04/1900

Ottawa Journal

Prescott

Chaudiere

The CPR station on the Chaudiere and all the freight houses were destroyed. Both railway companies on the Chaudiere had engines at work at removing the cars.

18/05/1900

Renfrew Mercury

Prescott

Chaudiere

The C.P.R. is this week starting work on its new freight sheds and station in Ottawa. The new station will be nearly three times as large as the old one, and about 300 feet south of the old one - between the waterworks aqueduct and the C.P.R. track. Two plans for the superstructure are under consideration. One, all stone, three storeys. The other, stone foundation, with a brick superstructure.

21/06/1900

The Record, Chesterville

Prescott

Prescott silk

A consignment of nine carloads of raw silk and two carloads of straw braid was crossed from Prescott to Ogdensburg on Wednesday of last week from China and Japan destined for New York. The consignment was valued at \$1,000,000.

06/07/1900 Almonte Gazette Prescott Osgoode

Jabez B. Kenney, a C.P.R. brakeman, while at Osgoode station, tried to jump on to a car, but missed it and was run over. His legs were cut off, and he died in St. Luke's hospital

18/01/1901 Eastern Ontario Review Prescott Ottawa

To Connect Stations

Now that the new Union depot on Broad Street, Ottawa, is about completed, the C.P.R., it is understood, is arranging for the construction of its line across the city connecting the western division with the short line to Montreal. It is announced the company intends to apply to the new city council for certain crossing privileges in the construction of the road, but the officials decline to make public at this juncture, any details regarding the proposed scheme.

The C.P.R. has secured options on a large amount of property which was provided for alternative routes if such prove necessary, but the one which is most favored, and which it is likely the city council will be asked to sanction, is that running parallel, for the greater part of the way, with the Canada Atlantic Railway. The necessary options for a line in these directions were secured some time ago and there are many reasons why it should prove acceptable.

ONE CROSSING IS OPEN THE OTHER IS CLOSED

The Canadian Pacific Railway Company Practically Victorious

Mayor Morris Ordered a Blockage but the Company Raised it. Supt. Spencer and Chief Clerk Arrested.

Canada Atlantic Crossing is Tied up

This morning Mayor Morris and Ald. H.J. Davidson, Storey and Hopewell met at the city hall and along with Engineer Kerr, went to the Canadian Pacific Railway crossing on Wellington Street, where they put down timbers on the railway track, thus blocking the track.

Mayor to Engineer: "As mayor of the city, and in pursuance of the resolution of the council last evening, I order you to block and barricade this railway track."

"Very good, sir" responded the engineer, and he set the men to work.

While the work was being done, Constable Sullivan of the Canadian Pacific Railway appeared on the scene and was followed by a crowd of about thirty Canadian Pacific firemen, brakemen, engine drivers, laborers and other classes of employees. They came and looked on quietly while the work was being done. Inspector Vizard of the City Police was there in charge of his posse. He was instructed by His Worship to put three men on the crossing and to instruct them to arrest at once any one who attempted in any way to interfere with the crossing or the blockade.

At the bridge

Before going to the Wellington street crossing the mayor and his party went to the bridge across the aqueduct at the Canadian Pacific depot and blocked both ends by stringing barbed wire across. Constables Cassidy and Ross were left in charge with instructions to allow no one to pass. This bridge remains closed.

When these two matters had been attended to the mayor's satisfaction the party proceeded to the Canada Atlantic crossing on Bridge Street where they put down a similar blockade to that put on the Canadian Pacific Railway.

An injunction

While this was going on Mr. D'Arcy Scott, solicitor for the Canadian Pacific, arrived on the scene with an injunction which he had previously served on the city clerk John Henderson at city hall. The injunction was granted by Judge Mosgrove and reads as follows: "This court doth order that the defendants, and their agents and servants be and they are hereby restrained from barricading or destroying the plaintiff's railway at or near Wellington Street, as approved by the Railway Committee of the Privy Council, dated Jan 31, 1900 in the City of Ottawa, or otherwise interfering with the traffic of the said railway until Thursday 7th Feb. or until motion then made to continue this injunction shall have been heard and determined:.

This injunction was made on solicitor Scott's injunction and the judge gives order that further affidavit can be made.

Tore down the barricade.

When this injunction was served, the Canadian Pacific employees began to tear down what the city had been doing.

Mr. D'Arcy Scott along with Mr. Fred White, Chief Clerk in the superintendent's office served the injunction on the Mayor at the Bridge Street crossing at the same time a messenger arrived from City hall to warn the mayor that an injunction had been served there also. The mayor and Ald. R.J. Davidson decided that they would have to consult the solicitor before offering resistance to the word of the injunction.

In the meantime, Mr. Scott and Mr. Fred White returned to the Wellington Street crossing where Mr. H.B. Spencer, Superintendent of the Canadian Pacific Railway was awaiting them with a number of employees around him. Mr. Scott went to constables McGuire, Hamilton and Bush who had been left in charge and asked them what they would do. He said they might as well agree to let them tear up the barricade.

"You know that you are not physically able to resist this crowd."

"No" answered Constable McGuire, "Nor do we intend to. But we will carry out our orders and arrest the man who gives the order to tear up that block."

Messrs. Spencer, Scott and White held a consultation as to who should be arrested and they decided that Mr. White should give the order.

Mr. White walked over to the men who were standing around with crowbars ready to do the work, and just as he was about to speak, Mr. Spencer turned around and called to a man named Cassidy: "Cassidy, tear up the block." Mr. White gave the order at the same moment, so McGuire and the other constables decided that they would take both Messrs. Spencer and White to the police station and let them settle the matter.

Messrs. Spencer, White and D'Arcy Scott agreed to this and got into the cab along with the police constables and all drove to the station.

On the way they met the mayor and Ald. Davidson. The mayor asked the constables if they were taking the men down to the station.

The constables replied "Yes".

"That is right," said the mayor, "Do your duty."

The Canadian Pacific Railway men were taken to the station and Chief Powell was called from his house.

The Chief came down and after a consultation with the Canadian Pacific Railway people decided to let them go. The Chief says that they are not arrested but may be summoned if he finds on consulting the magistrate that it is necessary.

His worship the mayor is considerably incensed over the Chief's action. He claims that the Canadian Pacific Railway representatives were arrested and that the policemen had followed out his instructions by asking or taking the men to the station.

Here the matter rests and the question is was H.B. Spencer and Fred White arrested or were they not? At any rate the barricade is gone from the Canadian Pacific tracks. It was only forty minutes there. The work was completed at 11.39 and at 12.10 the track was again cleared and is clear yet.

The Bridge Street crossing

The Canada Atlantic crossing was blocked up to the time of going to press but Messrs. Chrysler and Bethune, acting for the railway company, this morning issued a writ for a similar injunction to that of the Canadian Pacific Railway. They expect to get the injunction and serve it this afternoon, when they will likewise tear up the barricading.

There are two policemen on that crossing to guard the city's rights as well and some one else may have to go to the police station this afternoon.

The Railway Company claim that they will operate their crossing the same as usual after five o'clock to-night.

How the trouble began

The trouble between the city and the Canadian Pacific and Canada Atlantic Railways came to crisis today. The city council demanded last night that the railway companies' tracks on Wellington and Bridge sts. should be blockaded as the companies had not signed the agreements prepared by the city, which they had agreed to do when they got permission to lay the crossings. The companies were allowed to lay the tracks across city streets, subject to an agreement to be submitted by the city.

Ten days ago they were given notice that if they did not sign the agreements within ten day's time the city would tear up or blockade the tracks. In the meantime the Canadian Pacific Company got an interim order from the Railway Committee of the Privy Council allowing them to use the tracks across the streets. The Canada Atlantic got a similar order some time ago. Today the city practically tells the Railway Committee of the Privy Council that the Corporation of Ottawa is going to man the streets and say whether and on what terms railway tracks shall be laid across city streets.

The mayor, before acting this morning wrote the following letter to the City Solicitor:-

"In view of the decision of the council last night in the matter of the CPR crossing on Richmond Road and the Canada Atlantic Railway crossing on Bridge Street, and the bridge over the aqueduct, is there in your opinion any reason why the same should not be acted on forthwith." sgd W. D. Morris.

Mr. McVeity replied distinctly "No"

sgd Taylor McVeity, City Solicitor.

His worship called on the chief of police after Messrs. H.B. Spencer and White had been allowed to go and asked the chief whether or not they had been arrested. The chief, the mayor says, admitted to him that Messrs. Spencer and White had been arrested and were allowed to go on their own recognizance.

SAYS THAT THE POLICE FAILED

the mayor says that in the case of the Canadian Pacific Railway the police failed to do their duty properly. He has since ordered that in the case of the Canada Atlantic Railway the police shall stand by the crossing and protect it in the city's interests at all hazards using force if necessary to resist any attempt to tear up the barricade and to arrest all persons interfering in any way.

05/02/1901 Ottawa Citizen Prescott Chaudiere

WILL BE FOUGHT TO THE BITTER END

City Council Revokes Bridge and WellingtonStreets Railway Crossing privileges and Orders Tracks to be Barricaded

Page 1 columns 3 and 4

Much Illegible - see Ottawa Journal.

06/02/1901 Ottawa Journal Prescott Wellington Street

The battle is ended

Hostilities between railways and the city cease.

There was a cessation of the hostilities between the city and the railway companies yesterday afternoon.

The cases will now go to the courts and will be fought out there.

At three o'clock there was a conference in the mayor's office as to what should be done. His worship had with him the city solicitor, Ald Hopewell, Ellis, R.J. Davidson and Ald. Taggart.

Summary of previous account.

The mayor told reporters that the Corporation would take every legitimate means to oppose what he terms the aggression of the Canadian Pacific Railway.

They also decided to tear away entirely the bridge build by the Canadian Pacific Railway across the aqueduct for the use of their employees. Men were put to work and during the afternoon the bridge disappeared. The material was piled on the city line alongside the aqueduct.

The Canada Atlantic crossing

Summary

During the afternoon the mayor was served with an injunction from the Canada Atlantic. The injunction was almost exactly like the one issued by the Canadian Pacific railway. The mayor asked the city solicitor what should be done in the case of the Canada Atlantic crossing in the face of the injunction. The solicitor told him that they would have to call off the police, as with the injunction, an order from the court, they could not possibly enforce the blockade of the crossing. It would be contempt of court to do so. The mayor accepted this advice and called off the police.

Last night the company removed the blockade and operated the line. This injunction will also be argued on Thursday next and after that both cases will likely get a hearing before the Railway Committee of the Privy Council.

07/02/1901 Ottawa Journal Prescott Wellington Street

WILL MOVE FOR VIADUCT

The County of Carleton and the Village of Hintonburgh will ask the City of Ottawa to act with them in applying for a viaduct to be constructed over the Canadian Pacific Railway crossings on the Richmond Road.

This morning county councillor D. H. McLean, county solicitor O'Meara and engineer T. C. Keefer called up city engineer Ker and asked him to go to Mr. Keefer's office to look over some plans recently prepared by Mr. Keefer.

Mr. Ker says that Mr. Keefer's plans for a viaduct are good ones and would be very suitable if adopted. The county will formally write the city asking their co-operation before the Railway Committee of the Privy Council.

08/02/1901 Almonte Gazette Prescott Ottawa Broad Street

The new C.P.R. station at Ottawa has been open and occupied. It is a handsome structure in pressed brick,

Four reports of narrow escapes from accidents at the C.P.R. level crossings on Wellington street, have been stated to the Journal as occurring recently. The place is a trap which will not be long without its story of death.

When the C.P.R. for the first time applied a week ago to Mr. Blair, minister of railways, for an order authorizing that level crossing on Wellington street, Mr. G. E. Kidd, on behalf of county interests, pointed out that the C.P.R. had laid the crossing in despite of the Railway Act, which provides that a crossing shall be constructed only after plans are submitted to the government. Also it was known that the company was defying the city. It is difficult to understand why Mr. Blair would accept this situation, and aid the company against the city.

MR. SPENCER'S LAW.

The Journal having argued that the government had no right to authorize a railway to use a portion of a city street without agreement, Mr. C. W. Spencer says the government has that right.

Mr. Spencer writes:

"The Railway Committee of the Privy Council has absolute authority to grant a railway company the power to cross a public highway on the level, whether the municipality in which the highway is situate, consents or not. The necessity for this is quite evident, as if it were otherwise a municipality might absolutely block the construction of a railway, and retarded the progress and development of the country. "

What do you think of this argument as a matter of common sense? If it is a good argument, where are we at? If the argument that "a municipality might absolutely block a railway" is a sufficient reason for government to give away municipal property, then it is a good argument why the government should give away your property - your land, your house.

What happens when a railway desires to cross private property is this:

The railway company submits its plans to the government, gets the government approval - and then goes to get the consent of the private owners whose property the railway desires to cross. The government gives a right to the railway - to what? To make a bargain. The railway after getting the government authority must try to agree with the private owner for the right to take his property. If an agreement cannot be reached amicably, the railway must expropriate, in other words it must ask for the appointment of arbitrators to declare what price shall be paid to the private owner for what the railway wants.

By the actual, plain, specific words of the Railway Act, the position of a municipality is the same. Therefore, Mr. C.W. Spencer's law to the contrary, the government has no power to present civic property to a railway company free, or without agreement- though it may be but an agreement made compulsory upon a city by arbitrators.

THE AUTHORITY FOR THE C.P.R. CROSSING

What was the authority for the C. P. R. crossing of Wellington street last year ?

The answer is easy.

There was none.

The Journal showed yesterday that no authority was given by the city, save upon, condition that the C. P. R. first sign an agreement. The company never signed anything.

But the public may imagine that the C. P. R. had government authority - the authority of the Privy Council.

It had not.

The company never went near the government until two weeks ago.

Mr. C. W. Spencer's letter to the Journal tended to convey the impression that the company last year had government authority in some form to lay and use that crossing. The company did not have it. More than that - the company in laying that crossing actually defied the law of the Dominion as well as the rights of the city of Ottawa.

The CPR seems to be all right as regards the stone arch carrying the tracks over the waterworks viaduct.

The company asked civic consent as to an extension. The civic case was submitted to a sub-committee of aldermen and the city engineer. That sub-committee made an agreement with the CPR and the members say the agreement was properly carried out by the CPR.

Neglect by the sub-committee to formally report the agreement to last year's council appears to have caused the agreement to be omitted from civic records. The absence of record is full justification for the move of Mayor Morris to emphasize the supposed civic right; but now that the members of the aldermanic sub-committee admit the correctness of the CPR contention, there ought certainly to be no more troubling of the railway in the matter.

But the other cases, big and little, the level crossing question and the case of the footbridge over the aqueduct should be fought through every available court in the empire if need be. Don't let us tolerate either rebuff or compromise until the exact civic status as regards railway arrogance and unscrupulousness.

WANTS A VIADUCT

City Will Ask Railway Committee to Abolish the Level Crossing

The railway and the lighting committee is determined that level crossings on the Richmond road must go. At its meeting yesterday afternoon, after hearing an appeal from representatives of the county council, the committee unanimously decided to request the railway committee of the privy council to have the tracks on the level removed and the roadway constructed overhead by means of a viaduct.

County Solicitor O'Meara addressed the committee urging a united action by the city and county to secure a viaduct at the Richmond Road crossings. Mr. O'Meara went fully into the history of the case, stating that owing to the construction of the C. P. R. of the engine shops where they now stand one of the proposed entries to the city was cut off and now with tracks on Somerset street they remained only the Richmond road as an entrance to the city from the west. Mr O'Meara went on to say that sufficient protection was not now afforded the public even though gates had been provided. Nepean township had been the first to move for a viaduct, and later on was backed by the county. With the further support of the city, Mr. O'Meara thought the railway committee of the privy council would readily grant the request. The solicitor submitted the original plans for the viaduct, which proposed to group all of the tracks.

Warden Bradley also addressed the committee, pointing out the danger of so many level crossings.

TRAFFIC AT THE CROSSING

Councillor Boyce considered that it was very unfair to put the great farming community at a disadvantage merely to gratify the demands of the railways. Mr. Boyce produced some interesting figures regarding the traffic on the Richmond road and its interruption by the railways. On December 22nd, for instance, there were 524 foot passengers, 838 single rigs, 476 double rigs, passing over the crossing, while 23 rigs were caught between the gates. For four days there was a daily average of 521 foot passengers, 356 double rigs, 703 single rigs and 76 locomotives passing over the crossing in question. This, Mr. Boyce said, showed how traffic was interrupted and the danger to which the public was exposed.

Councillors McLean and Barry and Mr. Fred Heney also urged the city to unite with the county in asking for a viaduct. The latter said that four people had been killed already on those level crossings.

COST OF MAINTENANCE

Mr. Geo. E. Kidd, solicitor for Nepean, said that viaducts had been ordered in many places where there were not nearly so much needed as on Wellington street. The cost of maintaining the gates there now was more than the interest on \$60,000, the estimated cost of the work. He thought that the entire cost of the viaduct should be born by the railway companies interested.

The city solicitor said that the cost of the viaduct should be born by the railway companies, but, if the railway committee so ordered, the municipalities interested would doubtless pay a proportionate share.

Ald. Hopewell, seconded by Ald. Ellis, then moved: -

"That the council be asked to instruct the city solicitor to apply to the railway Committee of the privy council for an order providing for the removal of all railway crossings on the Richmond road and for the carrying of the city's street or road over the said track. "

This was adopted unanimously.

WILL ASK FOR A VIADUCT

CITY AND COUNTY TO ACT UNITEDLY

The civic railway and lighting committee after hearing a deputation from the county of Carleton decided last evening to ask the railway committee of the Privy Council for an order to do away with the level railway crossings on the Richmond Road.

Those who attended the meeting were Chairman Ald. R. J. Davidson. Ald. Masson, Hopewell, Dearing, Stroud, Ellis, Vincent, Poulin, and His Worship.

County's Side.

A deputation composed of Warden Bradley, county councillors Berry, Boyce and MacLean, county solicitor J.O'Meara and Mr. Geo. E. Kidd appeared before the committee and urged that there should be a co-operation between the city and county councils to procure a viaduct over the Wellington street crossings of the Canadian Pacific Railway on Wellington street.

County Councillor Boyce produced a statement showing how many rigs had passed through the Wellington street gates in four days time. He said that the county had sent a man there to watch and this was a sworn declaration made by the man who had been employed for four days. During that time the amount of traffic at the level crossings was as follows:-

The totals for the four days had been pedestrians, 2,087, or an average of 521 3-4 per day; 2,812 single rigs, or an average of 703 1-3 per day; 1,427 double rigs, or an average of 356 3-4 per day; locomotives crossing 304, or an average of 76 per day.

In these four days 90 rigs had been caught between gates while trains were passing.

Sworn to

This statement was sworn to by Robert Mason of Hintonburgh.

City Solicitor McVeity argued that the county should enter into an agreement with the city to pay a part of the cost of the proposed viaduct, provided the Railway Committee of the Privy Council should decide that it would not be fair for the railways to be charged with the entire cost of the proposed viaduct.

The matter was finally decided by Ald. Hopewell and Ellis moving that the city council be asked to instruct the city solicitor to apply to the Railway Committee of the Privy Council for an order providing for the removal of all level railway crossings on the Richmond road and for the carrying of the city's street or road over the said tracks."

Waterworks committee recommends to council that the Mayor's action in ordering the removal of the stone arch bridge over the aqueduct be sustained.

City will ask the Railway Committee for a viaduct over Wellington Street.

Case against the Mayor postponed until Saturday.

Page 4 column 1

Page 11 column 4

THE RAILWAY INJUNCTION
CASE BEING ARGUED IN HIGH COURT

Ex.Ald. D'Arcy Scott asked for continuance of the injunction to restrain the city from interference with the crossing of the Montreal and Ottawa, railway over Wellington street at the High Court sitting before Mr. Justice Lount this morning. Mr. Scott said his reason for asking for injunction was that the crossing had been approved by the Railway Committee of the Privy Council on Jan. 31st. The railway committee passed an interim order permitting the company to continue the use of the road until the dispute between the city and the company could be referred to the railway committee. At a meeting of the city council on Feb. 4th the order read and the council passed a resolution authorising the mayor to blockade the crossing. The crossing was blockaded and an injunction issued by Judge Mosgrove and the crossing is in use by passenger trains and trains carrying His Majesty's mails. Mr. Scott went into the history of the road since the charter was granted in 1884 and said that by an Act passed in 1900 the company was given four years to complete the railway.

Judge Lount asked if the company had ever obtained the city's permission to cross the street or whether the company was acting on the authority of the railway committee.

Mr. Scott said "yes" but added that he was going to point out that the company had received permission to cross the street, but this permission was afterwards revoked. He went on to point out that the Railway Act gave companies power to cross roads and highways subject to the approval of the Railway Committee of the Privy Council. He said the company had complied with the requirements of the Railway Act and presented an affidavit to that effect signed by himself.

The City Solicitor.

The city solicitor McVeity contended that the injunction should not be continued because the crossing complained against was a hindrance to traffic, had not been laid with the consent of the city council and is not used by the Montreal and Ottawa Railway company but by the Canadian Pacific Railway Company.

Judge Lount asked whether there was much traffic at this point.

Mr. McVeity answered "yes" and said he was prepared to present affidavits to that effect. He said that people had been injured at these crossings and that one person is now lying at the point of death, as a result of being injured there. Mr. Scott said the trouble was caused by a fractious horse. Mr. McVeity answered a number of questions regarding congested condition of the traffic at that place and also regarding the number of level crossings.

Mr. McVeity then explained that the city and the company had been negotiating for a level crossing for about a year and that the crossing had been laid and the company refused to sign the agreement. He pointed out that the company had not obtained the approval of the Railway Committee of the Privy Council until the end of January, 1901.

Judge Lount asked what conditions were to be placed upon the use of the crossing.

Mr. McVeity answered that the city wanted to be careful that the agreement would not give the company vested rights in the crossing and also to see that the public would be properly protected.

Judge pointed out that if the crossing is objectionable now because of its dangerous character, it must have been equally dangerous when the council gave permission to the company to lay the crossing.

Mr. McVeity said the city council did not realize the dangerous character of the crossing.

The city wanted gates put there and also wanted a clause in the agreement which would compel the company to agree to the construction of a viaduct. He said representations were made to the city by the company that the traffic at this point would be lessened. The breaking point in the negotiations Mr. McVeity said, was reached when the company refused to agree to the city having the power to say when a viaduct should be constructed.

The case was in progress at the time of going to press.

16/02/1901 *Ottawa Journal*

Prescott

Chaudiere

Case against Mayor dismissed. Evidence went to show that the company had been notified before the tracks were blocked so that there could not have been any malice in this matter.

Railway injunction is being argued in the High Court which decided against the city.

16/02/1901 *Ottawa Journal*

Prescott

Wellington Street

HIS WORSHIP DISMISSED

His Worship the Mayor, was dismissed this morning on the charge of having blocked the tracks of the Canadian Pacific Railway on February 5th. The magistrate reached this decision after hearing the evidence of the city engineer and His Worship the Mayor.

The engineer's evidence went to show that the company had been notified before the tracks were blocked, so that there could not have been any malice in the matter.

His Worship explained that he only took the action he did after the council had voted, unanimously to have it done. He swore that there was no animus or malice in connection with the matter.

Mr. W. H. Curle contended that it was not exactly necessary that there be a malicious intent proven in the case. The fact that the tracks were blocked, was the sum totum of the crime.

The magistrate did not see it this way and dismissed the case.

The court room was crowded. Ald. Taggart and F. F. Morris occupied seats on either side of the magistrate.

19/02/1901 *Ottawa Journal*

Prescott

Wellington Street

The City Council Favors a Viaduct

THEY AGREE TO ACT WITH THE COUNTY IN A REQUEST TO GOVERNMENT

The most important matters of civic legislation disposed of last evening were the adoption of the report of the railway and lighting committee recommending joint action with the county of Carleton and township of Nepean in procuring a viaduct over the railway crossings on Wellington Street at Martin and Warnock's mill.

21/02/1901 *The Record, Chesterville*

Prescott

Ottawa

Mayor Morris of Ottawa has been discharged by the magistrate at Ottawa on the charge of willfully and maliciously barricading the track at the Richmond Street crossing.

The level crossing over Wellington Street which was objected to by the city council was torn up this morning by order of Mayor Morris. This was because the injunction restraining the city from interfering with the crossing was dissolved in Toronto yesterday. More. Mentions the Montreal and Ottawa Railway. City argued that this was the fourth crossing at rail level and the locality is made dangerous. Not necessary for business but as a convenience for shunting trains. The order of the railway committee does not authorize the crossing but defines the mode and manner of crossing and provides safeguards against injury to the public.

As a result of the judgment His Worship the Mayor tore up the rails across Richmond Road crossing and placed a constable there to prevent the company from laying them down again.

Arrived at the scene his worship and the engineer set the men to work to tear up the rails. They had been at work about half an hour when Mr. D'Arcy Scott, solicitor for the railway company drove up in a cab and handed the mayor an envelope. At the same time he stated that the envelope contained an undertaking from the company not to use the tracks.

The mayor looked at the envelope and then at Mr. Scott and said:

"Yes. Oh, all right. I will give this to the city solicitor. In the meantime I will make doubly sure by taking these tracks off the street."

"Well", replied Mr. Scott "if you wish to take a dignified stand on this matter you will not cause any damage to the company's property."

"Oh. We won't incur any damage," replied the mayor. "We will simply remove the rails. I don't intend to take any advice from you on this occasion." replied the mayor as Mr. Scott turned away.

Wording of the undertaking.

His worship took no notice whatever of the document, but quietly smoked his cigar and watched the work of tearing up the tracks proceed.

To the police he gave orders that on no account should they allow the tracks to be re-laid.

01/03/1901 *Ottawa Citizen*

Prescott

Wellington Street

New C.P.R. crossing has been torn up. Illegible.

04/03/1901 *Ottawa Journal*

Prescott

Wellington Street

Railway Committee Will Hear City and C.P.R.

The Railway Committee of the Privy Council will meet on Thursday morning next when the city's case with the Canadian Pacific Railway re the level crossing on Wellington street will be taken up.

05/03/1901 *Ottawa Citizen*

Prescott

Wellington Street

WILL APPLY

C.P.R. Wants Crossing Plans Approved

TO COME UP THURSDAY

City and Other Municipalities Interested to Ask for a Viaduct.

The railway committee of the privy council will sit on Thursday morning to consider the application of the C. P. R. for approval of the plans and profiles regarding the Wellington street crossing. The mayor has received a notification of the meeting from Mr. Cellingwood Schrieber and the city will combat the application. Mr. McVeity is out of the city on account of the death of his brother, and should he not return in time Mr. Aylesworth, K.C., of Toronto, will be engaged to appear.

A stiff fight over the application is promised, for, should the plans be approved, the C. P. R. would doubtless relay lay the tracks which the city tore up last week. Along with the county authorities, the city has made an application to the railway committee to compel the railway companies to construct a viaduct on Wellington street, thus doing away with all the level crossings at that point, but it is uncertain as to whether the two applications will be dealt with conjointly. It is likely that most of the city council will attend the meeting along with representatives of all the municipalities interested, and the session gives promise of a vigorous fight between the legal lights who will represent the respective parties in the issue.

City Solicitor McVeity in a letter to council, reviews the recent proceedings in the injunction cases and in conclusion states:

"I entertain very little doubt as to the ultimate success of the corporation in both cases and as both were ordered to come for trial at the April sittings the questions at issue will be determined without much delay."

07/03/1901 *Ottawa Journal*

Prescott

Wellington Street

MAYOR IS DETERMINED

WILL RESIST LAYING OF TRACKS TO UTMOST

If Necessary Will Call Out all Able Bodied Citizens as Special Constables. C.P.R. Will Act.

And now the fat is veritably in the fire.

Mayor Morris told the Journal this afternoon that he will resist to the utmost any attempt by the C.P.R. to relay the rails torn up by the city a week ago. He says he will keep armed special constables on the scene night and day till the question is settled.

If necessary he will swear in every able bodied citizen to protect the city's interests.

WILL LAY THE TRACKS.

Mr. D'Arcy Scott, solicitor for the C P. R. stated to-day that the company would put down their tracks on Wellington street as soon as they were ready to do so.

"Well, what are you going to do with those policemen which the Mayor has placed out there?" was asked of him. "I don't exactly know," replied

Mr. Scott, "but we will lay down the tracks as soon as Mr. Spencer is ready to do the work,"

"Will you have a free fight with the policemen?"

"We may have," replied Mr. Scott, "but I can't exactly say for a certainty what we will do."

A Stirring Time Seems to be Ahead.

THE RAILWAY CROSSING FIGHT BEFORE THE RAILWAY COMMITTEE

Round No.2 - The Company Scores a Point

The Railway Committee To-day Approved of the Plan Submitted and Although Armed Policemen are on Guard it is Said the Crossing Will be Relaid.

The city got rather the worst of the deal before the Railway Committee of the Privy Council this morning.

The Railway Committee approved of the plans and profile as fyled by the Montreal and Ottawa Railway company in connection with the Wellington street crossing, and decided that the railway company before operating the crossing, should place an extra pair of gates to prevent danger to teams being caught between the crossings.

The city still contends that the company has not the right to lay the tracks and operate the crossing until they have acquired the right either by expropriation or purchase of the street from the city.

The company on the other hand contends that they have the right to lay the crossing and to operate the road.

The mayor in the meantime has sent police to prevent the company from laying the rails of the crossing and if the company attempts to lay the tracks there may be trouble.

This trouble arose out of the Montreal and Ottawa company laying their tracks across the city streets without the permission of the city and afterwards attempting to maintain the same in spite of the corporation, by issuing an injunction preventing the city from interfering or blocking the crossing. The matter went to the High Court where the injunction was sustained by Justice Lount, but was afterwards dissolved by the Divisional Court at Toronto.

To-day representatives of the city of Ottawa, and the county of Carleton appeared in force before the railway committee and contended that the crossing should not be allowed under any circumstances, but that a viaduct should be constructed to carry the highway over the crossing in question.

Judge Clarke and Mr D'Arcy Scott appeared for the railway company, and argued that they only wanted the committee to approve of the plans and the matter of right to expropriate should be argued in the higher court.

Mr. Aylesworth, K. C., Toronto appeared for the city, along with city solicitor McVeity, and argued against the approval of the plans on the ground that if they were approved, the city would not be in a position to say whether or not a viaduct should be constructed.

THE COMMITTEE'S DECISION

After hearing the discussion on the matter, the committee retired for a short time and when they returned, Hon. Mr. Blair made the following statement.

"The committee have conferred upon this subject and have decided to make an order in the terms of the application approving of the plans with profile as fyled, but subject to the condition to which Judge Clarke as counsel for the C.P.R. consents: that the committee shall hereafter at any time here an application from the city or any party interested, and make an order for the building of extra gates or the closing in of the tracks, or building of a subway, or in any other direction necessary for protection as the committee in its discretion may deem necessary from time to time. This decision will not in any way affect the pending application for the larger question of a viaduct. In the meantime and until the approaching application for a viaduct is dealt with, the committee orders two extra gates to be placed on either side of the tracks."

The discussion.

Judge Clark [sic], counsel for the Canadian Pacific and the Montreal and Ottawa railways, explained that the application was made under section one of the Railway Act. The application had not a very wide scope. He held that the only thing to be considered was the plan and profile of the railway company. This was in his opinion the main point of trial by the present tribunal. It had been the practice for the committee to issue an interim order for the company to go on and make the crossing while other matters were deferred for further consideration.

Hon. Mr. Blair said that he had made the interim order without comparing it with the phraseology of the Railway Act as it had been in his opinion a proper way to deal with the matter.

Judge Clarke held that what was to be decided today did not affect the right of the company to put the tracks down. If the plan and profile were approved it did not necessarily imply the granting to the company the right to cross the street. It might be that in this case the company would have to appropriate or pay money, as the city might have other objections than those which were dealt with by this section of the act.

Mr. Blair asked if the further wording of the clause regarding the furnishing of a watchman had nothing to do with the operating.

Judge Clarke held that these terms were not included in the application to approve of the plans and profile.

POLICEMEN ON THE SCENE

As soon as the railway committee's decision was given Mayor Morris ordered ten armed policemen to go to the Wellington street crossing and prevent anyone from relaying the crossing.

Up to two o'clock this afternoon no attempt had been made at relaying the crossing, but Mr. D'Arcy Scott, for the company, announced that the crossing would be relaid, probably this afternoon.

Page 9 column 4

500 NAVVIES TO RELAY THE RAILS!

Mayor Heard a Startling Story To-day

Police Ordered to Arms

His Worship Takes Steps to Provide for Eventualities in the Crossing

The mayor has been informed, he says, from a reliable source that the Canadian Pacific Railway Company are massing a force of 500 laborers and men of all classes to lay the Wellington street crossing this evening or tonight in consequence he has issued an order to the police to have every man on duty armed and for them to remain near the centre of the city so as to be easily within call in case of an alarm. He says that 5,000 men will not lay those rails across the Richmond road.

Mr. D'Arcy Scott the company solicitor was asked about this rumor. He said in reply that the company would not do anything out of accordance with the law. He did not say whether or not it was the intension to lay the crossing.

KEEPING UP THE FIGHT

A writ was issued this morning by City Solicitor McVeity on behalf of the corporation of the city of Ottawa, against the Canadian Pacific Railway Company, for damages, for "wrongfully entering the plaintiff's lands and wrongfully constructing a railway and railway bridge thereon, and wrongfully operating railway trains over the same and for an injunction restraining the defendants from further trespass upon the said lands of the plaintiff, and for a mandatory order, directing the removal therefrom of the said railway and all other structures erected thereon by the defendant."

This action refers to a bridge built over the aqueduct by the company, without the permission of the city council. A sub-committee of aldermen approved of the bridge last year, but the city council was never consulted.

ARMED POLICEMEN GUARD THE CROSSING

And His Worship Is Alert and Ready

Should the Railway Company Attempt to Relay the Rails the Firebell will Ring, a Fireman Will Turn water on the Intruders and Mayor Will Direct the Battle. What Mr. C.W. Spencer Says.

(By the Journal's War Correspondent)

The mayor is on the wall path, ready to general the forces at the Wellington Street crossing, in the event of a row.

Special policeman are on guard at the crossing until the trouble is settled they will live in a house nearby.

A fireman armed with a line of hose and a hydrant key is also at the crossing, and has instructions to turn the water on any person who attempts to interfere with the crossing.

Meanwhile the Canadian Pacific Railway Company has telegraphed for gates for the Crossing and Mr. C. W. Spencer says the rails will be laid as soon as the gates arrive.

Should the battle begin, the mayor has given orders that the fire alarm bell be rung 60 times.

Water and bullets may be in evidence.

Yesterday morning when his worship started up to the Railway Committee of the Privy Council, he had an idea that the city would get turned down, as the committee would have before them a plain and simple application for approval of plans and this in itself being what would appear a modest request, was apt to be granted.

The mayor sought legal advice on the matter and was told that even if the plans of the crossing were approved that the company would still be without the right to cross the street. This right they would have to acquire either by expropriation or straight purchase, As the city was the vested owner of the street in question.

This being the case the mayor went to the police station and ordered eight of the biggest men on the force along with Sergt. Major Moylan, to be in readiness, in case they were called upon. These men were armed with 48 caliber colt revolvers, and were to be put on the crossing to prevent the relaying of the tracks, if the plans were approved by Hon. Mr. Blair and his colleagues.

The plans were approved, the mayor caught a cab at the west block three minutes after and dashed down to the Bodega on the gallop. He loaded on the nine policemen, who by the way dined at the Bodega, and made another dash for the crossing. He stationed the men and gave them orders to prevent the company laying the tracks at all hazards. "Shoot if necessary," said the mayor, as he left them.

This was not enough, the mayor wrote the city solicitor the following letter:

Dear Sir, - in the absence of a copy of the order of the railway committee of the Privy Council, granted to the C. P. R. re Richmond road crossing, this morning, I have taken the precaution to order that a special guard of police be placed at the crossing in question to prevent the re-laying of tracks across the street at that point. As you were present and heard the arguments advanced by the C.P.R. and the nature of the order issued by the railway committee, will you kindly inform me if in the meantime, and until the courts have decided the questions before them, I am justified as mayor in continuing to protect said crossing with the view of preventing the C.P.R. Company from re-laying the same, and whether or not I would be justified in swearing in such number of special constables as may be required to protect the interests of the citizens. Yours truly,

W. D. Morris, Mayor,

Mr. McVeity's reply.

The city solicitor who was conferring with Mr. Aylesworth, K. C., at the time he received this letter, took his counsel again and this is the reply he sent the mayor:

Dear Mr Mayor, - in reply to your letter of to-day's date I beg to say that nothing which took place before the railway committee of the Privy Council of Canada to-day authorized the Canadian Pacific Railway Company or the Montreal and Ottawa Railway Company to construct or operate a crossing over Wellington street on the site of the crossing which was recently removed by yourself. It was expressly admitted by Judge Clark [sic], counsel for the railway company, during the application made this morning to the railway committee that the committee had no authority to authorize the construction of the crossing in question, and that the jurisdiction of the committee was restricted to prescribing the mode of crossing, and the protection which should be provided for the public using the highway. Consequently the order of the committee only deals with the matter of crossing and does not purport in any way to authorize the use of the highway by the railway company for the purposes of its railway. You are therefore justified in using all the force at your command to prevent any attempt that may be made by the railway company to lay its tracks across the highway in question at the point in question. If the company should attempt to construct or operate this crossing they will be acting without authority and will be trespassers upon the highway. Yours truly

(Signed) Taylor McVeity,

City Solicitor.

Twenty More Police.

In consequence of this reply the mayor last evening swore in twenty special constables and ordered twenty-five along with the sergeant major to go to the railway crossing. He went out at 11 o'clock last night and saw that all was well.

His worship has also arranged for a house to shelter the constables and for their meals to be furnished on the spot. These men will be quartered in the house, which is not more than a hundred feet from the crossing, until the question of rights in the matter are settled in the civil courts. Their instructions are to allow no one to meddle with the tracks or re-lay them, and in case of an attempt to do so by the Canadian Pacific Railway they are to alarm the police station and call out the whole force to their assistance. The mayor has also arranged with Supt. Geo. S. Macdonald to sound a general alarm with the big city hall fire bell. In the event of the company trying to lay the Crossing Mr Macdonald has been instructed to strike four rounds of fifteen blows, with intervals between each round - 60 blows in all. These will be repeated in each fire station and every available man will be taken to the crossing to defend the city.

Would Like the Militia.

The mayor says that if he can he will call out the militia to defend the city's rights in this crossing matter.

He has instructed the chief of the fire brigade to station a fireman at the crossing along with the police. This man is to have enough hose to reach the nearest hydrant. His instructions are to attach the hose and turn the water on anyone who tries to interfere.

What Mr. C.W. Spencer Says.

Mr. C.W. Spencer when asked last evening what the company intended to do in this matter said that the company were law-abiding citizens and would abide by the law. They had by the decision of the railway committee of the Privy Council the right to lay the tracks and as soon as the extra gates which he has ordered arrive the gates will be put in and the tracks laid.

Mr. Spencer did not offer to suggest how he would dispose of the mayor's military display and tactics of defense. These he intimated were matters of detail or minor arrangements.

THE LEVEL CROSSING

Hon. Mr. Blair, minister of railways, is reported as declining to express his opinion as to what is meant by the recent approval of the Railway Committee of the C.P.R. plans for the fourth level crossing of Wellington Street in Ottawa. Mr. Blair would not say whether the approval carried with it and authorization to the C.P.R. to lay the crossing at once or merely was intended to give to the C.P.R. a standing to test the matter in the courts.

Mr. Blair's indeterminate attitude is peculiar, but perhaps may be based on a difference of opinion in the Railway Committee itself, which consisted of five members.

However, in any case the civic position is strengthened. Unless the C.P.R. has a positive authority from the government to construct the crossing, its position must be much weaker than the city's in any trouble that ensues; the minister of railways having declined to say that the C.P.R. has government authority, it becomes a mighty risky thing for the C.P.R. to assume that it has and to act on the assumption.

11/03/1901 *Ottawa Citizen*

Prescott

Wellington Street

COMMENT

Hon. Mr. Blair confesses that he knows what the railway committee meant by its order in the Wellington street matter, but the secret is locked in his bosom

11/03/1901 *Ottawa Journal*

Prescott

Wellington Street

ON GUARD

How the Constables Fare at the Wellington Street Crossing

Tha special constables who are engaged in guarding the city's interests at the Wellington street crossing are having anything but a hard time. There are about twenty of them and they have established a system of watches by which two of them take two-hour spells in seeing that no tampering is going on with the crossing or that no preparations are made toward relaying the torn up rails. Sheltered in a brick house within call of the sentries the balance of the posse await in constant readiness to instantly respond to any alarm from the watchers. A restaurant close at hand supplies them with their meals and it is never necessary for any of them to go more than a stone's throw from the disputed locality. From a nearby hydrant a line of hose running to within a few feet of the track and terminating in an inch and a half nozzle [sic] bespeaks a chilly welcome for meddlers, which the black leather revolver holsters in the belts of the constables indicate that the reception might possibly be plenty warm enough despite the hose. The men are objects of a good deal of curiosity to the passers-by and many remark, such as "Stay with it, old boy. You're the stuff. Show them who runs the city, etc.," are shouted to the stalwart guards.

The constables do not seem to think that there is any danger of an attempt to replace the rails as long as the force remains where it is, but are inclined to believe that their withdrawal would be the signal to commence operations. Nor is there much stock taken in the story that the railway officials were raising a sufficient force to defy the police since this must certainly result in bloodshed. A line of hose could be easily run from the roundhouse to the scene of the trouble and it would be possible for them to fight water with water. It is generally conceded however, that owing to the serious results which must necessarily follow any act of open aggression, neither side will be in any hurry to take the initiative in commencing hostilities.

11/03/1901 *Ottawa Journal*

Prescott

Wellington Street

This defence is expensive. City's armed force at Wellington Street will be reduced to twelve men. The excitement is cooling off. In the meantime the CPR are not spending a cent but are playing a waiting game.

13/03/1901 *Ottawa Journal*

Prescott

Wellington Street

ANOTHER OF THE COMPANY'S MOVES

Action Against the City Withdrawn From The Courts

The Canadian Pacific Railway Company have served notice on the city that they will not continue the suit against the city in connection with the injunction restraining the corporation from interfering with their crossing on Wellington street.

What Mr. Scott Says.

Mr. D'Arcy Scott, solicitor for the railway said to-day that the trial is coming up next month and that the company are not ready to proceed with the case, so they have dropped it for the present altogether.

This leaves matters as they were before the injunction proceedings were taken, except that the city has the rails up and men on guard to prevent the company from re-laying the rails.

13/03/1901 *Ottawa Journal*

Prescott

Wellington Street

CPR advised the city that they believe they have the right to cross. City informed the CPR they are in error and will resist until the matter is settled in the courts.

C.P.R. COUNSEL'S LETTER

MR. SCOTT NOTIFIES MAYOR OF CO'S RIGHT TO LAY TRACK

Mayor Repiles That City Will Resist to Utmost Any Attempt to Replace the Wellington Street Crossing - Awaiting Developments.

The fight between the city and the C.P.R. on the Wellington street crossing is evidently coming to a head, and the climax is expected to be reached shortly. The company yesterday morning withdrew its undertaking not to use the crossing until legally authorized to do so and also formally discontinued the action which it instituted against the city to secure a permanent injunction restraining the corporation from barricading, destroying or in any way interfering with the Richmond road crossing. The case would have been tried at the April assizes. What this action on the part of the C.P.R. portends it is difficult to surmise but the opinion prevails that force will be used to assert what the C.P.R. claims to be its rights. The city will stoutly resist any attempt to lay the tracks.

Mr D'Arcy Scott yesterday visited the crossing, and Sergt.-Major Moylan, who is in charge of the guard, says the C.P.R. solicitor notified him that the company was going to put down rails again.

Mr. Scott says he merely asked the sergeant what would be done if the C.P.R. attempted to lay the rails and the latter said that force would be used to prevent the work. Apparently the climax in the affair is not far off.

Yesterday the mayor received the following letter from the C.P.R. respecting the Wellington street crossing:

W. D. Morris, Mayor of Ottawa.

Dear sir, - On February 28th last we wrote to you in this matter stating, on behalf of the company, that if the tracks across the Richmond road were not interfered with by the city we would undertake that the crossing would not be used until we were legally authorized to do so. You disregarded our undertaking and tore up the crossing, so that of course, the company would be bound by the undertaking given. However in order that there may be no misunderstanding, we beg now to inform you that in the opinion of the company they now have the legal right to lay the tracks and use the crossing and the undertaking referred to is therefore withdrawn.

SCOTT, SCOTT & CURLE."

MAYOR'S REPLY

To Mr. Scott's letter the mayor sent the following reply:

"Scott, Scott & Curle, Ottawa.

Gentlemen, - I duly received your communication of the 12th inst. re the Richmond road crossing, and note what you say. I will transmit your letter to the city solicitor and council for information.

I am constrained, however, to direct your attention to the fact that you are in error stating that I disregarded your undertaking, and tore up the crossing. You are, of course, aware that the work of removing the rails was well underway when you arrived on the spot and handed me the communication referred to, so that it would appear to me that you only decided to write said undertaking when you became convinced that the city was determined to assert its rights and protect its interests by removing the crossing in question.

As I understand the matter personally, there is no necessity to withdraw the undertaking referred to, as it never was accepted by myself or any other party on behalf of the corporation.

With regard to the company's view that they now have the legal right to lay the tracks and use the crossing I am of opinion - which opinion is backed up by city solicitor McVeity, Mr. Aylesworth, K.C. and others - that your company has no such right and beg to inform you that the city will resist to the uttermost any or all attempts to relay the tracks until such time as the matter is finally settled by the courts, or otherwise.

I remain, yours truly,

W.D. MORRIS, Mayor.

C.P.R. OFFICIALS THERE

Mr. Thomas Tait, general manager of C.P.R. lines east of Fort William and other C.P.R. officials, reached the city yesterday, but will say nothing as to the intentions of the company or the course which it purposes to follow. Mr. Tait complains, however, that the city is not giving the C.P.R a fair show or encouraging it in any way to help build up the capital.

With the expectation that trouble was about to ensue a big crowd went out to the crossing yesterday afternoon, and the police force was there at almost full strength, prepared for a struggle if necessary, but the C.P.R employees who, it was expected would attempt to relay the tracks failed to put in an appearance. At one time the roadway was black with people and every rig coming and going hauled up and awaited developments, but the number gradually melted away and some of the policemen who had been called from their beats uptown returned.

That a keen interest is taken in the case by the citizens is evidence by the crowd who lose no time in getting out to the crossing whenever trouble is anticipated. They seem to be spoiling for a fight.

As all litigation has been withdrawn, the only course for the C.P.R. to pursue if it wishes to put down the tracks would appear to be by means of force. The company officials reiterate the assertion that they have legal authority for their action and say the crossing will go down police or no police, but when the struggle will occur, or what tactics will be resorted to, has not yet been made apparent. The discontinuance of proceedings and the presence here of big officials of the road give color to the prevailing opinion that matters will soon come to a focus.

Mayor Morris was out at the crossing yesterday afternoon. With him he took a copy of the riot act and had it been necessary the head of the corporation would have lost to no time in reading it. His worship says that those who attempt to relay that crossing without the authority of the law will meet a hot reception.

14/03/1901 *Ottawa Journal*

Prescott

Wellington Street

CPR intends to get even with the city by diverting traffic through Smiths Falls.

15/03/1901 *Renfrew Mercury*

Prescott

Wellington street

Ottawa and the C.P.R. are at loggerheads over the laying of a level crossing on Wellington street. Mayor Morris, who is a fighter from head to foot, has a force of special police guarding the crossing to prevent the railway people putting down the rails. Popular sympathy is very much with the Mayor at present; but the C.P.R. is playing a waiting game, and the guard is costing the city from \$30 to \$50 a day. --

15/03/1901 *Ottawa Citizen*

Prescott

Wellington Street

ANOTHER INJUNCTION

C.P.R. Again Seeks to restrain City From Interfering With Street Crossing.

.As intimated in the Citizen last evening the C.P.R. is again going to the courts for an injunction to restrain the city from interfering with the Wellington street crossing.

Late yesterday afternoon, Mr. D'Arcy Scott, local solicitor for the railway, issued a writ against the city to secure an injunction restraining the corporation preventing the company re-laying its tracks on Wellington street or otherwise interfering with the operation of its line at that point. Accompanying the writ is a notice that at the weekly high court on Saturday application will be balance illegible.

APPEAL TO THE COURTS

Canadian Pacific Railway Company Applies for an Injunction Against the City.

The Canadian Pacific Railway Company has commenced, a new course of action in connection with the crossing on Wellington street. Yesterday afternoon they issued a writ of summons on the city, giving notice that at the next sitting of the High Court they would apply for an injunction restraining the city from interfering with the laying of their track on Wellington street or the operation of the railway, thereon.

This morning Mr. D'Arcy Scott says that this is the course of action the company has contemplated all along and that they have never for a moment thought of trying to lay the rails by force. He claims to be confident that the court will grant the injunction as the company followed out the letter of the law before they made application. The order from the Railway Committee of the Privy Council the company charter and the wording of the Railway Act, Mr. Scott says, are all in their favor and that they will undoubtedly win in court.

WHAT THE MAYOR SAYS.

His Worship the Mayor has quite another view of the matter and says that he is of opinion that the court will not even consider the company's application for the injunction. He has wired for Mr. A. B. Aylesworth, K. C. of Toronto, to come down to-morrow and assist Mr. McVeity in arguing against the granting of the injunction. The Mayor says that the reason the company withdrew their previous action in the courts was because they felt that they were going to be whipped. If it went to court and the court ruled against them then law would be made which would affect the railways in every municipality from Halifax to Vancouver.

Mr. McVeity is closeted at his home to-day away from the worries of the office preparing his arguments to oppose the injunction.

This morning his worship received the order from the Railway Committee of the Privy Council; made in reference to the plans and profiles submitted at the meeting held last week.

The Order.

"The Montreal and Ottawa Company have submitted a plan and profile of its railway crossing the highway known as Richmond road, or Wellington street, in the city of Ottawa.

"The said committee having heard counsel for the company, the city of Ottawa, the county of Carleton, and the township of Nepean, respectively, and having duly considered the evidence submitted on their behalf hereby approves of said plan and profile.

"And the said committee having received the sanction of the Governor General in Council as appears by order of the Governor General in Council No. P.C. 552, dated the 13th day of March, 1901, and the company, its counsel having consented thereto, requires the company to protect at its own expense the said street or public highway by two gates, said gates to be in addition to the gates already erected by the Canadian Pacific Railway Company protecting certain crossings of that company over the said street, or public highway and to be placed and installed to the satisfaction of the government chief engineer of railways and canals.

"If at any time the said committee orders the said crossing to be removed the company shall at its own cost remove the same.

" Provided, that this order shall not in any way affect any application which may be now pending or hereafter made to the said committee by the city of Ottawa, or any other party in interest for an order for the further protection of the said crossing by the changing of the location of the tracks of the company, the construction of a subway or otherwise."

The above order does not in any way establish the right of the railway to cross the street according to City Solicitor McVeity. Both he and Mr. A. B. Aylesworth hold that before the company can legally lay their tracks they must purchase or expropriate the right of way across the city street.

15/03/1901 *Ottawa Citizen*

Prescott

Wellington Street

The mayor's elaborate arrangements to throw cold water on any attempt of the railway company to relay the Wellington street crossing appear to have succeeded.

Follow up Page ?

18/03/1901 *Ottawa Journal*

Prescott

Wellington Street

CITY WINS A SECOND TIME

WELLINGTON ST. CROSSING MUST NOT BE LAID

At Least Until After the Case Between the City and Company is Tried in Court.

Chief Justice Falconbridge on Saturday refused to grant the Canadian Pacific Railway company an injunction restraining the city from interfering with the laying and operating of tracks across Wellington street.

This case created a great deal of interest among the legal fraternity, who almost filled the courtroom. The city fathers were also well represented.

Mr. A. B. Aylesworth, K. C. placed the case clearly before the judge and not a point for the city was left untouched. It was one of the most masterly arguments ever heard in the city.

Page 7 column 5

INJUNCTION REFUSED

JUSTICE FALCONBRIDGE DENIES C.P.R.'S MOTION

Thinks No Interest Will Suffer by Leaving Matters in Status Quo to Be Argued at the Trial of the Action.

As published exclusively in the Evening Citizen on Saturday, Mr. Justice Falconbridge refused the application of the Canadian Pacific Railway for an interim injunction to restrain the city from interfering to prevent the construction of a crossing for the Montreal and Ottawa railway on Wellington street. Mr. D'Arcy Scott appeared for the C.P.R., Mr. A. B. Aylesworth, K. C., Toronto, and Taylor McVeity for the city. Among those present were Mayor Morris Ald. Jas. Davidson, Fred Morris, Hopewell and Dearing.

Mr. Scott, in presenting his case said the company had by its charter the right to build a road around the city to connect with the C.P.R. at the west end of the city. The company had obtained an order from the railway committee giving it the power to cross the street.

Mr. Scott put the order in as an exhibit, and his lordship mentions that in the case of the Metropolitan Railway company application to form a junction with the C.P.R. at Toronto, it was ruled that the company should expropriate and asked if it applied in this case.

Mr. Scott said that while the city made the contention he submitted it did not apply in this case. The Metropolitan company's charter made it necessary for it to apply to the city for right of way, while the M and O. company's charter did not require it.

Proceeding, Mr. Scott read from the railway act, sections 187 and 188, to support a contention that the railway companies always have the power to cross streets in the line of the railway. All that is necessary is to ask the railway committee to state the mode of crossing. In the Metropolitan company's case the road ran along the street, while in this case it merely crossed a street as empowered by law.

Mr. Scott reviewed the circumstances connected with obtaining and dissolving the first injunction obtained, and told of the C. A. R. company's injunction. He relied on the decision of the courts in the Canada Atlantic case on the general provisions of the railway act.

THE CITY'S SIDE.

Mr. Aylesworth said the city was ready to join issue on the case entered by the railway company and have the case go to trial in April. There were large interests at stake in the case.

The M. and O. railway company would not use the crossing; it was wanted for the C.P.R. to avoid the necessity of constructing a turntable. When it was in use the company utilized it exclusively for shunting purposes and not for through traffic.

Continuing, Mr. Aylesworth said the M. and O. railway is at least two miles distant from the crossing and could not possibly require it before the sitting of the court in April, when the rights of all parties would be determined.

He showed by a plan how the C.P.R. for years has shunted its trains until the fire in April last. Since then the Wellington street crossing plan was evolved, and was only a convenience for yard purposes. Mr. Aylesworth read from the act giving a charter to the M. and O. company showing that it had no power to enter the county of Carleton. The charter specifies that it may run through the counties of Vaudreuil, Prescott and Russell to a point near Ottawa. The road may connect with the Grand Trunk or other railways near Ottawa.

He gave particulars to show the menace to public safety and convenience by a fourth crossing on Wellington street, the most traveled entrance to the city.

After reading the mayor's affidavit setting forth the negotiations between the city and the C.P.R. Mr. Aylesworth told of the interim order obtained by the company and the subsequent litigation and clash between the city and the company. He then contended that the property was not a highway in the ordinary sense. It was private property of the city, having been bought by the city from the Bytown and Nepean Toll Road company for \$1,170 in 1889. The result of that transaction was to vest in the city the freehold of that piece of property. Mr. Aylesworth quoted analogous cases and said the city held that the company cannot cross without expropriation and compensation. He read from section 601 of the municipal act vesting the roads in the municipality.

NO SIGN OF A BELT LINE

Proceeding, the learned counsel reverted to the argument that the M. and O. company could not use the crossing, that it was the C.P.R. that first approached the first entered action against the city, and now a new company makes the demand. The application said a belt line was to be built around the city. No belt line is being built and the crossing is wanted solely for switching purposes for the C.P.R.

Dealing with Mr. Scott's contention that a charter obtained from the Dominion parliament has greater power and precedence over charters from legislatures, and is in a different position, Mr. Aylesworth said the powers of the two bodies are co-equal in this respect, and if there were any difference it would be in favor of the legislature as the Dominion parliament has no control over the streets or civic government, a power exclusively within the jurisdiction of the legislature. He said it was absolutely unreasonable to contend that the city should not be consulted in the matter of crossing a street.

JURISDICTION OF RAILWAY COMMITTEE

The jurisdiction of the railway committee was next dealt with and Mr. Aylesworth argued to show that approval of plans by the committee does not give power to construct and operate. The same section that gives power to cross a highway gives power to cross a farm, but does not in any way free the company that takes the land from obligations to give compensation. The company would have no right to cross a farm and deprive a man of freehold without compensation and it was monstrous to suppose that it could take control of a city street without warrant or leave. All the railway committee said to the company was you may cross at a level.

Mr. Aylesworth spoke for one hour and was followed by Mr. Scott in reply

MR. SCOTT'S ARGUMENT.

He said that they would not bound in any way to go to the city and went as a matter of convenience. The plans of the M. and O. railway company were filed on February 19th, 1900, months before any of the questions in dispute arose. The M. and O. is leased by the C.P.R. and though the C.P.R.'s name was used it should have no effect on the result. Mr. Scott said that there was no deed in the registry office to show that the road company had sold the road to the city. It was probable that the city had paid so much money to discontinue the use of the road. A road company does not own the road, merely having the power to collect tolls in return for which it shall keep the road in proper condition. In reply to an affidavit showing the number of vehicles crossing the street, Mr. Scott said it was a question for the railway committee to deal with. Mr. Scott also pointed out that the count of vehicles and pedestrians was made on the day before Christmas, when there was an unusually heavy traffic. It is the company's right to cross the road and it is a most serious inconvenience to be blocked for even a day.

THE JUDGE'S DECISION

His lordship then dismissed the application with costs in the cause in any event. He said there were too many questions to be answered off hand on an interlocutory motion. He did not wish to say anything to prejudice the case at the trial of the action. There were important questions to be decided involving the question of ownership of the land, the right of the Montreal and Ottawa railway to enter Carleton county, and others. He was not determining these, but suggested that they are matters of profound importance. The balance of public safety and convenience pointed in the direction of refusing the injunction. The matter could remain in statu quo for the present.

RAILWAY COMMITTEE 'S JURISDICTION

He wished to state that in refusing the application it was without disrespect to the power and jurisdiction of the railway committee of the privy council. He did not think the committee professed power beyond making proper precaution for public safety and approving the profiles and directing that the crossing be erected in a certain way. He supposed the parties could agree to bring the action to trial forth with.

Mr. Scott asked his lordship to make trial at the next court a condition of the order dismissing the application, but Mr. Aylesworth said it was not necessary, the city would be ready.

Mr. Aylesworth was heartily congratulated by the mayor and aldermen on his success and the mayor also came in for compliments.

WILL THE C.P.R. APPEAL?

"Would it be right to interpret your request for a specific trial as indicating that you will not appeal from his lordship's decision?" asked the Citizen of Mr. Scott.

"Oh! I don't think so; that question has yet to be considered," was the reply.

20/03/1901 Ottawa Journal

Prescott

Wellington Street

HAVE FILED THEIR CLAIM

RAILWAY COMPANY TAKES ANOTHER STEP

The Crossing Matter now in Litigation. Mayor Wants a Viaduct at Company's Expense.

Messrs. Scott, Scott and Curle, acting for the Ottawa and Montreal Railway Company, have filed their statement of claim against the city in connection with the writ against the corporation with respect to the Wellington street crossing. The statement of claim is a formal affair outlining the contentions of the company with respect to the alleged right by law to use the crossing. This was done yesterday. It now remains for the city solicitor to file the reply to this statement of claim and then the case will come up in due form at the assizes. That is of course if a compromise is not made, but this is not likely to happen in view of the fact that the city is determined that no stone will be left unturned to decide for all time to come the exact rights of the company and the city.

The recent fight with the Canadian Pacific and Montreal and Ottawa combination has taken all the attention away from the Canada Atlantic crossing on Bridge street. This is according to the city's claim a parallel case to that of the Wellington street crossing, but as the Canada Atlantic Company has gone more quietly and systematically about what they require they have succeeded with a less degree of notoriety. That case also comes up in April and will also be decided for or against the city.

The mayor is Confident

His Worship the Mayor has very pronounced views as to the ultimate outcome of these cases. He feels sure that the city is going to win out, and says that he is not going on his own judgment when he says this. The mayor has been talking to several prominent members of parliament on this question, and he says that they have all agreed that the city is bound to win and that it is almost a certainty that the Montreal and Ottawa company will not let the case go to court if they can help it.

Should the city win out in this case it is claimed that it will mean that in future a railway company will have to purchase the right of way over every public highway in the Dominion before the company can run a line of rail across the country. Each municipality would have to be dealt with separately and each would have to say as to whether or not the railway should cross their highways and in what manner they should cross.

The mayor says he has information which leads him to believe that the railway company will be willing to pay a share of a viaduct over the Wellington street crossings rather than go to court. Now he contends that the city should not have to pay 5 cents of the cost of such a viaduct. He claims that the Canadian Pacific and Canada Atlantic companies have been responsible for the present state of this road. They have by laying their tracks made the road dangerous for public traffic, and if the courts decide against the company then the company should be ready to replace and maintain the roadway in its original state of safety either by erecting overhead railway tracks or constructing a viaduct at their own expense.

01/04/1901 Ottawa Journal

Prescott

Chaudiere

COMPANY'S NEW MOVE

The Canadian Pacific Railway company has served notice on the city clerk that they will apply to the Railway Committee of the Privy Council for the right to expropriate the lands on which the stone arch was constructed over the waterworks aqueduct by them last year for the purpose of extending their yards.

Some time ago the city solicitor took action against the company for trespass on account of their having built this arch without the legal permission of the city council.

By expropriating the land the company will avoid this lawsuit.

The stone arch was constructed last summer by the company, but it has since come out that the only authority that they had for doing so was that given by Ald. Mason and Engineer Galt. There is no record of the council showing that the company had the authority of the council to construct the arch, which is on civic property.

17/04/1901 Ottawa Journal

Prescott

Chaudiere

A WELCOME ARRANGEMENT

The fact is gratifying that a modus vivendi which nevertheless vindicates the civic ownership has been found between the city and the C.P.R. regarding the waterworks aqueduct.

Establishment of the principle that the aqueduct and banks are purely civic property, and that upon any future whitening of the aqueduct the C.P.R. shall lengthen its bridges at its own cost is important. The city is likely to be saved both trouble and money at a future time.

Mayor Morris and the waterworks committee are entitled to credit for the vigilance and resolution in the matter.

The mayor brought the question up early this year after the beginning of the trouble between the railways and the city. The waterworks committee by a resolution passed unanimously on Feb. 12 backed up the mayor in action to assert the city's rights, Aids. Hastey, Hopewell and R.J. Davidson being particularly outspoken.

If nothing else had come out of the railway row, the vindication of the civic ownership of the aqueduct is worth the whole trouble and cost. And yet still more important in principle has been the ventilation of civic claims to be fairly treated regarding railway level crossings.

Just because so much has been gained, every effort should be made to come to amicable terms with the C.P.R. in the differences pending. The C.P.R. treated Ottawa with fairness and justice for years prior to the level crossing row, and Ottawa's best interest lies in being on the friendliest possible terms with the big company compatible with necessary protection of civic interests.

21/05/1901 Ottawa Journal

Prescott

Wellington Astreet

SAYS TIME IS NOT YET RIPE

SO JUDGE CLARKE TOLD RAILWAY COMMITTEE

When City To-day Pressed for Overhead Crossing on Wellington St. More Gates Ordered

Page 9 column 5

22/05/1901 Ottawa Citizen

Prescott

Wellington Street

THE RAILWAY CROSSINGS

ADDITIONAL GATES MUST BE PLACED THERE

Illegible

23/05/1901

Ottawa Citizen

Prescott

Wellington street

COST OF A VIADUCT

Engineer Johnson's View Conflicts With Engineer Keefer and Ker's

The advocates of a viaduct at the Richmond road crossings, while accepting the decision of the railway committee on Tuesday, are not in the best frame of mind over the report of Mr. Johnson, the departmental engineer, which was to the effect that a viaduct would be impracticable. The plans were prepared by Mr. C. H. Keefer, who it is thought, knows as much about railway construction as does Mr. Johnson. Mr. Keefer says a viaduct can be built easily at a cost of about \$60,600 and City Engineer Ker coincides with that view and approves of the plans. Both of these gentlemen do not understand how Mr. Johnson reached his conclusions.

20/06/1901

Ottawa Citizen

Prescott

Wellington Street

THE CROSSING CASES

C.P.R. Likely to Soon Replace the Track Torn Up - Question of Appeal

It is questionable as to whether the city will appeal the cases respecting the C. P. R. and C.A.R. crossings. The mayor stated yesterday that he has been wrongly quoted by an evening paper as saying that the cases would be appealed. He never said any such thing. The mayor states that it is for the council and city solicitor to say as to whether or not the cases will be appealed.

Mr. D Arcy Scott, solicitor for the C.P.R., states that until the formal order is received the Wellington street crossing will not be replaced. He has not received any information on the subject from the railway company.

24/06/1901

Ottawa Citizen

Prescott

Wellington street

WILL THE CITY APPEAL

Mayor Morris Asks Advice of the City Solicitor in the Matter.

Page 3 column 5

22/08/1901

Kemptville Telegram

Prescott

Kemptville

Painful Accident

Yesterday morning between 6 and 7 o'clock Mr. Hatch, sr., was thrown from his waggon and sustained a fracture of the ankle. Mr. Hatch and Wm. Creighton were going out of town with loads of flour when the former's team became frightened at a freight train near Murphys crossing. Mr. Hatch tried to drive past Creighton who was ahead and was thrown off his waggon into the ditch. His left ankle struck a stone and received a severe fracture. Dr. Jones was summoned and under his skillful treatment the patient is doing well. The horses were caught without trouble and no damage done except that the waggon was smashed and some flour strewn about the road.

11/09/1901

Ottawa Journal

Prescott

Wellington Street

THE WELLINGTON STREET RAILWAY CROSSING

Now that the railways have their way there are to be enough gates across the Richmond Road to freeze farmers to death in winter who aim to get into town.

Gentlemen of the railway committee of the privy council please bear in mind the theory that the highways of the country are for the comfortable use of the people, not conveniences of the railways to lay switches on.

There should be a viaduct over the four railway crossings of the Richmond road, and the railways should pay for it.

25/10/1901

Almonte Gazette

Prescott

Mr. Reuben Smith, of Ottawa, fireman on the C.P.R., fell from his engine when a few miles from Prescott. His face was badly cut and internal injuries are feared.

25/10/1901

Ottawa Journal

Prescott

Wellington Street

"ACCEPTED WITHOUT PREJUDICE," SAYS HE

Mayor Morris Says the City's Acceptance of Richmond Road Gates Will not Prevent a Future Subway.

The gates on the Richmond road, that protect the three railway crossings there, are up and they have been pronounced satisfactory by the engineering department of the city. However, the mayor is determined that these gates shall not be there forever. To-day Mayor Morris asked the city engineer to act in conjunction with the city solicitor and write to the public works department in connection with the recent letter of Mr. Schreiber, to the effect that the gates were satisfactory as gates go, but that the city wanted it understood that if at any future time the city deemed it advisable to have a viaduct or a subway constructed at this point, the present acceptance of the gates was not to prejudice matters.

09/02/1902

Ottawa Journal

Prescott

Chaudiere

City Clerk John Henderson, has today received the following letter from Messrs. Scott, Scott and Curle acting for the Canadian Pacific Railway Company. The letter is a claim for \$200. This is for the cost of the bridge across the aqueduct which the mayor ordered to be torn down on the ground that the railway company erected it without the proper authority.

The letter is as follows:-

We are instructed by the Canadian Pacific Railway Company to claim from the City of Ottawa the sum of \$200.00 being the cost of a wooden footbridge erected over the waterworks aqueduct which has recently been demolished by the city officials on instructions, we understand, from His Worship the Mayor. This bridge was constructed with the consent of the City of Ottawa and as the council are doubtless aware, the city had no legal right to destroy it.

"We trust that this amount will be paid forthwith so that legal proceedings to collect same will be unnecessary".

13/12/1902

Ottawa Journal

Prescott

Prescott silk

Two trains of raw silk

Their total value is over \$2,000,000

CPR transfer these tomorrow to the New York Central, product of Japan.

The Ottawa division of the Canadian Pacific Railway will handle two trains, totalling in value \$2,000,000 tomorrow from Vancouver by way of Carleton Junction. The trains are loaded with raw silk from Japan for New York and will be transferred to the New York Central Railway at Prescott. The silk was shipped from Japan by the S.S. Empress of India, one of the CPR's big steamers. This is the second shipment of silk to be handled by the CPR within the past six weeks. The last train consisted of six carloads and was valued at \$1,000,000. There was also a carload of seal skins on the same train.

Full account of the fire. Shows a map of the area destroyed.

The Canadian Pacific Railway employees under Mr. H.B. Spencer looked well after their property. As soon as the fire started on the rampage north Mr. Spencer called out all the employees. All the freight in the sheds was loaded into empty box cars and the whole station and sheds were cleared of anything moveable. The cars were then run out on to the main line and over the Hull bridge. Engines were attached to these trains ready to pull them further out of danger if necessary. Not a thing remained in the yard to be burned in the event of the fire reaching the depot except the handsome new station. Fortunately the fire did not reach Wellington Street and all was saved.

The fire wiggled about considerably in its course. On Preston Street it did not come past Maple on the west side and this saved Martin and Warnock's and probably the CPR roundhouse. The Somerset bridge burned early in the day and furnished a pretty sight.

The rail tracks under the Somerset Street bridge were twisted in a most extraordinary manner. In some places the rails were bent double lifting the ties completely out of place.

Eight flatcars loaded with lumber were burned on the sidings south of the Preston Street bridge. (CAR?)

03/07/1903 *Eastern Ontario Review* Prescott

North Bay, Almonte and Prescott are on the C.P.R.'s list for new stations.

17/03/1904 *Kemptville Advance* Prescott

Kemptville

While crossing the railway crossing in front of the village on Wednesday, Eddie Hunter had the misfortune to lose his most valuable horse. A pile of loose earth had been thrown up beside the track and the horse, taking fright, jumped and in some manner caught its feet in the rail. Eddie himself was thrown forward into the track where he lay for some moments unconscious. When he recovered he heard the train approaching, and he hurriedly tried to unharness the horse, but before he could do anything the train was there. He had only time enough to jump and save himself, and was compelled to stand and wait the train's deadly work.

22/12/1904 *Chesterville Record* Prescott

John Reynolds, an aged and respected farmer of Oxford Twp. was killed Friday on the St.L&O and his son, Andrew McReynolds, was seriously injured, and now lies in critical condition. The accident occurred shortly after 2 o'clock that afternoon at a crossing known as the Oxford Township Line. The two men were crossing the track in a buggy when they were overtaken by the north-bound passenger train, no. 91. The rear end of the buggy was wrecked and both men hurled from the rig. The elder was killed outright and the son sustained terrible injuries about the head. The train, which had been running at an unusually high rate of speed, was brought to a standstill and backed up. The bodies of the unfortunate men were taken aboard and brought to Kemptville.

22/12/1904 *Merrickville Star* Prescott

Kemptville

KILLED ON THE CROSSING

John McReynolds, an aged and respected farmer of Oxford township, Grenville county was killed on Friday and his son seriously injured as the result of an accident at the St. Lawrence and Ottawa railway crossing at the Oxford township line. They were crossing the track in a buggy when they were struck by a passenger train running at an unusually high rate of speed. The rear end of the buggy was wrecked and both men were hurled from the rig. The older man was killed outright and the son sustained terrible injuries about the head. The train was stopped and the unfortunate men were taken aboard and carried to Kemptville

20/02/1905 *Ottawa Citizen* Prescott

Ottawa West

MIDNIGHT BLAZE.

Fire Does Heavy Damage at C. P.R Round House,

LOSS PLACED AT \$6,000

Six Engines Partially Destroyed, Others Rescued Brigade Did Good Work. Origin a Mystery.

Fire which broke out at one o'clock this morning in the Canadian Pacific round house on the Richmond road, caused damage roughly estimated at \$6,000. Six locomotives, were more or less damaged and the interior of the central and eastern sections of the semi-circular structure was gutted. It was just a few minutes before one o'clock when the fire started but as to the cause of it no very definite information is at hand. A staff of cleaners was at work and by reason of the oily character of the interior it was rendered somewhat inflammable. It is supposed that fire from one of the engines or from a torch ignited the woodwork and in a short time the whole interior, east of a heavy fire wall was ablaze. An alarm was immediately turned in from box 141 and hose 1, 2, 7 and 8 responded. The big Waterous engine Canada was out for the first time and worked splendidly.

When the fire broke out there were thirteen locomotives in the round house. Of these all but six were got out, the newer and more valuable passenger engines being removed, mostly under their own steam to a place of safety. Of the six engines which were damaged it was found possible to move out three sufficiently far to protect the motive power. They were all locomotives that have been some time in use for passenger or freight purposes and the damage to them consists mainly in the destruction of cabs and the rear portions. They can be repaired.

The fire caused a lot of commotion, the moving out of the engines, many of them with their whistles screeching to blow off steam, making a terrible noise. The ball bearing turntable proved of great facility in shunting around the locomotives from track to track.

The efforts of the firemen were well directed. Chief Prevost had streams at work inside and outside of the burning structure and the big steamer furnished plenty of pressure. In the center of the building - a one story structure - the big fire wall barred the flames and they didn't get west of it.

The damage was in the central part and also to some extent in the portion where the machine shop is located. The firemen had some difficulty in getting the lines on between the moving locomotives but the blaze was well handled and after about an hour's work was extinguished.

The rolling stock damaged is covered by insurance. The loss on the building will be about \$1,000.

On the stroke of 1 o'clock this morning fire broke out in the Canadian Pacific roundhouse on the Richmond road, and before it was extinguished damage to the extent of about \$6,000 had been done.

The interior of the central and eastern sections of the semi-circular roundhouse structure was gutted, and six locomotives, which were in the building, were badly damaged. The origin of the fire is unknown.

A staff of cleaners were at work at the time, and it is believed that fire from one of the engines, or from a torch, set fire to the woodwork.

At any rate, the whole interior of the building was soon a mass of flames and an alarm was sent in from box 141, hose wagons Nos. 1, 2, 7 and 8 responding. The fire fighters made a quick trip to the scene.

The firemen were well directed by Chief Provost, and streams were seen playing on the on the inside and the outside of the burning building.

The big Waterous engine Canada was used for the first time and Chief Provost stated today that he was well pleased with the test it was given.

Had the new steamer not been used the chief is of the opinion that the whole roundhouse would have been totally destroyed. The big steamer provided plenty of pressure. The firemen experienced some trouble in getting the hoses between the locomotives but altogether the blaze was well handled.

When the fire broke out the engines began to move out of the roundhouse, and there was much commotion, many of the locomotives blowing off steam with their whistles going full blast. The ball bearing turntable proved of great facility in the shunting around of the locomotives from track to track.

At the time the fire broke out there were thirteen locomotives in the roundhouse. Seven of these were taken out. The most valuable passenger engines were removed.

The six locomotives damaged have been for some time used on passenger and freight trains and the damage to them consists mainly of the destruction of cabs and rear portions and can be repaired.

The loss on the building will amount to about \$1,000. The damage to the rolling stock is covered by insurance.

22/02/1905 *Kemptville Advance* *Prescott* *Ingrams*

An accident happened to a C.P.R. train at Ingram's Crossing last Sunday. A couple of truck wheels under a freight car broke causing it to be instantly derailed. A derrick and wrecking gang were soon on the spot and the dismantled car was removed.

10/07/1905 *Ottawa Journal* *Prescott* *Chaudiere*

Blaze at the freight sheds

Early on Saturday morning the roof of the C.P.R. freight sheds caught fire and damage to the extent of \$100 was done. The fire is supposed to have happened from the spark from an engine.

An alarm was sent in from box 54, and the firemen from No.4 and No. 5 stations extinguished the blaze.

29/10/1906 *Ottawa Journal* *Prescott*

Funeral of Mrs. H.B. Spencer. Special train from Union Depot to Prescott.

15/02/1907 *Ottawa Citizen* *Prescott* *Somerset Street*

SOMERSET ST. BRIDGE INSPECTED

Railway Commissioners See for Themselves.

BELL ST. BRIDGE

O E.R. Crossing Allowed and Cost of Bridge Apportioned.

The railway commissioners this afternoon made an inspection of the Somerset street bridge in connection, with the application recently argued for an order compelling the railway companies to widen the structure.

23/10/1907 *Kingston Daily British Whi* *Prescott* *Prescott*

Prescott's Prosperity

The C.P.R. have made an appropriation of \$40,000 for Prescott yards this winter, and next spring \$100,000 will be spent on improvements and a new station. Those expenditures put at rest any doubts entertained that the New York Central would utilize the Cornwall bridge for their international traffic instead of Prescott ferries.

24/10/1907 *Kemptville Weekly Advance* *Prescott* *Prescott*

Prescott Messenger. "The C.P.R. Have made a total appropriation of \$40,000 to be spent on Prescott yards this winter and next spring \$100,000 will be spent on improvements and a new station. Those expenditures will put at rest any doubts the citizens of Prescott have entertained that the N.Y.C. would utilize the Cornwall bridge for their international traffic instead of Prescott ferries. Prescott is growing each season as a transshipping point."

24/10/1907 *Kemptville Weekly Advance* *Prescott* *Prescott*

The George Hall Company will next season handle at its Prescott plant all the coal used by the Canadian Pacific railway on its entire eastern division. In order to take care of this immense business it will be necessary to enlarge the present set of derricks so that the plant will have a capacity of 300,000 tons in a single season. It will be one of the largest coal derricks on the great lakes chain.

02/01/1908 *Chesterville Record* *Prescott* *Prescott*

The first monthly payment to the employees engaged in the very extensive improvements being made by the Canadian Pacific Railway to their yards in Prescott has just been received by the employees for the month of November, amounting to about \$7,000. It is stated that the Canadian Pacific are to spend for the above improvements some \$150,000. They are to remodel their yard to accommodate the increasing business at this point, and are building a large car slip for the new car ferry, Charles Lyon, which is being completed by the Polson Iron Works, Toronto at a cost of \$250,000, and which it is expected will be in commission transferring cars to and from the New York Central, Canadian Pacific and Rutland Railroads at Prescott and Ogdensburg next month.

02/04/1908 *Chesterville Record* *Prescott* *Ottawa*

The big trestle at the south east entrance to the city (is this on the approach to the Rideau River?) is to be all filled with earth and concrete supports, while the remainder of the big trestle on the Hull side of the Ottawa River at the Interprovincial Bridge is to be filled in. This will give employment to several score men and will take about six weeks. This work is to be done as a precautionary measure.

02/04/1908 *Chesterville Record* *Prescott* *Prescott*

At Prescott the entire railway yard is being changed involving the expenditure of some \$200,000. A new brick station is to be built and the foundation is already under way. It will be a handsome and up-to-date structure. The sidings will hereafter accommodate some three times as many cars as formerly, but the whole yards are not to be taken up in tracks. A small pond has been filled in to give more room and it is proposed to store 150,000 tons of coal. Altogether 250,000 tons of coal will be handled during the months of navigation on the St. Lawrence River there from April 1st and this means practically 2,000 tons a day. All of which is going some.

06/04/1908 *Ottawa Citizen* *Prescott*

CONDUCTOR SLIGHTLY HURT

An accident on the Canadian Pacific near Hartwell's Locks yesterday afternoon resulted in a partial derailment and slight injury to Conductor J. Crawford. A freight train was going over the Prescott line, when, owing to the breaking of a wheel, the van on the rear left the track and turned over on a slight embankment. In the mix up Crawford, who was in the van was shaken up and had his shoulder bruised, but not seriously. The other car remained on the track, and the blockade caused by the mishap was soon cleared away.

30/04/1908 *Kemptville Telegram* *Prescott* *Osgoode*

Mr. Collins, Train Master over the construction work and Contractor Johnston have opened a gravel pit at Osgoode and have a gang of men working there.

21/05/1908 *Merrickville Star* *Prescott* *Sabourin*

ACCIDENT AT SABOURIN

Brakeman Robert McPhail Thrown from a Ballast Car by a Sudden Jolt Lost Two Legs and an Arm.

A very serious accident occurred on the C.P.R. last Friday morning near Kemptville. It seems that a work train, which was distributing gravel ballast along the line, came to a standstill for some reason or other and then unexpectedly moved on again. A brakeman named Robert McPhail was standing on the end of the cars and the sudden jolt precipitated him to the ground and before he could get up again the car passed over him, completely severing two legs and an arm. He was immediately taken to Smiths Falls on a light engine with van, and conveyed to St. Francis Hospital. His right leg was severed above the ankle, his left leg near the hip and his left arm at the wrist. Drs. Hagar and Gray attended to the case and operated on the unfortunate man. His injuries were so serious, however, that he died on Saturday. He was a native of Guelph, was about 30 years of age and had a wife and two children.

30/07/1908 *Kemptville Telegram* *Prescott*

The work train off the track at McGahey's cut above Kemptville station necessitated the transferring of passengers from one train to the other Monday afternoon.

13/08/1908 *Kemptville Telegram* *Prescott* *Osgoode*

The engine on the C.P.R. work train operating out of the Osgoode gravel pit became dead in the yards here on Monday owing to leaking tubes in the boiler. The machinist strike being on it could not be repaired at Ottawa or Montreal, so Messrs W.S. Johnston and Delmer Seymour of town were engaged to do the job.

25/12/1908 *Renfrew Mercury* *Prescott* *Prescott*

A large sum of money has been spent by the C.P.R. in yard improvements at Prescott. The capacity of the yard is doubled, and the coal plant, with accommodation for 100,000 tons, is said to be the finest between Montreal and Port Arthur.

12/04/1909 *Ottawa Journal* *Prescott* *Prescott*

Prescott. The new C.P.R. round house took fire at three o'clock this morning. The firemen were promptly on hand but could not save the building. They got one passenger engine out, but two other engines were burned. Loss about \$12,000 partly insured.

13/04/1909 *Ottawa Citizen* *Prescott* *Prescott*

BIG FIRE AT PRESCOTT

C.P.R. Roundhouse is Completely Destroyed.

Prescott, April 12.- Damage to the extent of \$15,000 was caused by a disastrous fire which broke out here at 3.10 this morning and totally destroyed the C.P.R. roundhouse, locomotive foreman's office and two engines which were in the roundhouse. Only heroic efforts on the part of the local fire brigade kept the flames from spreading to several sidings full of freight and passenger cars which were nearby.

The origin of the fire, which started shortly after 3 o'clock this morning, is unknown, but the probabilities are that it caught from the firebox of one of the locomotives. When the blaze was first noticed it had gained considerable headway on the roundhouse which contained three engines, only one of which the firemen were able to run out to safety. The other two were totally dismantled. The roundhouse which was a frame building, burned like tinder and inside of an hour was entirely consumed. The fire was under control at 4 o'clock.

The office and workshop of the locomotive foreman and staff, which adjoined the roundhouse, were also destroyed, along with some papers and records in the office. About 2,500 feet of hose belonging to the C.P.R. which was in this building was consumed.

Local officials of the C.P.R. estimate the loss at \$15,000. The insurance is not known here.

The town is well provided with fire-fighting equipment, having two steamers and a large amount of hose. The brigade did excellent work this morning in checking the progress of the fire.

15/04/1909 *Kemptville Weekly Advance* *Prescott* *Bedell*

MAN INSTANTLY KILLED

Brakeman Mulligan Met Sudden Death at Kemptville Junction.

An accident occurred at Kemptville Junction on Friday morning resulting in the instant death of H.T. Mulligan of Ottawa, a C.P.R. brakeman. The unfortunate man was braking on a Prescott way-freight and had occasion to switch his train past a siding at Kemptville Junction. There was another train already on the siding, Mulligan apparently giving his train the wrong track in error. A collision was the result and as the deceased was standing on the footboard with his back to the other train he was pinned between two cars and his life was crushed out. So great was the impact that Mulligan's watch was flattened as thin as a piece of cardboard. Death was instantaneous. The deceased is survived by a widow and two children. He had been in the employ of the C.P.R. for eleven years.

16/04/1909 *Eastern Ontario Review* *Prescott* *Prescott*

There was a fire in the C.P.R. roundhouse at Prescott which destroyed three engines and much other rolling stock. The loss will be some \$10,000, fully covered by insurance.

20/08/1909 *Almonte Gazette* *Prescott* *Prescott*

William Farr, of Brockville, has secured the contract for the brick work of the new C.P.R. roundhouse at Prescott.

16/09/1909 *Chesterville Record* *Prescott* *Prescott silk*

The most valuable cargo of silk ever transported across the Pacific arrived at Prescott on Wednesday of last week and transferred to Ogdensburg where a special train hurried the cargo to New York. It was specified to include 3,000 bales of raw silk. In addition there was a large importation of tea, the value of silk and tea being placed at \$3,000,000.

07/10/1909 *Kemptville Weekly Advance* *Prescott* *Prescott*

The most valuable cargo of silk ever transported across the Pacific arrived in Prescott Wednesday of last week and transferred to Ogdensburg, where a special train hurried the cargo to New York. It was specified to include 3,000 bales of raw silk. In addition there was a large importation of tea, the value of silk and tea being placed at \$3,000,000.

RAILWAY DISASTER

Terrible Collision Between Two local Go-Devils on the Canadian Pacific.

(Special Wireless to the Weekly Advance, over our Own Leased Ether.)

Oxford Station. Ont., October 4 What very nearly turned out to be a serious accident causing loss of life, happened near here late Saturday evening. As Messrs. R. Gordon, R. Torrance and Joe Dool were returning home from their work, on Mr. R. Gordon's, Go-Devil, Messrs. Gordon and Torrance being at the helm and Mr. Dool at the brakes, whilst they were running at a high speed they came into collision with Mr. R. J. McGovern who, on his 'Go-Devil' was heading in the opposite direction. The force of the compact was terrific ; men, iron, wood, hats and oaths were hurled in every direction, luckily all escaped with nothing more than a severe shaking, although Mr. Dool complained of internal injuries. The 'Go-Devils' were badly injured, and are lying in the ditch in a serious condition.

14/10/1909 Chesterville Record Prescott Bedell

The name of Kemptville Junction has been disbanded and will in future be known as Kempton.

11/11/1909 Chesterville Record Prescott Osgoode

The CPR has purchased a farm near Osgoode station for \$10,000. It was secured by the company for its gravel pits which are said to be the best between there and Montreal. The farm was in the possession of the Low family for sixty years and in all that time no gravel was ever taken off it. Also in the Renfrew Mercury 12 November.

18/12/1909 Ottawa Citizen Prescott Osgoode

CROSSING FATALITY

Mrs. T. Hunt of Osgoode Loses . Life While Driving.

(Special to the Evening Citizen.) Osgoode Station, Dec. 17. Mrs. Thomas Hunt, wife of a farmer residing near here, was instantly killed in a collision with the evening C.P.R. passenger train at Dillon crossing, two miles south of Osgoode station. The woman was in a buggy driving with some produce to market. It appears that, from the account of Mrs. Dillon, a woman who saw the accident, that the late Mrs Hunt lost control of the horse, which ran as though excited towards the crossing. It had just reached the rails when the train, going at twenty-five miles an hour, caught it in the rear, tore the shafts from the buggy, and threw the unfortunate woman about thirty feet. It appears that her head had struck a telegraph pole. Her head was terribly mutilated. When found life seemed almost extinct, although the pulse was still slightly beating. The horse was also killed. After the accident the train, which had gone past the crossing, about a hundred yards, was stopped and backed up and stayed for about five minutes. Local residents then looked after the body while the train went on to Osgoode Station, where the accident was reported and help sent by hand-car. The late Mrs. Hunt was about thirty-five years of age and the mother of three children, the youngest of which is six months old. She was a daughter of Mr. Edward Boyd, of Osgoode Station.

Dr. Baptie left this morning for Osgoode Station, where he will empanel a jury to hold an inquest.

22/12/1909 Ottawa Citizen Prescott Wellington Street

THE NEW VIADUCT

Big Structure on Richmond Road Opens Tomorrow

The Wellington street viaduct will be formally opened tomorrow afternoon by the mayor and city council. Wellington street is the main thoroughfare to the city from the west and is much travelled. Formerly the roadway was crossed by four tracks, three of the C. P. R. and one of the G. T. R. within a space of one thousand feet. The level crossings were protected by gates but accidents were frequent through horses and rigs getting caught between gates. The viaduct was ordered by the railway commission and the construction was commenced in June. The length of the steel viaduct on concrete pedestals and . Abutments, is 532 feet. This was built by the C. P. R. The rest of the work was done by the city and includes creosote wood block pavement, thirty feet wide, laid on tarred planking with sand cushion. There is a sidewalk on the south side only as there is very little traffic on the north side. The total length of the two approaches is 645 feet and they are filled up with stone and ashes held in by massive masonry retaining walls. The stone for these were secured for the cost of teaming, from the excavation of Chateau Laurier and is as fine as could be desired. From end. to end, on either side, is a protecting steel rail. All that yet remains to be done is the concrete curb on top of the retaining walls and the macadamizing of the approaches and this work will be done early in the spring the estimated cost exclusive of \$15,000 estimated for land damages, was \$60,000 and the cost of the work, which was done by day labor, will be well within this amount. The city pays one-quarter of the cost, the county one-ninth and the railways twenty-three-thirty-sixths. City Engineer Ker. who was in charge of the work, had promised the city council that the viaduct would be ready for Christmas and it is.

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THE NEW WELLINGTON STREET VIADUCT WHICH WILL BE FORMALLY THROWN OPEN TO TRAFFIC TO-MORROW AFTERNOON BY THE MAYOR AND MEMBERS OF THE CITY COUNCIL

picture

The above is a picture of a portion of the new Wellington Street Viaduct which will be formally opened for traffic tomorrow afternoon at 2.30 by the mayor and members of the city council. In the picture is shown the steel work spanning the railway tracks between the two concrete abutments to which the approaches are constructed. Under the steel work four railway tracks pass within less than 1,000 feet. These were formerly protected by gates, but frequent accidents occurred. The character of the ground rendered the construction of the viaduct comparatively easy. The steel work has a length over all of 522 feet, and is built upon concrete pedestals and concrete abutments. This work was done by the C.P.R. The balance of the work was constructed by the city and consists of the pavement over the viaduct which is made of creosoted wooden blocks laid on tarred planks with sand cushions. The roadway is 30 feet wide. An eight-foot sidewalk runs along the south side. The combined length of the approaches is 645 feet. The filling consists of stone and ashes and the retaining walls are built of massive masonry. The stone was secured free of cost from the excavations of the Chateau Laurier. Over the approaches there is a steel railing and concrete curb and macadam roadways. The latter two will not be laid until spring.

The estimated cost was \$60,000, exclusive of land damages and the work will be completed within the estimate. Total damages are estimated at \$15,000 making the total cost of the work \$75,000.

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VIADUCT TO BE OPENED

Ready for Traffic Beginning To-morrow.

Mayor and Council to be Present.

Work has Been Successfully Accomplished.

The Wellington street viaduct will be formally opened to the public tomorrow by the mayor, controllers and aldermen. The structure has been erected during this year, excavations having been begun by the railway company in the spring. The city commenced its work at the end of July, after the steel structure was completed, their part of the work being only the building of the masonry and the concrete work. The length of the steel work is about 550 feet, that of the approaches being over 600 feet, making a total length of 1,150 feet. The total width is 38 feet, the road being 30 feet wide, and a sidewalk 8 feet in width. There remains only now the laying of the sidewalk along the approaches which will be deferred until the coming spring, owing to the difficulty of laying cement in frosty weather. A temporary wooden sidewalk with railways has been laid down for the winter.

No Accidents.

It is worthy of note that the viaduct has been constructed without a single accident, which reflects great credit on those in charge of the work. At present there is a G. T. R. branch line leading to the Chaudiere mills running right across the eastern entrance of the viaduct, but preparations are being made to have this run under the viaduct parallel with the other lines. The work when completed will be within the estimate of \$75,000, of which amount the several Railways will pay \$47,917, the city \$18,730, and the county \$8,333. Owing to the bridge being too high to give access to certain properties, damages to the amount of \$15,000 will have to be paid later.

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23/12/1909 *Ottawa Citizen**Prescott**Osgoode***NEGLIGENCE FOUND**

In Recent Crossing Fatality at Osgoode Station.

Negligence on the part of both Engineer Stewart and the late Mrs. T. Hunt of Osgoode station, was what, in the opinion of the coroner's jury, caused the death of the latter, who was struck by a train, and killed at Dillon crossing last Friday evening. The inquest was conducted yesterday by Coroner Baptie in a hall near Osgoode station, a large crowd being present, and over 12 witnesses were examined. The evidence did not satisfy the jury that the engineer had blown his whistle or rung his bell for the crossing, and did show that deceased had her collar up, this preventing her from seeing the train to a certain extent.

As a rider to the verdict it was recommended that the approach to the crossing on the road should be widened sufficiently to give a horse room to turn.

24/12/1909 *Ottawa Citizen**Prescott**Wellington Street***VIADUCT OPENED**

Wellington Street New Roadway Ready for Traffic.

The new Wellington street viaduct was formally declared open for traffic yesterday afternoon by Mayor Hopewell and City Engineer Ker and members of the city council. The first vehicles to cross after the ropes were lowered were those of a couple of farmers who were wending their way homeward.

Among those present were Controller Champagne, Controller Davidson, Ald. McGrath and other members of the city council besides a fair sprinkling of spectators. Formerly at this point Wellington street was crossed by four tracks, three of the C. P. R. and one of the G. T. R., within a space of 1,000 feet. Some time ago the railway commission, owing to the frequency of accidents, ordered a viaduct to be built. Work was commenced in June, the city constructing the approaches and the C. P. R. the actual steelwork. While the bridge is now ready for traffic there still remain the macadamizing of the approaches and concrete curb on top to be built.

There was no special ceremony connected with the opening, the mayor simply declaring the magnificent structure ready for traffic.

24/02/1910 *Chesterville Record**Prescott**Prescott silk*

The cars of oriental raw silk worth a million and a half dollars were ferried across the St. Lawrence from Prescott to Ogdensburg yesterday. A force of customs inspectors were in waiting and as soon as the cars passed an engine coupled on and pulled out for New York.

FOUR ENGINES WERE DAMAGED

In Early Morning Fire at C.P.R. Roundhouse
New Viaduct Seriously Handicapped Firemen
Sounding of Second Alarm Found Necessary

In one of the most spectacular fires seen in the vicinity of Ottawa for some time, a section of the C.P.R. roundhouse was destroyed at about half past three o'clock this morning and four big mogul engines were damaged beyond repair.

The first alarm was sounded from box 141 at the end of Wellington street at 3:40 and when deputy chief Stanford arrived he immediately sent in a second alarm on account of the great headway that the flames had made which made it appear as if the destruction of a nearby row of wooden houses was inevitable.

Much difficulty

The firemen had great difficulty in getting their apparatus near the burning building on account of the fact that since the completion of the new viaduct there has been no provision whatever made for the entrance of a waggon of any description into the immediate vicinity of the shops. Chief Graham stated emphatically that such a state of affairs should not be allowed to exist as the men lost valuable time carrying the hose two or three hundred yards.

On account of the strong wind that was blowing, and the tangle of scrap iron etc. which the roundhouse contained, the firemen experienced great difficulty in combatting the flames at first, but when the engine "Canada" was coupled to two lines of the hose the blaze was brought under control inside of thirty-five minutes.

Many spectators

The incessant whistling around emitted from the engines which were in the burning portion and the lurid flames, attracted many spectators to the spot, in spite of the early hour, and as the usual custom in such cases, a squad of policemen were sent up from the station.

Engines Nos. 42, 206, 274 and 1297 were completely wrecked and their loss will inconvenience the railroad as they were all in active service.

During the progress of the fire Louis McConnell of No. 3 station was suddenly taken with a fainting spell and had to retire for a time.

The men from stations No. 1, 2, 3, 7, 8 and 11 fought the blaze and were able to return home about daybreak

12/04/1910 *Ottawa Citizen*

Prescott

Ottawa West roundhouse

\$12,000 FIRE AT ROUNDHOUSE

East Wing of C. P. R. Building Is Destroyed.

Fierce Blaze Started at 4 o'clock This Morning.

Brigade Saved Other Section of The Building.

The eastern section of the C P R. roundhouse, near the Wellington street viaduct, was completely destroyed by fire which broke out at a quarter to four o'clock this morning. The loss, including damage to four engines, will amount to about \$12,000 covered by insurance. The section will be rebuilt and traffic will not be interfered with, the warm weather permitting repairs to be made outside. The cause of the fire is not known but it is supposed to have started from one of the engines of which there were four in at the time.

It was first noticed by one of the employes, the ceiling burning at a lively rate. The employes attacked the fire with the private apparatus but owing to the high wind they were powerless to arrest its progress. An alarm had also been turned in and the city department responded. The section was by this time a roaring fire and a second alarm was turned in as the high wind was blowing sparks and embers for long distances, some going as far as Somerset street. Fortunately no other building caught fire. The other section of the roundhouse was saved, the firemen being assisted by a brick fire wall between the two sections. The engines were four freighters of the smaller type and the loss on them will be about \$10,000. The building was frame and brick veneer and the loss on it will probably be \$2,000. There have been several smaller fires in the same section of the roundhouse the last one occurring less than two months ago and the previous one last fall.

21/04/1910 *Chesterville Record*

Prescott

Ottawa West

The CPR roundhouse and three or four engines at Ottawa were damaged by fire.

12/07/1910 *Ottawa Journal*

Prescott

Wellington St. Viaduct

C.P.R. puts on its plate.

Advertising pays, at least the C.P.R. is clearly of this opinion.

On the Wellington Street viaduct, the recent overhead bridge constructed across Wellington street car tracks there is a plate which bears the following inscription:

BUILT

BY

C.P.R.

1909

That plate, made of polished brass, is firmly implanted in the masonry at both ends of the approaches. It would seem as if the C.P.R. had overstepped itself in claiming the credit for erecting this bridge.

To make a long story short, the viaduct, after considerable negotiations, was erected at the joint expense of the Corporation of Ottawa, C.P.R., G.T.R., and the County of Carleton.

City Engineer Kerr was surprised when he heard that the C.P.R. had placed the plates in position, and stated that they had no right to put the brass inscriptions in place.

"It certainly did not come within their rights to do so," he stated to the Journal, "but as the plates are upon the concrete work which was erected by the C.P.R. it is doubtful if we have any say in the matter.

Mayor Hopewell also though the brass plates a peculiar piece of business, but could not say what steps the city would take.

According to the interview which Mr. H.B. Spencer, local superintendent granted to the Journal, the plates, presumably, were put in place by the Engineer's Department of Montreal, the construction of the bridge coming under that department of the road.

"I don't know who really put the plates in position," stated Mr. Spencer, "but I didn't give any instructions as to the inscriptions."

11/08/1910 *Chesterville Record*

Prescott

Manotick

The local train in the CPR due at Prescott at 4.50 pm arrived tonight minus almost every pane of glass and showing other evidences of having been in a fray. About 3 p.m. when pulling out of Manotick the train ran into a cloudburst accompanied by a terrific wind. The train could be felt to rock heavily after a heavy hailstorm. The hail was so heavy that every window was broken instantly. One lady who had her watch on her wrist reported the hail having come through the window with sufficient force to break the crystal on her watch.

Fire at Osgoode

WORKED FROM RAILWAY.

Another hand engine arrived from North Gower, shortly after that from Kars, with about 25 men, and they too did good work. The Ottawa contingent came out by special train on the C. P. R., Osgoode being situated twenty-one miles from the city, on the Prescott line. When they arrived the flat car with the engine was placed on the railway track near the C.P.R. tank, which contains 47,000 gallons of water, and a splendid stream was directed on the fire till all danger was removed. The men then returned on the same special train which had brought them, it was after three o'clock before the residents breathed freely, and knew that the danger was past

29/09/1910 *Chesterville Record Prescott*

Prescott silk

A consignment of thirteen cars of raw silk and silk goods from the Orient were ferried across to Ogdensburg from Prescott Monday morning. The value was \$100,000 per car. The valuable consignment, which is going to New York left Vancouver last Sunday at 8.20 a.m. over the CPR and the trip across the continent was made in exceptionally fast time.

03/10/1910 *Kemptville Weekly Advance Prescott*

Osgoode

\$2,500 DAMAGES

To Family of Woman Killed by Train

The jury in the high court to-day gave \$2,500 damages against the C.P.R. to Mr. Thomas Hunt and his children for the death of Mrs. Hunt, who was killed Dec. 17 last. The damages were divided \$1,000 to the husband and \$600, \$500 and \$400 respectively for the three children. The action was for \$50,000. The jury awarded damages for the loss of the horse and cutter, but as this was not entered in the claim it was not allowed by the judge.

This was a case for \$50,000 damages, because at the death of Mrs. Hunt on December 17th last. Mrs. Hunt was driving along a road near Osgoode station and turned on to a road which ran parallel with the C. P. R. tracks. This road, after running a few rods, crossed the tracks. As Mrs. Hunt neared the crossing, known as Dillon's crossing, the horse hastened its pace, and just as it was crossing the tracks the train, which had come up from behind, struck it, killing Mrs. Hunt, and also the horse. Mr. Hunt claimed damages because he maintained that the engineer had not observed the law by not sounding the whistle 80 rods before the crossing was reached, and that the fireman had also failed to do his duty in not ringing the bell from that point until the crossing was reached. He claimed that, if she had been thus warned the accident would not have occurred. It was acknowledged that the whistle was sounded as an emergency just before the crossing was reached and the emergency brakes applied.

The locomotive engineer, S. E. Stewart, testified that the whistle was sounded 80 rods away, and that as the train approached the crossing the horse, evidently frightened by the noise of the train, bolted and galloped towards the crossing. He gave two sharp whistles, hoping to turn the animal away, but it was in vain. The fireman swore that he was ringing the bell. Other members of the train crew gave evidence that they thought the whistle was sounded and the bell rung. The engineer said that just before reaching the crossing Mrs. Hunt turned and glanced back at the approaching train.

The strong witness for the plaintiff was Alex Tate, a farmer who was driving some distance behind Mrs. Hunt and was close to the whistling point (80 rods from the crossing) when the train passed it [sic]. He was positive that the whistle was not sounded and the bell not rung at this point. Other witnesses swore that they did not hear the whistle or the bell. There was no evidence to indicate whether or not Mrs. Hunt lost control of the horse, which while only three years old, had been driven all summer.

The reason for the claim for damages being fixed so high was that the father, one daughter five years old, and two sons aged three years and eight months respectively all suffered loss by the death of the wife and mother.

Mr. A. B. Fripp, K.C., acted for Mr. Hunt and Mr. Hellmuth, K.C., assisted by Mr. W. L. Scott, acted for the company, Sir William Mulock was the presiding judge.

24/08/1911 *Chesterville Record Prescott*

Prescott silk

Eight cars of silk en route from Japan to New York, were ferried across the river from Prescott to Ogdensburg on Friday. The silk is valued at \$1,000,000 and the journey from Vancouver to Prescott was made in four days. Jager Schmidt, a reporter for a Paris newspaper, who is endeavoring to circle the globe in forty days caught the special at Vancouver and left it in Smiths Falls in the hope of catching a ship at Montreal or Quebec in order to complete the trip within the time limit.

04/01/1912 *Ottawa Journal Prescott*

Account of the hearing about poor service on the Prescott line.

10/01/1912 *Ottawa Journal Prescott*

Order to be issued today by Board - C.P.R. to improve service on line. Article.

25/07/1912 *Chesterville Record Prescott*

Prescott silk

Four carloads of Chinese silk were ferried across the river from Prescott Friday. The consignment arrived at Vancouver on the steamer Empress of India on July 13th.

01/08/1912 *Chesterville Record Prescott*

Prescott silk

A consignment of four cars of Chinese silk, valued at \$400,000 which was ferried across from Prescott to Ogdensburg, en route to New York, was brought from China to Vancouver by the steamer Empress of India, and was rushed across the continent in less than five days.

15/08/1912 *Morrisburg Leader Prescott*

Six thousand dollars worth of Chinese silk was ferried over to Ogdensburg from Prescott on Friday, and after being inspected by the customs men, left for New York as a special train with fast running rights. The silk reached Vancouver on the Empress of Japan, August 3rd, and left there for the east the next morning. This was fast work from ship to destination.

21/11/1912 *Ottawa Journal Prescott*

Prescott

The freight sheds of the Canadian Pacific Railway at Prescott were destroyed last night by fire. A large quantity of freight was lost and damage is estimated at \$40,000.

Police are investigating a report that the fire was started by an incendiary.

DISASTROUS BLAZE

Nine Freight Cars Destroyed at Prescott Sheds.

(Special to The Evening Citizen.)

Prescott, Nov. 21. The freight shed of the C. P. R. located on the company's wharf here was totally destroyed by fire last night, together with over nine carloads of freight. The total loss will be in the neighborhood of \$40,000 the greater part of this being for the freight. The building was one-storey frame about 200 feet long by 80 feet wide, and at the time of the fire nine loaded cars were standing on the track inside. They were all burned besides what other freight was on the floor of the building. The freight office in one end of the sheds was also destroyed.

The night watchman, Joseph Bartrand, first noticed the reflection of the fire in the building shortly before eleven o'clock last night. He located the fire in about the center of the sheds among the freight, which was for the most part merchandise consigned to the different merchants in Prescott; it was spreading very rapidly, and when the fire brigade arrived, after responding quickly to the call, there was no hope of saving the building.

Everything about it being of wood it made a tremendous blaze. It looked for a time as if it would spread to the neighboring structures, including the big elevator not far away. However the brigade was able to confine the flames to the one building and the upper portions of the wharf, which were also burned. The facing of the wharf was saved.

There is no idea as to how the fire started. One of the office staff of the company had been in the office until after ten o'clock that night and everything was all right when he left as far as he could see. The night watchman, says he saw no one around the sheds later, and the fire chief is inclined to think that the fire started from spontaneous combustion or something of that nature. However, a report gained circulation that the fire was started by an incendiary, and the police are investigating such charges, although it is claimed there is little to support such an assumption.

28/11/1912 *Chesterville Record**Prescott**Prescott*

Shortly before midnight on Wednesday last week fire broke out in the CPR offices and freight sheds at Prescott and in less than three hours the large frame structure, with its contents, was completely destroyed together with nine box cars on the freight shed siding loaded with general merchandise. In one end of the sheds were stored 200 tons of coal, which were destroyed. The heavy losers are the CPR, the Canadian Customs and the R&O Company suffered somewhat by having their offices destroyed. The extent of the damage is roughly estimated at from \$60,000 to \$75,000.

04/04/1913 *Ottawa Journal**Prescott**Ottawa West water*

The C.P.R. is taking steps to curb the abuse of their artesian well, which is situated in the company's roundhouse, from certain persons who take the water away for the purposes of selling it. More.

11/04/1913 *Ottawa Journal**Prescott**Ottawa West*

Problem of smoke emissions from the C.P.R. roundhouse at the Union station.--

03/05/1913 *Ottawa Journal**Prescott**White Bridge*

The new C.P.R. bridge over the Rideau river a mile below Hog's Back has been practically completed. It is a low black bridge and the piers used for the former structure have been used.

The bridge is on the Prescott line of the Canadian Pacific.

18/08/1913 *Ottawa Citizen**Prescott**Dows Lake***ITALIAN SECTION HAND DROWNED WHEN HANDCAR PLUNGES INTO RIDEAU CANAL**

Swing Bridge at St. Louis Dam Was Open to Allow Boats Through, And Men Did Not See The Warning Lights Plainly. Six Fellow Workers Manage to Escape by Jumping Before it Crashes Over Brink.

An Italian, Marino Fortunato, a section man employed by the C. P. R. lost his life by drowning shortly after nine o'clock on Saturday night and six others narrowly escaped a similar fate by jumping to the ground in time, when the heavy handcar on which they were speeding was precipitated into the Rideau canal at St. Louis dam, while the swing bridge there was open to allow some boats through.

The seven men, all of whom were Italians in the employ of the C. P. R., had come down to the city on a hand car earlier in the evening to get some necessary supplies. The handcar which they were driving was a particularly heavy one and could be sent along at a good speed.

At a few minutes after nine o'clock the bridge tender, Mr. N. Lecasse, went out to the bridge in order to open it for a number of boats that were coming down the canal. He had opened the bridge and was closing it after the boats went through. He had the bridge half closed when he heard Mrs. Lecasse, his wife, shouting "Stop! Stop!" He immediately noticed the handcar coming at a high speed. He did not have time to close the bridge before the car had dashed into the water. One man was dragged down with it. The other six took warning in time from the shouts of Mrs. Lecasse and jumped to the ground to safety.

The distance from the spot where Mrs. Lecasse shouted to the men and the brink over which the car went is about fifty feet. Mrs. Lecasse noticed the car coming at a high speed and rushed out to the side of the track and called out as loud as she could. The men were busily engaged talking and evidently did not pay very much attention to Mrs. Lecasse until they noticed the bridge open. Then just one minute before the machine was to make its plunge a wild scream went up and the six men threw themselves to the ground on either side of the track. They were unhurt.

MEN WERE CARELESS.

It is quite probable that the men were not looking ahead of them when they were approaching the bridge. As there was enough light to show them that the bridge was open. The red and green lamp on the bridge was lighted, but from a distance the men would not have easily discerned which color was facing them, as when the bridge is turned at an angle the green light is just as evident as the red, and as the track approaching the bridge takes a curve, it would not be hard to mistake the position of the two colors.

MEN SAW ACCIDENT.

Joseph St. Pierre and Frank Farron, of Rochesterville, were both eyewitnesses to the fatal accident. They were fishing just beside the bridge on the south side of the canal. Telling his story of the affair to The Citizen on Saturday night St. Pierre said: "Both of us were fishing over there. We watched the bridge being opened to let a number of boats go through and the men were closing it when we heard Mrs. Lecasse, the bridge tenders wife, screeching. "Stop! Stop!" Of course, we then noticed what was going to happen. A handcar with a bunch of men was approaching at a high speed. I could hear the men talking. Then I saw the handcar with one man dash from the track into the water. I could hear the other men yelling, and I guess people in the city could hear them.

"They should have seen the red light as the bridge was only half closed. When they heard Mrs. Lecasse shouting it was too late, I guess, as they were then going too fast to stop. When they saw that the bridge was open, I think every man but the one on the brake jumped off.

St. Pierre and his friend Farron were the first men to think of rescuing the man. As soon as they were able to get into their boat they paddled out to the spot where the man went down with the handcar. When they first went in the handcar must have been upside down in the water, for they turned it over once and it then was on its wheels. They were of the opinion that the man was pinned under the heavy car and so were trying to release him. They were unsuccessful in their endeavors to find the body.

A search extending throughout the night failed to bring to the surface of the water the dead man's body until six o'clock yesterday morning when a couple of men with grappling irons, who were dragging for it for the last part of the night, located it. The victim could not swim and so had been only drowned and not pinned under the car, as was the general theory before the body was recovered. The handle of the car was only a foot under the water.

Fortunato was not married. He was twenty-two years of age. An inquest conducted by Or. Baptie is being held this morning at 9 o'clock at Rogers and Burney's undertaking parlors.

HAND CAR PLUNGED INTO CANAL; WORKMAN DROWNS

Six Section Men Have Narrow Escape When C. P. R. Car Falls Into Canal at Bridge Near Dow's Lake.

Marino Fortunato, an Italian section man on the C.P.R. was drowned, and six others narrowly escaped when a heavy C.P.R. handcar plunged into the Rideau Canal at St. Louis Dam on Saturday night.

The swing bridge had been opened by Mr. N. Lecasse to allow a number of boats to pass through, and was closing the bridge again when his wife saw the section men coming and called a warning. The tender did not have time to close the bridge before the car dashed into the water dragging Fortunato with it. The other six men jumped off.

Mrs. Lecasse said the men were talking and were not looking ahead of them. The red and green lamp on the bridge was lighted, but from a distance the men could not easily see what color was facing them.

Joseph St. Pierre and Frank Farron, of Rochesterville, were fishing beside the bridge and witnessed the accident. St. Pierre said the men were going too fast to stop and, only the man on the brake kept on the car. These two men launched a boat and tried to rescue the man, but his body was not recovered until 6 o'clock yesterday morning by a couple of men with grappling irons.

Fortunato was 23 years of age and not married.

18/08/1913 *Ottawa Citizen*

Prescott

Dows lake

To Investigate Death

A jury empanelled by Coroner Dr. Baptie met at Rogers and Burney's morgue this morning at nine o'clock and viewed the remains of the late Marino Fortunato, who was killed in a handcar accident on Saturday night. The inquest was adjourned until Wednesday evening at 8 o'clock in the court room of the police station.

21/08/1913 *Ottawa Journal*

Prescott

Dows Lake

FATAL RIDE WAS STOLEN

Handcar Fatality at Dows Lake is Investigated.

Accidental death by drowning was the verdict of Coroner Dr. Baptie's jury on the death of Fortunato Marino last Saturday evening in the canal at St. Louis dam, when a handcar plunged into the water while the bridge was open.

The evidence of the section foreman was to the effect that the men had no right on the handcar unless for work purposes. In spite of the testimony of the other six Italians on the handcar, who said the danger signals were not lit, yet according to Frank Ferron, who was fishing near there, the red lights were burning, facing the track.

21/08/1913 *Ottawa Citizen*

Prescott

Dows lake

ITALIAN'S DEATH WAS PURELY ACCIDENTAL

Inquest Held in Case of Fortunato Marino, Who Was Drowned in Canal.

"We find that Fortunato Marino came to his death by drowning in the Rideau canal on Saturday evening about 9.30 at the C. P. R. swing bridge and we find that death was purely accidental and attach no blame to anyone."

Such was the verdict brought in by the coroner's jury under Foreman Nesbitt last night, after hearing the evidence regarding the death of Fortunato Marino, who was drowned after a C.P.R. handcar dashed into the canal with him while the bridge was open to allow boats to go through at St. Louis dam.

Everyone who knew anything at all of the affair appeared at the inquest last night and gave evidence.

Dr. Graham, of Ottawa South, who examined the body of the dead man when it was taken from the river, said that the man had been struck on the head, presumably by some hard substance in the water, but that he had met his death by drowning.

Although the six Italians who were on the handcar that carried Marino to his death all gave evidence contradictory to the bridge tender's statement that there were lights on the bridge at the time of the accident, other witnesses, including the assistant bridge tender, Joseph St. Pierre and Frank Ferron, who were fishing in the canal at the south side of the bridge, swore that the lights were showing on the bridge and that when it was open the red danger light was facing the track.

William Kilmury, who was in charge of the six men, and others who are working at the Chaudiere junction, said that the men had no right to take the handcar to the city after hours and that he was not aware that they had gone to town with it at the time they did. To his knowledge the men had never taken the handcar before and if they even asked his permission to use it without an order from the company he would not have let them have it, that is if they were not going out to work.

Coroner Dr. Baptie presided at the inquest.

25/12/1913 *Chesterville Record*

Prescott

Prescott silk

Freight valued at over 1 million dollars was transferred from the CPR across the river to the NYC railway at Prescott on Friday when eleven car loads of silk from China was hastened to its destination.

The goods were only six days out from Vancouver, where they arrived on the 10th by the steamer "Empress of India", and consisted of 8 cars of raw silk and 3 cars silk goods.

This is one of the largest consignments ever sent across the border from this point.

10/02/1914 *Rideau Record*

Prescott

Merrickville

Hurt in Runaway

Miss. Row of Smiths Falls was quite seriously hurt in a runaway accident at Merrickville Thursday evening. She had been visiting her niece and was riding in the omnibus to the station to take the train home. The driver left the horses standing outside a hotel while he went in for passengers and they ran away. It was a large closed sleigh and Miss. Row opened the door at the end and jumped out. In falling on the icy street she broke an arm and was otherwise injured. She was taken back to her niece's home where she is being taken care of. The horses ran to the station where they turned around, upsetting the sleigh, and getting free from it ran out into the country where they were caught unhurt.

12/02/1914 *Rideau Record*

Prescott

Kemptville

Hand Cut Off

Mr. Samuel Martin, the well-known commercial traveler of Kemptville, suffered a very serious injury at his hometown last evening. He was in Smiths Falls during the day and left for Kemptville on the fast express in the afternoon. This train does not stop at Kemptville but slows down at the diamond near the station and it seems that Mr. Martin has been in the habit of taking it and jumping off rather than to wait for the local fifteen minutes later. In jumping yesterday he slipped and fell between the train and the platform. He lay still, it is said, until he thought the train had passed and then put out his left hand to get up. Unfortunately he was a few seconds too quick and the wheels of the last truck of the last car went over his hand, severing it completely except the thumb.

26/02/1914 *Chesterville Record*

Prescott

Prescott silk

Another rich consignment of raw silk, silk goods and linen from China arrived at Prescott Friday morning en route via Ogdensburg to New York City. It consisted of nine carloads and was brought over the Pacific by the steamship Monteagle, which docked at Vancouver, BC, Feb. 8 at 8.35 p.m. the shipment started for the east at 4.50 a.m. the next day and arrived at Prescott Friday at noon. There were 455 cases of silk goods and linen valued at \$107,200 and 173 bales of raw silk worth \$804,020.

Tried to Wreck Train

Two young men giving the names of Aurthur Sutton and Wm. Evans and claiming Carleton Place as their homes were before police Magistrate Sparham yesterday on a charge of attempting to wreck a train on the C.P.R. Sectionmen on the Ottawa line found a number of big iron plates and bolts placed on the rails just north of Smiths Falls early yesterday morning and after clearing them away made a run up the line on their handcar in quest of anyone trespassing on the right of way. They saw two men on the track ahead of them, who as soon as they saw the handcar bearing down on them took to the woods at Numogate. The sectionmen gave chase, captured them and brought them back to town. They were charged with attempting to wreck a train and were committed for trial by the magistrate.

(Actual date not recorded).

Railway Construction

(A?) number of men are engaged in laying heavier rails on the Prescott and Ottawa branch of the C.P.R. The rails used on this branch line are sixty-five pounds to the yard and those being laid now weigh eighty pounds a yard. The great train loads of ballast carried from Osgoode pit over this line during the summer and the use of heavier engines has necessitated this change of rails. Formerly this heavy weight passing over the light rails broke many ties since the flange of the rails was narrow. The eighty pound rails have a much wider flange and will not injure the rail.

The Canadian Pacific Railway and the Post Office department have decided that after May 4th, the name of Kempton, as applied to the community near Kemptville on the line of the C.P.R., will pass out of existence and instead will be known as Bedell, in honor, presumably, of Lieutenant-Colonel T.C.D. Bedell, who went overseas in command of the 156th Battalion.

CPR threatens to pull out of Ottawa West and move facilities out of town if the city doesn't quit complaining about smoke problems. Controller Cameron says that Bayview Avenue residents cannot hang out their laundry due to cinders.

AGED MAN IS INJURED WALKING ON TRACKS

Mr. aPtruck [sic] Nevins, formerly St. Patrick's asylum for the aged, received three fractured ribs and minor injuries when he was struck by the C.P.R. train from Prescott near Manotick this morning. Mr. Nevins, who is a man about sixty years of age, was walking along the track with a suit case.

In stepping aside to allow the train to pass he did not allow sufficient space between himself and the track, the engine striking his suit case and hurling it with great force against his side,

The train was immediately brought to a stop and Mr. Nevins was brought to Ottawa, where Gauthier's ambulance met the train, The injured man was taken to Water street hospital, He is reported to be in no immediate danger although he is suffering a great deal.

James Babcock, of Smiths Falls, a well-known engineer on the C.P.R. fell from his engine near Merrickville one day last week and was found with a fractured skull alongside the track.

Twenty-four car loads of raw silk from Japan valued at \$6,000,000 were ferried across the river from Prescott to Ogdensburg and after being inspected by the customs staff were forwarded to New York by special train.

The Prescott passenger train heading to Ottawa, #563, hits a broken rail at Ellwood (, it noted that this place was formerly called Chaudiere Junction), killing the engineer and injuring 31 passengers. There were 175 people on the train, and one reason was that both the Smiths Falls and Perth hockey teams were on the train as there was a big hockey game in Ottawa that evening (this was a Saturday evening, derailment at 1615). The locomotive fell down a 15 foot embankment, which is possibly near today's Greenboro transit station. There were 8 columns of print on this mishap, but damage was light; they said that the locomotive suffered about \$1,000 damage, and the passenger cars total damage would run to \$10,000.

INQUEST OPENED ON ENGINEER'S DEATH

The body of the late Holland Edward White, the C.P.R. engineer killed in the wreck near Ottawa Saturday night, which rested at Brudy and Harris' mortuary since the fatality, was this morning sent for burial to the home of the deceased railwayman at Prescott. The funeral will be held there tomorrow.

Before the body left Ottawa, Coroner Craig opened an inquest into the cause of the wreck resulting in the engineer's death. After viewing the body, the jury was dismissed until Jan. 31 .when it will assemble in the Ottawa police station and the real inquiry will be opened;.

The jury selected by Coroner Craig is composed of the following: Wm. Sims, foreman: Robert Bell, Jas. Meredith, F. Latimer, Jos. Bergeron, Walter Taylor, Geo. Wallace, and Dan Dorris.

ENGINEER DEAD, SCORE HURT IN WRECK ON C.P.R.

Local on Way from Prescott to Ottawa Derailed With Fatal Results

ENGINE AND FOUR CARS DITCHED NEARING CITY.

One man, Engineer Holland Edward White, of Prescott, was killed and 21 persons were injured, many only slightly, when the C.P.R. Prescott to Ottawa local was derailed near Ellwood, five miles south of Ottawa, at 4.35 Saturday afternoon. The engine, tender, baggage and mail cars and two passenger coaches plunged down a 15 foot embankment and Engineer White died with his hand on the throttle. Six people were among the injured. A defective rail caused the wreck.

The following are among the casualties

Details omitted

Broken rail the cause

A broken rail caused the wreck of the train according to an official statement issued by Divisional Superintendent H.B. Spencer of the local office C.P.R. last night. The statement was issued after a thorough investigation of the scene of the accident. Mr. A. Price, General Manager of Eastern Lines, who along with some assistants left Montreal on the first train after receipt of the news of the accident and arrived in Ottawa at 11.15 Saturday night. They left at once on a special car and made a thorough examination into the wreck.

Official statement

The statement follows:

"At 4.35 p.m. Saturday, January 21, C.P.R. train Number 553 Prescott to Ottawa, was derailed about five miles south of Ottawa. The train consisted of engine, mail and express baggage car and three coaches. The train was in charge of Engineer H. White and Conductor John Young. The engine turned over and Engineer White was killed. Fireman George Ellioy and Dominion Express employee Arthur Naud were slightly injured. There were also six passengers who were taken to the St. Lukes and Water Street hospitals. They were all reported on Sunday as doing well their injuries not being of a serious nature. Several other passengers were injured but did not require hospital treatment. Relief train with doctors and nurses was immediately despatched from Ottawa and passengers were soon brought in. Mr. A. Price, General Manager of Eastern Lines, immediately proceeded to the scene of the accident from Montreal and thorough investigation shows that a broken rail was the cause of the accident."

Mr. Price Discusses Causes

Mr. Alfred Price, General Manager, Canadian Pacific Railway, eastern lines, Montreal accompanied by Mr. J.E. Armstrong, assistant chief engineer and Mr. A.N. MacKenzie, maintenance of way engineer, arrived in Ottawa from Montreal at 11.15 Saturday night and at once proceeded to the scene of the wreck. After investigation Mr. Price gave out the following statement to The Journal.

"The cause of the wreck could not be ascertained until daylight when we found that a hidden defect in one rail had caused it to break under pressure. The engine was the first to leave the rails and travelled some distance on the hard smooth roadbed before it toppled over into the ditch.

"The train could not have been travelling at a high rate of speed as it was too close to a switch and to Ellwood station. It was going at about 25 miles per hour. The equipment is not badly damaged. All of the working parts of the engine are in order which removed any possibility of the accident having been caused from this quarter. There was no evidence of a spread of rails having caused the accident.

"We will attribute the wreck to one of those unaccountable defects for which we can blame nobody and which we are unable to explain in an altogether satisfactory manner. Cold weather often has a bad effect on steel and causes it to become very brittle."

The Heroic Engineer

"Jump for your life," cried Engineer White to Fireman Elliott as he felt his engine wheels leave the track about a quarter of a mile south of Ellwood (formerly Chaudiere) Junction. Elliott leaped from his cab and fell bruised in the ditch on the left hand side of the embankment. White applied the brakes. The engine bumped along the ties pulling the rest of the train consisting of the mail and baggage cars and a second and two first class cars as they swayed along the ties for 500 feet. Then the engine and tender veered to the right, plunged down the steep 15 foot embankment. With a hiss of escaping steam it turned a somersault and imprisoned the faithful engineer in his cab. He was instantly killed.

The baggage car followed the engine and fell on the side while the mail coach shoved its nose in the ditch but stood up. The two rear first class coaches in the meanwhile lurched over on the left hand side of the embankment and toppled on their sides. The second class coach and smoker which came immediately behind the mail coach did not leave the roadbed.

Although there were 175 passengers on board, it is marvellous that only 21 were injured and most of these but slightly.

That the second class coach didn't follow other coaches in their headlong fall into the ditch is due to the quick action of brakeman John Riordan. Brakeman saves One car

He was in the vestibule of the second class coach when he felt the wheels on the ties. He immediately applied the brakes. This quick action, no doubt, saved many lives, as there were 80 passengers in this coach.

The accident occurred with such suddenness that few passengers realized their great danger. The train was going between 25 and 30 miles an hour. The passengers were a jolly crowd, many coming here on a visit and others homeward bound. The tall spires of the city churches and towers of Parliament Buildings shining in the late afternoon sun were a welcome sight to the passengers on that high ground as they prepared to put on their wraps and get their grips ready when the wreck occurred.

On the train were Sister Mary Clement, Mother General of the House of Providence, Kingston and Sister Mary Charles, also of Kingston, coming to Ottawa to attend the funeral on Tuesday of Archbishop Gauthier.

The news spread quickly throughout the city, and when the special relief train brought in the injured and other passengers at 7 o'clock there was an enormous crowd of anxious watchers and friends at Union Station.

Holland Edward White, the brave engineer who lost his life with his hand on the throttle, was 47 years old. He leaves a wife and seven children, the oldest of whom is 18 and the youngests four, at his home in Prescott, where he had gone from here a year and a half ago. He was affectionately known as "Holly" among his fellow workers. He was a member of the I.O.O.F. and the B. of L.E. His father-in-law is Mr. Alex Roger, a retired engineer of Westboro.

Came Suddenly

The derailment came with such suddenness that no one had a clear recollection of what had happened. The train was travelling about 30 miles an hour about half a mile south of Ellwood station. A horrifying scraping and grinding of metal parts was the first warning the passengers had. Then came a nerve-racking bumping, followed immediately by the coaches being toppled into the ditches on either side of the track. For several minutes there was a confusing tangle of passengers. Those sitting on the right side of the coaches were hurled to the opposite side and on the came a shower of hand baggage, parcels, seat cushions and debris of the coaches. For a brief period following the derailment there was a stillness that was most depressing to those who had fortunately been in the smoking car which did not leave the sleepers. Suddenly the air was pierced by a woman's cry, which was followed, in rapid succession by many others.

The rescue work was soon commenced and the train crew was augmented by many men, including members of the Perth hockey team. The women and children were extricated first and then the male passengers were taken out. Brakeman Riordan ran to Ellwood, where he reported the accident and was advised that a rescue train would be made up and sent to the scene with the utmost despatch. Within an hour all the passengers had received medical assistance and had been placed in the relief train.

The scene at the wreck was terrible. Nearly 500 feet of track had been torn up and the marks of the wheels on the snow covered ties were quite plain. At first it had been thought that a spread of rail was the cause of the disaster. Close examination brought out the fact that the wreck was due to a defective rail.

Suierintendent Spencer, who was early on the scene, made an investigation soon after arrival. Owing to darkness no positive conclusion could be

reached, but the officials at that time were more concerned over comfort of the passengers.

30 Miles an Hour

As far as could be ascertained, the local was travelling at from 25 to 30 miles an hour, and as the train was on time, there was no need for exceeding the normal rate of speed. The part of the rail that was defective could be seen Saturday night. The pressure of weight from the heavy engine apparently caused it to "buckle" and derail the engine and five cars. The train dashed along the ties for about 300 feet until it stopped, when the engine left the tracks and stopped at the bottom of the embankment turned upside down. The baggage car, immediately behind the tender, followed into the ditch, landing on one side. The front end of the mail car became foul of the rear of the baggage car, but did not fall on one side. The smoker remained on the ties, and the occupants, although somewhat shaken up, rushed out of the coach.

The two first class coaches at the rear lurched to the opposite side of the track and toppled down the 15-foot embankment coming to a stop in the ditch. The smoking car was on a high culvert and, if it had been precipitated to either side there would have been a perpendicular drop of at least 15 feet to a small creek. There would probably have been a heavy casualty list as this coach had about 80 passengers in it.

The scene at night when the wrecking crew was busy clearing the line was memorable. The damaged area was brightly lit by white, red and greenish colored flares. On the left, as one faced Ottawa, two heavy coaches were resting on one side. The windows had been smashed in and the doors wrenched from their hinges. On the right the mail and baggage cars were also in the ditch, and immediately ahead was the overturned engine and tender. The only part of the locomotive visible from the tracks were the wheels, while the cab, smokestack and other parts on the top of the engine were buried in the ditch. As soon as possible trainmen attacked the buried cab and tenderly took out the body of their fellow-workman, Engineer White, who had died while faithfully performing his duties.

Died a Hero

Engineer White died a hero. When the defective rail broke under the weight of the engine, Mr. White sensed the danger and immediately endeavoured to stop the train and save the lives of the passengers. At the same time he shouted to his companion, Fireman George Elliott, of Prescott, "Jump for your life". Elliott followed his superior's instructions and saved his life. The engineer remained in the cab and when the heavy locomotive somersaulted down the incline, he was imprisoned at his post. The escaping live coal and steam instantly killed the heroic engineer. While all the members of the crew did everything humanly possible to avert the disaster, the efforts of brakeman John Riordon, of Prescott were an outstanding value. He happened to be in the vestibule of the second class smoking coach when he felt the shock of the derailment. Riordon jammed on the emergency brakes and rapid action caused the second class coach to stay upright.

The train is officially known as No. 553 and makes a round trip from Prescott to Ottawa daily. At Bedell, many passengers from Montreal and Toronto trains. Who were on route to Ottawa, were taken on.

Hockey Teams Aboard

The Smiths Falls and Perth hockey teams, which were scheduled to play Victorias and Munitions, respectively in the Rideau group at the Rideau rink Saturday night, were on the train. The Perth hockeyists went into the smoker, but the Smiths Falls team would not join their rivals and entered a first class coach. The medicine town youths, although shaken up, were able to fill their engagement at the rink, but the Smiths Falls team was crippled through injuries received by Charlebois and Naud, their regular defence players. The latter is an employee of the Dominion Express Company.

The wrecking crews from Ottawa and Smiths Falls worked from both ends of the wreck. The track was repaired and two coaches had been raised at 8 o'clock Sunday morning. The heavy snowstorm was a serious handicap, and Superintendent Spencer decided to halt operations until this morning. The baggage cars and engine will be raised to the tracks sometime today, but ordinary traffic was given the right of way.

Relief Train

Within the remarkably short period of 32 minutes after word was received in Ottawa of the wreck, Mr. H.B. Spencer, divisional superintendent of the C.P.R. in Ottawa, was on the scene with relief and hospital train and a staff of doctors and nurses. Owing to the somewhat isolated location of the wreck it was not until 5.07 that Mr. Spencer, who was at his house, was notified.

Realizing at once the necessity of quick action Mr. Spencer phoned Broad street yard officials to have his private car and a relief train ready within 15 minutes and then took a taxi to the station. Doctors J.F. Kidd, H.B. Moffat, W.E. Cavan and D.T. Smith were communicated with and told to come at once to the C.P.R. Broad street yard and bring a nurse.

Mr. Spencer was ready to pull out at 5.30 but was forced to wait five minutes for the medical men to arrive. The relief train in charge of Conductor J. Crawford and Engineer H. Matthews, pulled out at 5.35 on its errand of mercy and, travelling at 45 miles an hour, the whole party reached the scene of the wreck at 5.45, exactly 3 1/2 minutes after the news reached Mr. Spencer.

The doctors and nurse at once commenced work among the injured and for almost an hour they were busy applying bandages and helping the wounded. Those who were injured had been gathered in the second class coach which remained upright. Stretchers and large quantities of medical supplies and warm blankets formed part of the equipment of Mr. Spencer's private car and everything possible was done to ease the suffering of the other passengers.

After everything possible had been done for the wounded they were transferred on stretchers to the relief train and with the uninjured passengers were brought into Union Station where nurses and ambulances were ready. The relief train arrived in Ottawa just two hours after the schedule time for the Prescott train. It was composed of three coaches and a baggage car.

Working All Night

Mr. Spencer's private car remained on a siding all night and was the temporary headquarters for all work. A wire was at once strung and within an hour of his arrival Mr. Spencer was in communication with President Beatty of the C.P.R. in Montreal, and gave him a private report on the wreck. Instructions were then given for a wrecking train to proceed from Smiths Falls so that all night long huge wrecking trains were at work north and south of the wreck removing debris and clearing the right-of-way. Two cars were rerailed.

An auxiliary train from Ottawa also left about six o'clock, in charge of Conductor J. Kelley and Engineer Geo. Dupuis.

"Our first care was for the injured and not until we had taken care of them did we commence the work of salvaging the property and clearing the track," said an official of the C.P.R.

There was very little confusion as the result of the wreck, and only two trains were delayed behind schedule time in their arrivals and departures from Ottawa. One was the incoming train from Toronto, due at 9.30 and which was 25 minutes late, and the other was the Prescott local which leaves Ottawa at 5.25 but which was detained to 8.00 o'clock.

News of the wreck reached St. Luke's Hospital at 5.35, and steps were immediately taken to accommodate the cases. Mr. Fred Taylor, the superintendent, kept the whole day staff to handle the sufferers, not knowing whether there would be a few or a hundred. Although the hospital was already full of patients, the authorities were ready to put a number of cots in the hallways for the slightly injured cases, and if necessary, to move out minor cases of illness. Drs. J.F. Kidd, H.B. Moffat and W.E. Craven. Who had gone to the scene of the accident accompanied the first patients to the hospital.

At 7.30 the first accident cases began arriving in Wodburn's and Burney's ambulances. For a while the scene reminded the overseas nurses in the hospital of war hospital days when strings of ambulances delivered their freight of human wreckage after a big "drive". Everyone at the hospital was ready for the cases, and the seriously injured were packed in beds. The minor cases were taken straight to the X-ray room, where plates were made of their injuries, and then they were allowed to go to their respective destinations after first aid had been administered. By 10.30 the injuries of every person who had been brought to the hospital had been examined. The X-ray room staff worked nearly all night developing plates.

As news of the accident spread through the city, hundreds of enquiries were received at the hospital. Relatives and friends of the injured were given free access to the hospital and every assistance was given them to converse with the injured patients. The efficient manner in which the hospital authorities handled the cases drew many favorable comments both from patients and their friends,

J.M. Flett, of Perth, secretary of the Rideau Hockey league, received slight injuries to his right hip, and after treatment at St. Luke's Hospital was able to attend the game between Perth and Munitions. To a Journal reporter he said that the accident was so sudden that no one knew where he was

for a moment. He was seated in one of the rear coaches talking to two of his fellow hockey fans when the accident happened. First there were a few bumps, apparently caused by the coach riding the ties, then the coach lurched to the left and fell on its side. He was thrown violently against the forward seat and about six other passengers fell on top of him.

Everything quiet

One of the facts that impressed him most forcibly was the death-like stillness which followed. Everything was so quiet you could almost hear a pin drop in the coach, he said. The sound of escaping steam from the engine could be plainly heard. The tension was relieved when a woman cried out. Then cries, groans and shouts filled the air. The hockey players and fans who were in the second-class coach and smoker, which remained on the embankment, and who were not injured went to the rescue of their less fortunate brother passengers. With great presence of mind, they turned off the gas in the wrecked coaches, thereby preventing a source of fire which would have trapped the injured before they could be rescued. Then, by climbing down the the sides of the coaches, which were lying on their sides, they started the rescue work. Mr. Flett said that they carried every woman out first, whether injured or not. Some of the men in the wrecked coaches broke the tower windows and made their way out by crawling under the wreckage in the ditch.

Many of the slightly injured received cuts to their feet by walking on the windows in attempting to save the passengers, Mr. Flett explained. He was so busy helping in the rescue work himself that it was not until he was on the rescue train coming to Ottawa, that he realized that he himself was injured.

Brakman's Prompt Work.

Constable Albert Edwin Phipps, of the R.C.M.P., living at 4 Elm street, was returning from a business trip and was to have gone on duty at 11.30 Saturday night. His first warning of the accident was when he saw Brakeman John Riordon, who was standing in the vestibule of the first class coach, suddenly reaching for the emergency cord. By jamming on the brakes, according to Constable Phipps, Riordon prevented the coaches telescoping with an increased toll of life and limbs.

The coach was crowded mostly with women. They were very orderly even after everybody had been tumbled together in a heap and there were no cases of hysteria, Mr. Phipps said. There was only one child, an eight year old boy, in the coach at the time. The only injuries Phipps received was when he was hit by one of the cushions.

Mr. William Campbell, 8 Renfrew avenue, who operates the Kemptville Marble Works was returning from Kemptville. He was riding in the last coach when suddenly he felt that it had left the tracks and was bumping along over the sleepers. He then felt a lurch and was pitched headfirst against the iron framework of a seat opposite.

Two Nuns Injured

Sister Mary Clement, Mother General of the House of Providence, Kingston and Sister Mary Charles, also of Kingston, were among the severely injured. They were coming to Ottawa to attend the funeral of Archbishop Gauthier. They occupied the last coach, and were both thrown violently to the floor of the coach, and down the steep embankment when the coach left the track. They were hurled among satchels and hand baggage with broken windows and the debris falling around them. Mother General Mary Clement suffered a bad gash on the head, painful bruises about the face, a badly injured left arm and other injuries about the body. She was reported as doing well, however, at Water Street General Hospital, where she was removed last night.

Sister Tells Story.

Mother General Mary Clement told a Journal reporter Sunday afternoon that the accident happened with such suddenness that she remembered absolutely nothing before she felt the shock.

The train was crowded, and she found difficulty in obtaining a seat. Both she and Sister May [sic] Charles finally secured a seat in the last coach, opposite each other.

The train suddenly lurched forward to one side. We had no time to get up from our seats, when we were hurled to the ground and down a steep embankment. There were no cries till then, since everything happened so quickly and unexpectedly. There we lay on the ground in the snow, without power to move and surrounded by all manner of debris and baggage.

"It was quite a while before help came, and men lifted me up and carried me into one car which kept the track, the smoking car. I was followed by Sister Mary Charles, and shortly afterwards medical assistance arrived, after which we were removed to the hospital. I am very sick." concluded Mother General Mary Clement, and she closed her eyes.

Sister Mary of the Precious Blood, a niece of the late Archbishop Gauthier, is a member of the community at Kingston.

The conductor of the ill-fated train, John Young of Prescott, who is particularly well known in Ottawa, having been in the service of the C.P.R. for over 30 years, who escaped without a scratch, told a hurried story of the affair when seen at Union Station Saturday evening at about eight o'clock. Conductor Young's first intimation that something was wrong came as he was entering the smoking car from the first class coach. It was probably this fact that enabled him to escape without an injury. He said he felt a severe jolt immediately followed by a terrible grinding. It was the noise of the wheels skidding along the tracks and ties. He knew in a flash that it was either a derailment or a collision and looking out saw what had happened. He at once started to do his utmost for the relief of those imprisoned in the coaches and to arrange for relief to be despatched from Ottawa.

Conductor Young worked indefatigably until nothing more was to be done and then came into Ottawa. He then went to Brady and Harris' undertaking parlors where the body of his unfortunate engineer lay.

He told the Journal reporter of speaking to Engineer White last at Manotick where White appeared very cheery and bright and cracked a joke as he was leaving. He spoke most highly and very feelingly of White's splendid qualities of mind and heart. White was an excellent engineer and a delightful companion.

Fireman's Escape

George Elliott, fireman, had a most marvellous escape. He was leaning out of the coach [sic] when he felt the shock of the engine jumping the rails, and heard the awesome sound of the engine wheels grinding the ties. Then he heard Engineer White yell "Jump for your life!" He leaped out of the left side of the cab, and fell headlong down the crusted embankment. He rolled into the ditch, and when picked up was found to be suffering from cuts in the head and face, and last night was resting nicely. He is a married man whose home is in Prescott.

One of the most prominent Ottawa citizens in the wreck was Mr. Robert P. King, 543 Gilmour street, well known as chief clerk of English Journals in the House of Commons. Mr. King, accompanied by his wife and Mrs. Mathewson, 134 Stewart street, left Ottawa Saturday morning for Spencerville to attend the funeral of Mrs. Louise Keeler, who was an aunt of Mrs. Mathewson. Luckily both Mrs. King and Mrs. Mathewson decided not to return home that evening, but remained over. Mr. King, when brought into the hospital was seen to be rather severely injured, and, while conscious, was in great pain. Medical examination revealed three fractured ribs.

News of the fact that his father was in the wreck was broken to Mr. Arthur King, his son, by The Journal. He immediately hurried to St. Luke's Hospital, fearing that his mother was also one of those who might have been in it. He found his father suffering severely, and was told that his mother and Mrs. Mathewson did not return on that train.

Mr. King was reported last night to be out of any danger.

Small damage.

Supt. Spencer stated Saturday night that the damage to the train would amount to about \$10,000, and of that amount approximately \$2,000 would pay for the repairs on the locomotive. The company's official statements show that none of the driving parts of the engine had been damaged. The coaches, although of wood, were damaged only in the bodies. The trucks are in working order, and the whole wrecked equipment will be in service within a few days.

According to the chief despatcher of the wrecked train, Mr. J.P. McMullen of Prescott, was the baggageman; Mr. Louis Armour, of Prescott, express messenger, and Mr. John Riordon of Prescott, brakeman, none of whom was injured.

Many hundreds of Ottawa residents went to the wreck last night. Scores walked the five miles, while others rode motor vehicles. The C.P.R. police

force was kept busy keeping the curious away from the wreckage.
Prior to the morning sermon yesterday, Rev. Dr. A.M. Marshall, of First Baptist Church, spoke with great feeling to the tragedy of Saturday, and bespoke the sympathy of the congregation and whole city for the victims.

C.P.R. ENGINEER KILLED. SCORE HURT IN WRECK

Serious Accident to Prescott and Ottawa Train, When Engine, Mail and Two Passenger Cars Left Rails and Overturned.

H. E. WHITE, DRIVER - DIED UNDER ENGINE

Number of Ottawans Injured in Bad Smash Citizen Man's Graphic Story.

A disastrous wreck in which the engineer was killed, the fireman, and at least 20 passengers injured, several of them severely, occurred Saturday afternoon about 4.45 on the C.P.R. Ottawa-Prescott line about a mile south of Ellwood [sic] station and seven miles from Central station. Ottawa.

The casualties are:

Killed.

Holland Edward White, engineer. of Prescott.

Injured

Fireman George Elliott. Prescott, cut face and head, and injured back.

Other details omitted

Engine, Cars Overturned

The accident was one of the most extraordinary of its kind and it is a marvel that the casualties were not much more serious. The engine. No. 2608, mail car No. 3420. and baggage car No. 3891. which formed the front part of the train, ran down a short steep bank on the right side of the track approaching Ellwood station, one passenger coach which came next remaining on the track while the remaining other two passenger coaches which brought up the rear of the train ran down a similar bank on the opposite side of the track and both coaches overturned on their left side.

The engine turned turtle completely and settled flat on its back in a ditch at the foot of the embankment with the wheels vertical in the air, the mail car twisted and turned on its right side and the baggage car remained half twisted and suspended between the mail car and the passenger coach still on the track. The wreck had therefore the appearance of a huge snake stretched clean across the track. The cause of the wreck is thought to have been spread rail.

Death of Engineer.

Holland Edward White, the engine driver, was found dead underneath the engine and huddled in a corner of the cabin. It is thought his death was caused by "a shot of steam" as he was badly scalded. As no sound was heard from him by any of the survivors of the wreck his death was doubtless instantaneous.

A relief train was sent out from Ottawa by the C.P.R. on which the passengers and injured were brought to the city, and arrived at 7.15 p.m.

Twelve Taken to Hospitals.

Ten of the injured persons were immediately conveyed in ambulances to St. Luke's hospital, and the two Roman Catholic sisters were taken to Ottawa General Hospital, Water street.

Five of the Injured persons were able to leave St. Luke's hospital on Sunday morning, those still remaining being George Elliott, Clare Purdy, Arthur Naud. R. P. King, and William Campbell.

Asked what he thought happened. Fireman Elliott said that he heard Engineer White remark when the train began to jolt. "Hullo, what's wrong with her now?"

"I looked out my side of the cabin." said the fireman, "and shouted, 'She's on the ties.' The engine began to rock and when I saw which side she was going over I jumped into the snow bank."

Citizen Man's Story.

A Citizen representative, Mr. Sydney T. Checkland, who was returning from Prescott and was seated in the second passenger coach, described his experiences thus:

"I was seated on the left side of the coach coming towards Ottawa and was towards the front. I noticed a peculiar crunching and a jolting which became suddenly worse. There were sudden exclamations from the passengers and I was immediately aware something serious was happening. There followed a sound as of tremendous ripping, as though someone was tearing huge sheets of linen. Quicker than it can be told, the coach I was in violently lurched from side to side and when I finally realized which side the coach was going to topple I grabbed for the opposite rack and hung on. Fortunately no one was sitting immediately to my right so no one fell against me as happened in the case of several of the passengers and prevented them saving themselves. When the coach ultimately settled on its side I called to the passengers to remain still until we could see exactly what had happened and over what we were hanging. All I could see through the window at my left was snow and a widening cavity and of course one could not tell over what we were hanging. The door of the coach was horizontal and scalding hot water was pouring across the opening so that we had to wait two or three minutes for that to stop.

Work of Rescue Began.

"Passengers from the preceding coach came and opened the door for us and I finally climbed through to see what could be done. I was afraid a sudden movement of the passengers who were walking practically on the inside of the roof of the coach might cause it to make another roll with even more disastrous results. However, it was found the coach was finally settled and the work of extricating other passengers was started right away.

I must say the women were magnificent. There were quite a number on board the train and some of them got badly shaken, even though they did not profess to be injured. Beyond a first slight whimpering as a result of the violent shock there was absolutely no hysteria and no panic whatever. Two elderly ladies just behind me had heavy falls but made light of them and as I climbed out through the doorway I saw one of them sitting calmly and devoutly crossing herself. We lifted these two through the doorway while other male passengers helped ladies out through the windows after kicking out the glass. Mrs. E. R. Helmer who is the widow of the late Brigadier General Helmer, so well known in Ottawa, had to be dragged through one of the windows, as also Mrs. L.A. Lane.

Under the Engine.

"After release of the passengers from our car I had time to look around generally and try to size up what had happened. Passing to the front of the train I saw the plight of the engine and mail and baggage cars and for the first time realized something of the marvel of our escape. I was told the engineer was underneath the engine so nothing could be done for that poor fellow, as there was no sound from him.

"There were anxious enquiries for the conductor, John Young of Prescott, as he had last been noticed between the two coaches. Fortunately this was not so and when I spoke to him as to what happened to him he said he had just passed from the last car to ours when he felt a bump. Realizing this was unusual and that it portended danger he pulled the air-whistle to warn the driver, thinking perhaps that one coach had jumped the track. Next he saw the coach overturning. The brakeman of the train was J. Reardon of Prescott, and both these train officials fortunately came through unscathed.

End Coach Worst Sufferer.

"Passing to the rear part of the train I found that the end coach had suffered far worse than ours. The rear truck of our coach had apparently run down the left bank while the front truck stayed on the track. That was what caused our coach to roll over seemingly, and the running off of our rear truck pulled the last coach with it and dropped it wholesale on its left side on the bank. How much farther it would have rolled but for an elm tree it is only possible to surmise.

"I found that in addition to 30 or 40 yards or so of rails that had buckled, two lengths of the rails had been torn wholesale from their ties, so there was nothing to stop the rear car running off the track. Of course the passengers in the last car suffered the most severely. They must have had a terrible time. The two Roman Catholic sisters were in that coach and the Mother Superior was in a terrible state, her head bleeding profusely, the other sister being in a state of collapse.

Mr. King Badly Hurt.

"Mr. R. P. King was also in that coach. He is well known in Ottawa as chief of the Journal staff in the House of Commons, and the father-in-law of Captain J.L. Melville, M.C., formerly principal of the vocational school for disabled soldiers and now unit director of administration in the Department of Soldiers' Civil Re-Establishment. Mr. King refused to be moved until the arrival of a doctor.

The first to appear on the scene was Dr. C. J. McPherson, of Ossington avenue, who was there within half an hour of the accident in response to a phone call. Mr. King was found ultimately to be suffering from two fractured ribs, though he himself thought at the time, his shoulder was broken also.

Hockey Player's Gameness.

"Two others of the worst injured passengers who happened to be in that coach were Clare Purdy and Arthur Naud, both members of the Smiths Falls hockey team, which was journeying to Ottawa to play the Victoria team. Naud was knocked unconscious immediately, and ultimately came to in a nearby farmhouse to which he was carried. He afterwards journeyed to Ottawa with us on the relief train and was taken direct to hospital.

Purdy, I must say, acted splendidly. Although deathly pale, suffering from loss of considerable blood from his head wound and suffering pain from the injury to his groin, in addition to having suffered a most terrible shock, he persisted in repeating to his team mates that they were not to bother about him but go and help others who were worse than he was. He said. He continually waved them away, but, of course, some of them stayed right with him all the time. The Smiths Falls team was being conducted to Ottawa by W. McCue, town solicitor of Smiths Falls, who was unhurt, as he was fortunately travelling at the time, in the only coach which stayed on the track. Another passenger in the last coach who had a bad time and was badly knocked about was William Campbell, an elderly man. living on Renfrew avenue. Ottawa.

Mrs. Goodwin's Fine Work.

"Too much praise can scarcely be given to Mrs. George Goodwin, of Billings Bridge, whose home is about 500 to 800 yards across the fields from the scene of the accident. I learned that Mrs. Goodwin, hearing cries for help from someone walking along the track, ran for her medicine chest, gathered her bandages and liniments and rushed to the scene. She, assisted by a young medical student from Toronto, whose name I did not learn, rendered excellent First Aid, particularly to the Mother Superior, who appeared to be in the worst plight among the women.

Mother Superior's Calmness.

"The latter was wonderfully calm and serene, and repeated her thanks to those so readily assisting her.

"I saw her finally as she was being carried away on a stretcher to the relief train, and again she was persistent in repeating her thanks to the men who were acting as stretcher-bearers for the gentle manner in which they were handling her. There was no sign of complaint and the calm serenity of her sweet smile is one of the sights that will long live in my memory. The sister accompanying her uttered no complaint either, but only remarked that others were worse off than she as she lay propped on an improvised stretcher. To Mrs. Goodwin's forethought and promptitude, it is probably due that the Mother Superior, who was the most hurt of the two sisters, owes the fact that her life was not even more endangered than it was. The Mother Superior, I learned, was on her way to Ottawa to attend the funeral rites in connection with the burial of Archbishop Gauthier. Sister Mary Charles, I am informed, is a niece of the late Archbishop, and was also coming to Ottawa for the funeral.

Relief In the Darkness.

"The smash occurred about 4.45, as near as I could judge, but it was not until 6.15 that the relief train came to our assistance. By that time darkness had settled over the scene. There was no moon, only the light of the stars and the faint glimmer reflected from the city lights. In the distance.

"When the relief train came, the headlight from the engine was the only one by which the rescuers had to work, except for one or two small oil lanterns carried by one or two men. It was a weird sight and a sad one to watch the injured being very slowly carried along the snow white track to the rear of the relief train. It was also a difficult task for the rescuers.

At Former Chudiere Junction.

"The spot where the accident happened is near MacLaren's farm, a short distance from Wood's crossing, and between that point and Elwood [sic] station, formerly known as Chaudiere Junction. The track is a single one, laid on the top of the embankment for a considerable stretch, and the latter falls away on both sides to a depth of about 15 feet. There was not even a foot of space to walk along the track at the side, of the relief train, and, as the slopes were steep and they were knee deep in snow, the task of carrying stretchers was an extremely difficult and delicate one. I was very much afraid that some of the injured passengers who were being carried on the stretchers might be rolled down the banks, owing to the difficulty of the stretcher bearers in keeping a foothold. The doctors on the relief train were J.F. Kidd, Herb B. Moffatt, W. E. Cavan and T.A.R. Smith, all of St. Luke's hospital staff, and they were accompanied by Nurse M.E. Craig.

"The baggage van being at the rear of the relief train, it was a considerable distance farther than it need have been to carry the injured had that train been made up the reverse way. There were no lights in the passenger coach on the relief train beyond a single oil lamp, and it was in such darkness that we travelled the remainder of the journey to Ottawa. I was quite expecting to hear some of the ladies go hysterical after the experience they had already suffered, but they still maintained wonderful calmness."

Fire Started Near Engine.

Shortly before dark it was feared the accident was going to prove even more gruesome than it was. A fire started up near the engine cabin, and the passengers near were horrified lest this meant that the body of the poor engineer was going to be burned, as a strong smell emanated.

There were calls for those nearest to throw snow on. but some of the men satisfied themselves that no further harm could come to the unfortunate engineer, his body was taken last evening to Brady & Harris's undertaking parlors, where Coroner Craig held a preliminary enquiry, and adjourned the inquest until January 31, at the police station.

The Late Engineer

Holland Edward White, the dead engineer, was popularly known as "Holly" and much liked for his geniality. He has lived in Prescott for the past two years and taken much interest in municipal affairs there.

At the January elections he headed the poll as a newly elected member of the Prescott town council, and in his first municipal contest. His home is on Center street. Prescott, and in addition to a sorrowing widow he leaves a family of seven small children. He was about 48 years of age.

Woman M.P. Had Left Train

Apart from the tragic happenings there were many who doubtless considered themselves fortunate. Among the travelers on the train from Prescott were Miss Agnes McPhail, Canada's first woman M.P., so far as the federal house is concerned, who was accompanied by Mrs. R.J. Vair of Kingston, organizer of the United Farm Women of Ontario, and Mr. J.W. Kennedy, M.P. for Stormont-Glengarry. They left the train at Kemptville, however, where a meeting of the local Progressives was to be held on Saturday night and they were to speak.

Mr. Checkland had conversed with them until they left the train when, fortunately for himself as he considers, he moved to the front of the coach and so as he believes escaped serious injury. Had he remained in the center of the coach where he had been in conversation with Miss McPhail and her party he would undoubtedly have shared the severer experiences of those who were in that part of the coach which had such a heavy lurch. Perhaps the only element of comedy in the whole grim occurrence happened to one man who regretted that his watch had been jolted out of his pocket and lost. Coming in on the relief train he was heard to say that luckily for him a friend had discovered it lying in the snow, a somewhat remarkable thing, seeing that the snow was so deep and the upheaval had been so tremendous.

Hockey Mutch Called Off.

The hockey match between Smiths Falls and Victorias which was to have been played Saturday night had to be called off on account of the serious injuries to Clare Purdy and Arthur Naud of the Smiths Falls team.

The Perth players who traveled on the same train came through unscathed however, and apparently undaunted and unaffected, as despite their somewhat terrifying experience they managed to win their game against Munitions.

Miss Elizabeth McCurrie, of Oxford Station, was on her way to Ottawa to visit her brother. Mr. James McCurrie, 134 Breeze Hill avenue, with whom she is now staying. Although badly knocked about Miss McCurrie managed to reach her destination. Yesterday some reaction set in and Miss McCurrie was obliged to remain in bed. where she was ordered by Dr. Kidd to stay for a week or so.

Brady and Harris's, Woodburn's and Roger's ambulances were at Central station and met the special train that brought the injured to the city, and

conveyed them to the hospitals.

THE COMPANY'S STATEMENT.

Mr. Henry B. Spencer, general superintendent of the C.P.R. in the Ottawa division, after the accident issued an official list of those killed and injured and the nature of the injuries, as follows:

Killed Engine Driver H. E. White. Prescott.

Injured Miss Elizabeth McCurrie. Oxford, left hand; Peter Charlebois. Smiths Falls, right foot, by broken glass; Sister Mary Charles, House of Providence. Kingston. right hip and arm; Clare Purdy, 106 Elmsley street, Smiths Falls, scalp wound; Sister Clement, House of Providence. Kingston, several deep scalp wounds; R. P. King. 643 Gilmour street. Ottawa, chest end shoulders; William Campbell. Renfrew, scalp; R. Motherwell, Perth, bruised head, and cut over right eye; J. Flett, Perth, right hip; A.P. Pitts. 4 Elm street. Ottawa, concussion of abdomen; A. Naud, Smiths Falls, head injuries; Mrs. Robt. Greer, Smiths Falls, scalp wounds; Miss Verna Greer. Smiths Falls, glass injuries to left hand.

Mr. Spencer stated that within half an hour of the wreck six doctors, nurses, etc., with necessary medicine, were ready to leave for the scene of the wreck by special train. The train went out, the injured were attended to and brought to the various hospitals in Ottawa.

Asked as to the cause of the accident. Mr. Spencer stated that only an investigation could determine the cause. In answer to questions he stated that the damage to rolling stock, etc., was about \$10,000, including \$2,000 to the engine, which was not one of the newest types.

There were. Mr. Spencer states, between 75 and 80 people on the train, being approximately two and a half coach loads. The others of the crew in addition to the dead engineer were Fireman George Elliott, Prescott; Conductor J. Young, Prescott, and Brakeman J. Reardon, Prescott.

The morning trains on Sunday over the line were sent out via Carleton Place and Smiths Falls but last night the line was cleared for traffic as usual.

27/01/1922 Morrisburg Leader Prescott Ellwood

C.P.R. Engineer Dies In Wreck Near Ottawa; Eighteen Injured

Prescott - Ottawa Train Runs Off The Track - Engineer H.E. White Scalded To Death In Locomotive Cab - Fireman Saved His Life By Jumping. Ottawa, Jan. 22. - Engineer Holland Edward White of Prescott was instantly killed and 18 others injured when the Canadian Pacific passenger train from Prescott to Ottawa plunged over an embankment one mile south of Elwood [sic] station and seven miles from Ottawa at 4.45 yesterday afternoon. Trapped in the cab of his locomotive when it overturned on the downward plunge, Engineer White was scalded to death by escaping steam and water. Fireman George Elliott, Prescott, saved his life by jumping.

The injured were:

Details omitted

A relief train from Ottawa brought the injured into the city and they were immediately removed in ambulances to local hospitals. Although the exact cause of the accident was not determined, it was believed to have been due to a spread rail. A peculiar feature of the crash was that while the engine, mail and baggage cars fell one way down the fifteen-foot slope, the next car, a passenger, remained on the track, while the two other coaches went over the embankment on the opposite side.

27/01/1922 Eastern Ontario Review Prescott Ellwood

CPR engineer dies in wreck near Ottawa ; Eighteen injured

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NO NEW LIGHT ON 'CAUSE FATAL WRECK

Opening of Inquest Into the Death of H. E. White, C. P. R. Engineer.

No further light was thrown on the cause of the wreck of the C.P.R. Prescott-Ottawa train at Ellwood, on Jan. 21st, by the several witnesses who were last night examined at the Police station in connection with the death of Holland Edward White, the engineer, who was instantly killed when his engine left the track. The inquest did not conclude last night, and was adjourned by Coroner Craig until Tuesday evening, when Mr. George Elliott, the fireman, who is still in the hospital recovering from his injuries, and four or five other witnesses, will be heard.

Last evening, members of the train crew, section men who had gone over the track a short time before the wreck, and others in the employ of the C.P.R., gave evidence as to the wreck itself and what they had seen following it.

None of the witnesses, however, could attach any definite cause for the engine and cars leaving the rails. or could not give any opinion as to the cause of the accident.

John Young, Prescott, conductor of the train, was the first witness. He had been in the second passenger coach and had left to go to the smoker when he heard the wheels bumping and he knew something had gone wrong. The train, he said, a second or so afterward stopped short, and later he had seen the baggage car and the mail car and the engine off the track.

He testified he had sent the brakeman to secure assistance, and then started in on rescue work. A short time later, he met the fireman who informed him he could not find Engineer White, and who said he was afraid he was under the wreckage. Witness then told of having found Engineer White in the engine of his cab. When discovered, White was dead. The conductor had examined the track, but had not noticed any broken rail, and he could see no cause why the train left the track. There were no switches at the point, and he did not know of any repairs at that point having been made for some time before the wreck.

John Reardon, Prescott, the brakeman, stated he was in the smoker at the time of the accident, and felt the train begin to rock. He told of immediately pulling the bell rope for the brakes to be applied, and of later seeing the body of the engineer. He has been with the company for about 36 years.

Thrown to the Floor.

John Mc.Mullin, the baggageman, said he had reached for the emergency valve when he felt the train begin to rock, but was thrown to the floor before he could apply it. He too, had not noticed any broken rail, and did not know of any cause for the accident. The point at which the accident happened he considered a very good one, and he said the roadbed was in such good condition that no ties had been moved. He was of the opinion that the last two cars of the train were thrown off the rails by the sudden stop.

Found One Broken Rail.

Mr. F. Bely, 188 Chapel street the divisional roadmaster, told of having examined the track the day after the accident, and had found one rail broken. The break was on the west side, 20 or 30 feet south of the point where the wheels first seemed to have left the rails. The break, he said, consisted of about three inches off one of the corners of the rail. About four or six feet from this break, there was a mark on the rail as if one of the wheels had cut across it. The next rail to the one with the corner broken on it was intact, but a little out of place.

Track Reported O. K.

The section foreman at Ellwood, John McLaren, said he had had two of his men go over the track where the wreck had occurred the same day. They had passed it about half an hour before the accident and had reported it O.K. when they came in. There had been no repairs made at that point, he said, since the ground had been frozen. He knew of no cause for the wreck.

Nick Tosky and John Riznlck, both of whom come from Billings Bridge, were the sectionmen who passed over the track. They were riding on a hand car at a speed of about six miles per hour, and had noticed nothing wrong. About a week ago before the wreck, they had noticed a little spread in one of the rails, but it was repaired by double spiking.

Walter Benny, of Ottawa, divisional engineer of the section, said he had made an examination of the track about 6.30 the night of the accident, but he could not arrive at any definite conclusion as to what might have caused the wreck. Instead of it being the rails, he said, it might have been caused by something wrong with the engine, but he said this had also been examined by experts and nothing wrong had been found.

Mr. J. A. Ritchie, K.C., appeared on behalf of the Crown, and Mr. J. Bourinot, of the legal firm of Ewart, Scott Kelley and Kelley, watched the proceedings for the C.P.R.

Only a small number of persons were present.

03/02/1922

Eastern Ontario Review

Prescott

Ellwood

An extraordinary incident of the C.P.R. Prescott train wreck on Saturday was associated with a crate of eggs belonging to Mr. and Mrs. B. Patterson, Kemptville passengers. When the coach took to the ditch the crate was thrown from one rack to another across the aisle. Mr. and Mrs. Patterson were injured, but not one of the eggs was broken.

08/02/1922

Ottawa Journal

Prescott

Ellwood

JURY UNABLE TO FIND CAUSE OF DERAILMENT

That engineer Holley E. White came to his death through scalding by live steam when train No. 553 of the C.P.R. was derailed near Ellwood, on January 24, was the finding of the jury last night. "We are unable to discover the cause of the derailment," was added to the verdict.

Chief among the witnesses was fireman, Geo. Elliott, of Prescott. He stated he was thrown out of the engine cab by the lurching of the train. The engine was running along about 30 miles an hour. Previous to this about half a mile before Ellwood Engineer White tried his brake and found them all right. The first indication he had that something was wrong was the jolting of the engine on the ties. He had no theory as to the cause of the derailment.

Other witnesses examined included, Samuel Jeffrey, 86 Preston street, the roadmaster, and Harold Amy, 478 Gilmour street, the divisional master mechanic, both of whom testified to the condition of the road and the engine.

Dr. J. H. Kidd, who examined the engineer, said he came to his death, from scalding.

UNABLE TO DETERMINE CAUSE DERAILMENT

Jury's Verdict in Death of Engineer White, Killed in C.P.R. Wreck of Jan. 21.

The jury inquiring into the death of the late Holland E. White, of Prescott. Who was killed in a wreck in the C.P.R. Prescott-Ottawa line near Ellwood, Ont., on Saturday, January 21, were unable to determine the cause of the disaster. Three witnesses were heard last night after which Coroner Craig addressed the jury and the latter retired to reach a verdict. The jury was out about a quarter of an hour.

The verdict read: "That Holland E. White came to his death on January 21. by scalding from live steam when train number 553 was derailed near Ellwood, Ont. We are unable to determine the cause of the derailment."

The principal witness heard last night was George Elliot, of Prescott, who was fireman on the derailed train. The inquest, which was opened on January 31, was adjourned on account of Fireman Elliot [sic] being unable to attend as he had not recovered from his injuries. In his evidence, he stated that at the time of the accident the train was travelling about thirty mile an hour. The brakes had been tested about half a mile before the train had reached Ellwood and they were in good order.

The first he had noticed of any thing being wrong was when he felt the engine jolting and the engineer said: "What's the matter now?" and he answered "She's on the ties." He caught hold of the hand rail on the side of the car and the next he remembered he was thrown out. He was stunned but recovered shortly. When he went on the road bed again the engine was in the ditch on the right hand side, wheels up. He was unable to find the engineer.

Other witnesses heard were Harold Amy, divisional master mechanic, and Samuel Jeffrey, road master, who told of their investigations following the wreck.

26/02/1922

Winchester Press

Prescott

An extraordinary incident of the C.P.R. Prescott train wreck on Saturday was associated with a crate of eggs belonging to Mr. and Mrs. B. Patterson, Kemptville. When the coach took to the ditch the crate was thrown across the aisle. Mr. and Mrs. Patterson were injured, but not one of the eggs was broken.

15/03/1922

Ottawa Journal

Prescott

WELLINGTON STREET VIADUCT NOT NEEDED

Stand of Railways on Bridge Over Their Tracks.

"Entirely unnecessary", "wanton extravagance", "no justification", are some of the terms used by the Grand Trunk and Canadian Pacific Railway Companies in opposing the proposal of the city to construct a new bridge over the tracks of the two companies at Wellington street.

The city has in its bill before the Ontario Legislature a request for authority to raise upon debenture and to expend upon the construction of a new viaduct a sum not exceeding \$150,000. This was estimated to be more than would cover the city's share of this cost of building a new viaduct, the balance being borne by the county of Carleton and the two railway companies. But the idea of being asked to contribute to the cost does not appeal to these other parties, judging by the replies submitted to Board of Control yesterday, to the proposal of the city. The replies from the county and the two railway companies were read to the Board, and filed. The apportionment of cost eventually would have to be made by the Dominion Railway Board.

That there was no present need for the bridge was strongly brought out by the county and railways. County Council wrote to the effect that the existing structure was in good repair and required only resurfacing of flooring, cost of which should be borne by the city under Section 460 of the Municipal Act. The cost of maintenance and repair should also be shouldered entirely by the city. It pointed that the present bridge provided adequate traffic accommodation.

Bridge Unnecessary.

The Grand Trunk Railway Company declared that construction of a new bridge was entirely unnecessary and would be only wanton extravagance. The present bridge had been up only 10 years and was in good shape except for this surface. The C.P.R. engineers reported much the same, stating there was no justification for going to the expense which would be involved as it would involve a large expenditure of money. It was sufficient for vehicular and pedestrian traffic for many years. The fate of the city's request in its private bill will be awaited with interest.

24/04/1922

Ottawa Citizen

Prescott

QUEBEC MAN FALLS FROM A C.P.R. TRAIN

F. A. Anctil Gravely Injured .. Had Gone to Rear of the Train.

After falling off the rear of the C.P.R. Toronto-Ottawa, train, travelling in the direction of Ottawa. 9.30-Saturday night. F. A. Anctil, importing tailor, of Quebec city, was admitted to the Protestant General hospital. Rideau street, and today was reported to be in a critical condition. Mr. R. E. Anctil, of Quebec, son of the injured man, arrived in the city last night.

How the injured man came to fall off the train is unknown. It is said that he was travelling in the first class coach and walked back to the rear of the train through the parlor car and out onto the rear platform, when the train was but a short distance south of the city. He was missed shortly afterwards and the train was brought to a stop and a search made. Some distance back he was found in an unconscious condition, lying on the tracks.

Dr. H. C. Wert, of Smiths Falls, who was on the train, rendered him "first aid." and he was brought to the city. Burney and Son's ambulance met the train at the station and took the injured man to the Rideau street hospital.

Today the man was still in an unconscious condition and his state was considered very serious. Dr. R. M. Leggett, who is attending him, stated that he was severely injured about the head, and grave fears are held that his skull is fractured. His right knee is also badly injured.

24/04/1922

Ottawa Journal

Prescott

Osgoode

SERIOUSLY INJURED FALLING OFF TRAIN

E. A. Anctil, Quebec, Fractures Skull Near Osgoode.

Mr. E. A. Anctil, export tailor of Quebec City, aged 53, fell off the rear of the incoming C.P.R. Toronto train, near Osgoode, on Saturday night at 8.55. He is now lying in Rideau Street Hospital with a fractured skull and a broken bone in his right leg. He had not regained consciousness this morning. His son, Mr. R. E. Anctil, arrived from Quebec last evening. Dr. T. H. Leggett is attending him.

The train was travelling rapidly when the accident occurred and it did not come to a stop until almost two miles from the spot. The train backed up, preceded by trainmen searching the ground with lanterns. As soon as Mr. Anctil was found he was placed on the train and rushed to Ottawa. Dr. H. C. Wert, of Smiths Falls, who was on the train, rendered first aid. News of the accident had been sent on ahead and the ambulance of George Burney & Son was waiting to take the injured man on his arrival to hospital.

Mr. Anctil boarded the train at Toronto. Towards evening he appeared to be unwell, and as soon as the train had passed Ambrose he went out on the observation platform at the rear of the train, apparently seeking fresh air. Mr. and Mrs. George Pushman of Ottawa were the only other passengers in the parlor car at the time. Mr. Pushman saw the man leaning over the railing on the platform, Fearing an accident, he rushed out to him but was only able to catch a foot as the rest of the body fell over. Mr. Anctil's weight nearly pulled Mr. Pushman off the platform and he had to let go of his hold. Mrs. Pushman, in the meanwhile, had given the alarm to the porter, who pulled the communication cord.

According to Mr. Pushman, the man fell on his head on the track and rolled a number of times before stopping. When found Mr. Anctil was unconscious and bleeding freely from his head injuries. As soon as the train arrived in Ottawa, word of the accident was sent to the family living at 53, Buade street, Quebec, according to papers found in the man's coat. The son, Mr. R.E. Anctil, arrived last night on the Montreal train

QUEBEC TAILOR DIES OF FALL FROM TRAIN

E- A. Anctil Succumbs to Injuries.

Mr. E. A. Anctil, of Quebec city, retail tailor, who fell off the rear of the C.P.R. Toronto-Ottawa train, as it was nearing the city on Saturday night, died at an early hour this morning at a local hospital. Two daughters and a son are in the city and will take the body with them to Quebec but as yet have not completed arrangements.

Coroner Saulter opened an inquest this morning at Burney and Son's morgue, and the inquiry was adjourned until May 3.

More but only repetition of original item

ACCIDENTAL DEATH IS VERDICT OF JURY

That Emile Armand Anctil, of Quebec City, came to his death on April 26. at a local hospital through injuries to his brain caused by an accident when he fell through the rear end of a Toronto-Ottawa C.P.R. train, near Osgoode Station was the verdict of the jury at the Police Station last night. Coroner W. W. Baulter presided.

Evidence was given by F. W. Abbs, Toronto, the conductor, and also by W. Doricott, trainman. Dr. T. H. Leggett, who examined the injured man said he couldn't find a fracture of the skull but the brain was injured.

Several passengers were also examined among them being Mr. and Mrs. G. Pushman, 25 Fairburn avenue. Mr. Pushman made an attempt to catch the falling body as it lurched from the train, but was unsuccessful. Richard J. Durley, 654 Rideau street, also gave evidence, as did the steward Geo. Walters, of Toronto, who told that Mr. Anctil had gone to the observation car, leaned over the railing, lost his balance and fell over.

New timber bridge on Bowesville road

Action of C.P.R. Aims Prevent Accidents

Announcement was made this morning by CPR officials of the company's intention to construct a new timber bridge at the point on Bowesville road where the tracks cross. At present there is a bad twist in the road and the bridge winds in such a way as to prevent motorists approaching it in both directions from seeing each other until they are almost together. There have been several collisions at this spot.

By pulling down the old winding bridge and making the new one a straight ahead one, this damage will be removed, besides generally improving the appearance of that section.

The action of the C.P.R. has been partly the result, it is stated, partly of the good work of H. B. Billings of the township of Gloucester who has been in communication with C.P.R. officials. The Ottawa Suburban Road Commission will be prepared to grade the approaches to the new bridge.

Page 1

PRESENCE OF MIND AND OBEDIENCE OF GIRLS SAVED LIVES

Promptness of Miss Parker of Girl Guides Averted a Greater Loss. Engine Crew Saw Nothing.

That the promptness and presence of mind of Miss Eunice Parker, the heroic captain of the troop of Girl Guides which was trapped on the C.P.R. bridge, known as the White Bridge across the Rideau river, by a light engine, on Saturday evening, was what averted a worse disaster, becomes more clear as the details of the girls' story are better known. That the troop of girls of about twelve years old and upwards should have acted under direction so quickly, and done the only possible thing that would save their lives, without panic, and in the coolest of discipline, was a great tribute to the training they had received in the organization. If it had not been for their obedience and coolness the accident of Saturday evening would have been much more appalling.

Engine Crew Saw Nothing.

Mr. J. H. Hughes, acting superintendent. Ottawa Division, C.P.R., in the absence of Mr. H. B. Spencer, stated to The Citizen that engine No. 2213 left the Broad street shops for Union station and crossed White Bridge about 6.03 p.m. Saturday. Engineer J. Chisholm and Fireman Scharfe comprised the crew. These men left soon after for Montreal, but he had got into communication with them and they stated they saw nothing on the bridge on Saturday night where Mrs. E. W. Campbell met so sudden and tragic a death.

The men also report that there were no marks on the engine, which travelled head first, to indicate that anything had been struck.

The next engine to pass that way was No. 2611 in charge of Engineer McNeily and Fireman Richardson but it did not cross the bridge until 6.56 p.m. which is some time after the mishap.

Engineer Chisholm and Fireman Scharfe returned to Ottawa, on the train due 11.55 a.m., but had nothing further to report and simply confirmed what they had previously stated in reply to enquiries from Mr. Hughes. Engineer Chisholm lives at 203 Gloucester street.

Mr. Norman A. Irwin of the Collegiate Institute staff, was quite definite in his statement to The Citizen that it was shortly after six o'clock on Saturday night that the engine passed over the bridge and he heard a splash as of something falling into the river.

MacKenzie Bros, ambulance was called for shortly after six o'clock

Page 5

SPLENDID PRESENCE OF MIND OF GIRL GUIDE SAVES MANY LIVES IN MOMENT OF PERIL

Mrs. Ellen Margaret Campbell, 190 Bayswater Ave., Instantly Killed When Party Crossing C.P.R. Bridge Near Dow's Lake, Meets Locomotive, But Prompt Action of Troop Captain Miss Eunice Parker, 424 Gilmour Street, in Ordering Girls to Lie Down on Edge of Bridge, Saves Many Members of Fourth Ottawa Troop of Guides.

Mrs. Ellen Margaret Campbell, widow of the late Alexander Campbell, 190 Bayswater avenue, was instantly killed, and seventeen members of the Fourth Ottawa Troop Girl Guides had narrow escapes when the party suddenly met a light engine, about six o'clock Saturday evening, on the White Bridge, a C.P.R. bridge over the Rideau river to the south of the city. This bridge is a short distance south of the road bordering the south shore of Dow's Lake and the Rideau canal.

That all members of the Girl Guides' troop escaped injury is due to the presence of mind of the troop captain, Miss Eunice Parker, and to the splendid obedience to orders of the members of the troop.

Miss Parker is badly upset over the fatal accident, more so because the bridge on which the accident happened is railway property and closed to the public.

Took Short Cut.

The party set out about two o'clock on a hike to the vicinity of Hog's Back and were on their way home when the accident happened. It was then about six o'clock. They were on the south side of the Rideau river and to avoid having to go around either by Billings Bridge or by Hog's Back, Mrs. Campbell suggested that they cross the railway bridge and the others followed. The bridge is about 150 feet in length and is 34 feet in height. Mrs. Campbell was in the lead with about half the girls and had got across the bridge, while Miss Eunice Parker, 424 Gilmour street, captain of the troop, followed with the rest. This last party was about the center of the bridge while the party which Mrs. Campbell was with had reached the north end, when a light engine appeared from the north, travelling from the C. P. roundhouse to Central station.

When the locomotive appeared, while the several girls were on the railway bridge, there wasn't the least panic among those on the bridge. With great presence of mind, Miss Parker, who was with these ordered them to lie flat along the side of the bridge beside the rails, and the girls with her, carried out her instructions to the letter. The bridge has no upright sides nor iron girders overhead.

Ran Back on Bridge.

Apparently Mrs. Campbell became worried for the safety of the girls who were still on the bridge and ran back on to the structure. She had got about a third of the way across when the locomotive drew near, when she dropped into the river 34 feet below. Whether she was struck by the engine or fell over the side of the bridge in attempting to lie down like the others just as the engine approached her, is not known.

From all appearances the crew of the engine did not notice any trouble for the engine was not brought to a stop but continued on. It was growing dark at the time.

Mr. Donald M. Clark, 36 Ossington avenue, and Mr. Norman A. Irwin; 105 Cameron street, both teachers at the Ottawa Collegiate Institute, were down at the side of the river near the bridge with a boat. They did not see the accident but heard a splash in the water, and on investigating, found Mrs. Campbell's body in about a foot of water, almost directly below where she fell from the bridge. Judging from this, it is believed that she was not struck with any great force for she would have been thrown forward.

Inquest Is Opened.

Both Mr. Clark and Mr. Irwin set out with their boat to where the body fell in the water, found it and brought it to shore. The Rideau river in the vicinity of the bridge is quite shallow, very rocky and filled with boulders.

When the body was recovered and brought to shore by the two men, Miss Parker went to the lockhouse at Hartwell's for assistance, and Mackenzie Bros.' ambulance was called. Mrs. Campbell was to all appearances dead when taken from the water. Coroner W. W. Saulter, M.D., was notified, and visited the scene of the accident. The body was removed to Mackenzie Bros. undertaking parlors, 511 Bank street, where Coroner Saulter opened an inquest at noon yesterday. After having the body identified and the jury empanelled the inquest was adjourned until a week from tonight at the court house.

Members of Party.

There were eighteen persons in the party, and it is said that nine of these were under twelve years of age. The party consisted of Mrs. Campbell, who accompanied the troop. Miss Eunice Parker, 424 Gilmour street, captain of the troop: Alice Barker, 11 Spadina avenue; Muriel McKenny, 78 Rosemont avenue; Betty Simmons, Thelma Lee, 219 Armstrong street; Frances and Nelly Burns. Betty and Peggy Arnold, Woodroffe; Jessie McIntyre. Ida and Helen Williamson. Hazel Brown, Kathleen Sanders, Edna Wilson. Myrtle Latimer and Ada Cathcart.

According to the stories of some of the girls the party had gone by the railway bridge as a short cut, though some of them were not inclined to do so. When the engine was seen coming, Miss Parker ordered them to lie down, and Mrs. Campbell, who had crossed the bridge, started to run back towards those who were still on the bridge. As the engine neared them one of the girls called to her to lie down. After that, as she was on the opposite side of the bridge to them, they could not see her on account of the passing engine.

Miss K. Syms, officer commanding the Girl Guides in Ottawa, had not heard the particulars of the accident so that she could not give a statement concerning it. However, Miss Syms said that the party had no right to be on the bridge whatever, though it is often used by pedestrians. As most of the girls in the party lived in the west end, and were in a hurry to get home, they took the railway bridge, it being the shortest way, and to avoid

having to go around by the bridge at Hog's Back or Billings Bridge.

Made No Report.

The girls were evidently not noticed by the engine crew as they lay upon the outer edge of the bridge. Officials at the C. P. R. station office say that no report was turned in from any engine and that the crew would certainly have reported if anything unusual in the way of an accident had been seen by them. It is probable that in the gloom at the time of the accident, Mrs. Campbell's falling from the bridge was not noticed, even if the engineer had seen the girls lying down beside the track.

It is not known what engine it was that passed over the bridge at that time. Engine No. 2215 left Ellwood at 6.05 o'clock, according to the dispatcher's report, and came into the Central station, later leaving with the 6.55 train for Montreal. But whether this is the engine that passed the Girl Guides on the bridge cannot be ascertained, as no mention having seen them was made by the crew on its arrival in the station.

Railway officials state that the only possible chance for foot passengers on the bridge when a train was passing over it was to lay prostrate on the outer edge. They state that it is a most dangerous bridge to cross on foot at any time

Late Mrs. Campbell

More personal details

15/10/1923

Ottawa Journal

Prescott

White Bridge

GIVES HER LIFE IN RUSHING TO AID OF GIRL GUIDES CAUGHT ON BRIDGE WHEN LOCOMOTIVE THUNDERS PAST

Mrs. Ellen Campbell, 190 Baywater Avenue, Falls to Death Off "White Bridge" on the Rideau - Terrified Girls, on Instruction of Leader, Lie Down Beside Rails and Engine Roar by Beside Them - Fails to Stop.

Trapped on a railway structure known as the White Bridge, that crosses the Rideau River about a mile above Billings' Bridge, Mrs. Ellen Margaret Living Campbell leaped off or fell 40 feet instant death on Saturday evening at 6 o'clock under circumstances singularly tragic and terrible.

The dread moments that marked the passing of the public-spirited kindly woman's soul from the finite to the infinite were inspiring in her disregard of self and the frantic concern which she manifested for the young lives of fourteen Girl Guides who were partly in her care and whose safety was imperilled by a great locomotive that appeared unexpectedly travelling southward and with headlight flashing on the twilight of early evening, sped inexorably around the curve and on to the bridge.

Miss Eunice Parker was in official charge of the children. The little girls were running this way on to that in futile terror, when Miss Parker, unperturbed in the emergency, ordered them to lie down on the ties. There was space, precious and sufficient, between the rails and the stringers, as the longitudinal beams are called, and the children, at Miss Parker's command, sank from the site of the terrified people on the banks of the river who were watching the appalling scene.

Demands one toll.

The engine speed by, the children arose pale, trembling, but alive and well. Then it was noted that Mrs. Campbell had vanished, and in the minds of Miss Parker and the little Girl Guides dawned the understanding that the death had demanded a total of one life as the price of the never-to-be-forgotten outing. In the gathering darkness search was made for Mrs. Campbell and soon an inanimate form was found lying on the rocky bed of the river under two feet of water. Her skull had been fractured, and there was no doubt that she had died instantly.

The troop of girls started out from their headquarters in Hintonburg early in the afternoon taking a lunch with them.

Non-railway detail omitted

Going out the party had followed the Prescott highway to Hogsback, then crossed and came along the east side of the Rideau River to the White Bridge. Then they stopped for a rest and supper, after which they set out for home, deciding to cross the bridge to shorten the journey.

The troop had climbed to the track, and were scattered about the bridge in little groups when suddenly the headlight of the locomotive coming into the city swung into view around a curve before them. All was confusion at once, and the girls began running hither and thither, aimlessly. Mrs. Campbell who was in the lead and safely across, managed to get several of the smaller girls off the bridge. The others started running for the end of the trestle in an attempt to get clear of it. However it soon became evident they all could not do so and Miss Parker, who remained perfectly cool throughout the trying experience, called to them to fall flat upon the ties at the side of the rails.

Among those who were trapped on the trestle with Miss Parker were Alice Barker, Francis Burns, Jessie McIntyre, Thelma Lee, and three others whose names could not be obtained. All the girls were intensely excited and none could clearly remember the details of the experience. Several managed to reach the end of the bridge before the engine was upon them, but these eight girls less fortunate, dropped flat when they saw the hopelessness of their flight, and lay, frozen by suspense and dread while the locomotive thundered by.

Half Way Over

"I was just about half way over the bridge," said Miss Thelma Lee, one of those caught on the trestle, "when the headlight of the engine swung around a curve. I started with the other girls to run for the end, but when I saw I couldn't make it, I nearly died. But then Miss Parker cried, 'All lie down flat.' I fell down at the side of the track, and shut my eyes. I heard the engine go by, but I was so scared I hardly knew what I felt like. I wasn't hurt at all. None of the girls were, and none fainted, but we were pretty badly frightened."

NO BLAME PLACED ON ANY PERSON FOR BRIDGE FATALITY

Verdict of Accidental Death in Inquest Into Circumstance in Which Mrs. E. M. Campbell Lost Life.

The tragic story of the fate which befell Mrs. Ellen . Margaret Campbell, 190 Bayswater avenue, when, in endeavoring to look after the safety of a number of young Girl Guides, who were caught by a passing light engine of the C.P.R. on the White Bridge, across the Rideau river, on the evening of October 18 [sic]. she fell to her death to the rocks below, was unfolded in the court house last evening, at the inquest conducted by Coroner W. W. Saulter. A verdict of accidental death was returned.

The evidence submitted by a number of the witnesses led to the assumption that Mrs. Campbell was not struck by the engine, but that she in some way fell, when, after reaching safety herself, she ventured back on the bridge, in the face of the approaching locomotive, fearing that some of the girls were in danger.

Coroner Saulter, in summing up after the evidence had been submitted, said that the party of girls were undoubtedly trespassing, by crossing the bridge, and had no right to walk upon the C.P.R. tracks or right of way. It had been shown that Miss Eunice Parker, captain of the Girl Guides, and Mrs. Campbell, who were in charge of the party, had assumed responsibility for the girls being upon the railway bridge, and that both the deceased lady and Miss Parker had acted with commendable sagacity in endeavoring to secure the safety of the girls in their charge. While there was no evidence to show how Mrs. Campbell had left the bridge, the assumption was that she had, probably, in the confusion which arose, when the approach of the engine was noticed, ventured on to the bridge from which she fell to the rocks below causing injuries which resulted in instantaneous death.

Attach no Blame.

He was satisfied that the late Mrs. Campbell had come to her death through misadventure, and that no blame, could be attached to anyone, for it was clear that it was due to Mrs. Campbell's maternal instinct, that she had lost her life.

The chief witness was Miss Eunice Parker, 424 Gilmour street, captain of the Hintonburg troop of Girl Guides, who stated that on Saturday, October 18. [sic] at two o'clock, she, with Mrs. Campbell, who was an invited guest, had set out from the Y.W.C.A. with sixteen young girls on a hike to Hog's Back. They went out via the Experimental Farm and the Prescott Highway and returned along the south bank of the Rideau river to a point where they had supper and then Mrs. Campbell suggesting they go back over the railway bridge as a short cut, witness had concurred. She stated that Mrs. Campbell went ahead with a party of girls and witness followed with others, whom she took over to the north end of the bridge about four-fifths of the way, and then went back for others.

Saw Headlight.

Witness was standing on the bridge looking south when she heard someone call that a train was coming and looking to the north she saw the headlight rounding the curve at the approach of the bridge. Realizing the danger the girls were in. she called out to those who could, to make for the platform on the west side of the bridge where there was a water barrel. Seeing that all could not get there in time to avoid the engine she called to them to get off the track and lie down. She was certain that when the engine was approaching there was nobody on the track between it and her. She then sat down by the side of the track herself, but not before seeing that there was no one on the track at the south end of the bridge.

When the headlight of the engine came in sight she had seen Mrs. Campbell, standing on the embankment clear of the tracks with some girls with her, and thought she was safe. After the engine had passed and she had mustered the girls, Mrs. Campbell was found to be missing, and her body was later found on the rocks, about a third of the distance out from the north end of the bridge.

Before Engine Passed.

Mr. E. Clark. 36 Ossington avenue, who with his wife and friends were picnicing near the bridge, told of seeing the girls on the bridge, and the approach of the engine, which had whistled for the bridge. He saw the headlight approach the bridge, and then heard a splash in the water. He was of the opinion that the splash in the passed the spot directly above, and did not believe that the unfortunate woman was hit by the engine. He and Mr. Irwin, 105 Cameron Street, who was in his party, helped recover the body of Mrs. Campbell. She was dead when discovered.

Mr. J. P. Chisholm, 202 Gloucester street, engineer, and Mr. Albert Scarfe, 858 Somerset street, fireman on the engine, stated that they had not seen anyone on the bridge, but the former thought he heard someone shout, and the latter someone whistle. They were unaware that an accident had happened until they were telegraphed to that effect by the C.P.R. at Montreal.

Miss Ada Cathcart, 9 Melrose avenue; Miss Alice Barker, 11 Spadina avenue, and Miss Thelma Lee, 219 Armstrong street, who were caught on the bridge by the approach of the engine, told of their experience, but were unable to throw any light on how Mrs. Campbell came to leave the bridge. They stated that some of the girls wanted to go back the way they had gone out, fearing they might not be safe on the bridge. They told of hearing Miss Parker call to them when the engine came in sight, to lie down or make for the water barrel, and they had done so, and thus escaped injury.

Dr. J.F. Argue testified that death had been due to a fracture of the frontal bone, which in his opinion had been caused by Mrs. Campbell falling on a hard object such as a rock

The jury, after a brief deliberation returned a verdict of accidental death, declaring that the late Mrs. Campbell met her death by falling from the White railway bridge of the C.P.R., over the Rideau river, on the evening of October 18 [sic], a distance of thirty-five feet to the rocks below.

Mr. H.H. Hough, claims agent of the C.P.R., was present at the inquest

ACCIDENTAL DEATH IS JURY'S VERDICT

Engineer On White Bridge Heard Shout But Saw No One

Skull Fractured.

Dr J. Kenton Argue said that he had examined Mrs Campbell's remains at Mackenzie's undertaking parlors. A two-inch fracture of the frontal bone in the skull caused Mrs. Campbell's death, which must have been instantaneous. The injury was probably due to her falling on some object like a rock There was no evidence of death being caused by drowning.

Coroner W. W. Saulter, in summing up the evidence of the various witnesses, felt that there was no discrepancy in their statements. He recalled the circumstances of the tragedy, and was of the opinion that the ill-fated party were guilty of trespassing and had no right in crossing the White Bridge. He said that the very one to lose her life was the one who had suggested crossing the bridge. Miss Parker had acted with commendable presence of mind in saving the children.

Coroner Saulter said that the evidence heard indicated that the engine had not struck Mrs. Campbell. Probably during the confusion and excitement and in the glimmer of the headlights of the engine Mrs. Campbell had either fallen or leaped off the bridge. Her death was by misadventure or misfortune.

FOUR GIRLS HURLED TO INSTANT DEATH WHEN TRAIN HITS MOTOR CAR AT MANOTICK STATION MOTHER AT WINDOW SEES SHOCKING TRAGEDY.

Six Young Members of Two Tomkins Families on Way to practice for Christmas Festival When C.P.R. Engine Crashes Into Auto on Level Crossing - Melvin Tomkins, an O.C.I. Student driving Car, and Cousin Henry Tomkins Escape Death Miraculously - Whole Countryside in Mourning

Very extensive coverage.

Rge Kemptville Weekly Advance pf 20 December 1923 used this.

FOUR GIRLS KILLED

Auto Struck by C.P.R. Express at Manotick [sic]

Four young girls were instantly killed and two boys injured in a level crossing accident near Manotick, early last Saturday afternoon when a C.P.R. Ottawa-Toronto express crashed into the automobile in which they were driving. The accident is considered the worst level crossing fatality in Eastern Ontario in recent years.

Hazel Tomkins, 13, and her sister, Grace, 10, were killed and their brother, Melvin, 19, slightly injured while their cousins, Bessie Tomkins, 16 and her sister, Doris, 12, were killed, and their brother, Henry, 14, internally injured. Henry Tomkins is expected to recover.

The party of six, with Melvin driving and Henry sitting in front with him, were proceeding to a Christmas carol rehearsal at Manotick Church. With his view obstructed by the side curtains Melvin Tomkins did not see the train until he was already on the tracks.

He stepped on the gas but failed to steer clear before the train crashed into them, hitting the rear wheel and instantly killing the four girls and carrying the debris of the car for 30 feet. The two boys were thrown clear of the crash.

An investigation carried out by Railway officials today absolved from blame engineer T. Jelly, of Smiths Falls. Many persons witnessed the accident, including Mrs. Henry Tompkins, mother of Hazel and Grace.

Melvin Tomkins, the driver of the car, was able to give a very clear account of the accident.

Mr. Henry Tompkins' house from which the party started on the ill-fated trip, is on the south side of the railway tracks and almost opposite Manotick Station, a private road runs from the house towards the tracks. Along this stretch the car was going very slowly, in low gear, as the surface of the roadway was very rough. The four girls were in the back seat and the car was curtained in.

DID NOT HEAR TRAIN

Melvin did not hear the approaching train. Added to this, at the point where the road crosses the track, the view of an approaching train is partially obscured by the difference in level, and by the presence of a tree or two and a little shrub brush. The car was actually on the track when young Tompkins saw the oncoming train. It was too late to stop and backup, so he stepped on the gas and tried to get clear. The fact that it was in low gear prevented his doing this, but the front part of the car was clear of the track and the back wheels almost across when the engine struck it. He was hurled clear of the car and landed on his back he was dazed for a moment, but quickly got up. His cousin, Henry, was lying in the ditch between him and the car and got up very shortly afterwards and walked. Melvin thought that he was unhurt. The four girls were lying about 20 or 30 feet away, none of them were together. They appeared to have fallen on their heads and there was no sign of life.

Melvin, according to Manotick people, was a careful driver and had had no trouble with the car, which was a new one purchased by his father last spring. He was driving with particular care on this occasion, owing to the rough nature of the frozen mud. He did not hear the approach of the train, and that was the sole reason of the accident.

INVESTIGATION HELD

Mr. J. H. Hughes, assistant superintendent of the Ottawa division of the C. P. R. conducted an investigation into the accident here Saturday night.

As a result of the investigation he issued the following statement:

"The investigation shows that the whistle of the engine was sounded for both public crossings at Manotick. The bell, too, was ringing before and at the time of the accident. The bell is an air ringer, and sounds automatically.

"The train at the time of the accident was travelling at its usual speed for that point, namely from 35 to 40 miles an hour as it did not stop at Manotick. The motor car which the engine struck was not seen by the engineer till he was right up on it. We found that the people in the car had some trouble in starting the car and it took them some time to get it going. They were going to a concert rehearsal and because of the trouble in starting the car were a bit late. There is a rise where the lane crosses the track. They were evidently hurrying to make up for lost time, and got on the track just as the train was a very few yards away.

"No blame could be attached to the engineer, Mr. T. Jelly, of Smiths Falls, or of the firemen, Mr. Nolan."

Four Girls Killed

Four young girls were instantly killed and two boys injured in a level crossing accident near Manotick, early last Saturday afternoon when a C.P.R. Ottawa-Toronto express crashed into the automobile in which they were driving.

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Mr. Bert Allen of Carleton Place, was on the train which ran into an auto recently at Manotick killing instantly four little girls on their way to a rehearsal for Christmas. He saw the bleeding, broken bodies, the spectacle so shocking as to leave an impression like a wound. The mother saw the smash and ran to the spot, and had to be forcibly borne away.

LIVE STOCK TRAIN HAS GOOD STOPS AT KEMPTVILLE AND MERRICKVILLE

The special Live Stock Train now touring Eastern Ontario had two more very successful stops in Grenville county last week. At Merrickville, on Thursday afternoon April 2nd. there were about 650 people present. They showed keen interest especially in the sheep and wool cars, where a good business was done in supplying wool socks, twine, and dip to local farms. On Friday morning; April 3rd, the train was stopped at the Kemptville station, where there was a crowd ready to enter at nine o'clock. It was estimated by those in charge that about 800 people passed through the train while it stood at Kemptville. In spite of the crowd there was a good chance to see all the exhibits at the stock and demonstrations were well arranged. A great many local farmers were interested in the grand champion bull, Sir Francy Mercena Burke, loaned by Mr. McPhee of Vankleek Hill. This Eastern Ontario bull has been a consistent winner ever since he entered the show circuit. His good size and smoothness make him an excellent model to carry on such an occasion. Ayrshire, Jersey and Guernsey breeds were also represented and the Shorthorn, Angus and Hereford beef animals were good types of their breeds. The main breeds of sheep and hogs were carried and two draft horses of Clydesdale and percheron breeding were shown, both on and off the cars.

Several cars carried various exhibits of dairy utensils, lighting, systems, wool grading, seed selection, live stock selection, and poultry production. The poultry car was well fitted up with several good pens of birds, and with feeding and raising equipment. Two lecture cars were filled to capacity during the hours that lectures were on.

The staff on the train was made up of men from the Provincial and Dominion Departments of Agriculture. These men were loaned by their departments and were experts in the various lines which they represented. The cars were furnished by the C.P.R. and the C.N.R. and transportation was furnished by both roads over their own lines. For the accommodation of the men in charge of the train, one tourist sleeping car and one dining car was provided by the railroads.

A good deal of favorable comment was heard from farmers who visited the train. The crowds in Grenville were about average. In three places the crowds have reached fifteen hundred. The train runs through Northern Ontario after Easter.

14/08/1926

Ottawa Citizen

Prescott

Kemptville

The above picture of the "Lucy Dalton" was taken at Kemptville about the year 1879. The engine was a wood burner of the later type and was considered a great engine. It was built at the famous Taunton (Mass) Locomotive Works in 1872 and was covered in brass and was beautifully painted.

The engineer standing between engine and tender is George Wallace who afterwards ran on the C.P.R. and is now dead. The conductor, in full view on the platform is Conductor O'Leary. They all became C.P.R. men. Mr. Wallace was a brother to Conductor J. Wallace, now pensioned, and one son is conductor on the C.P.R. at Ottawa at the present time. His father was roadmaster on the road (coming from the Grand Trunk in the sixties) and was pensioned by the C.P.R. in 1900.

23/05/1927

Ottawa Journal

Prescott

Ottawa, Broad Street

Twenty-nine of the 53 bells for Canada's carillon arrived in Ottawa from Montreal this morning, and shortly after one o'clock the second largest, weighing about eight tons, was placed into position to be hoisted from the ground into the Victory Tower.

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The largest bell, which weighs 10 tons, will be brought from the Broad Street station as soon as the eight ton bell is hoisted to its place. More.

13/03/1928

Ottawa Citizen

Prescott

Passenger Recovers Gem Lost on Train.

Tribute to Honesty and Efficiency of C.P.R. men.

The honesty and efficiency of railway employees was shown in a striking way when a diamond which had fallen to the floor of one of the cars on the C.P.R. train coming into Ottawa from Smiths Falls was found by a trainman the day after it was lost.

A woman passenger had embarked with a valuable diamond ring and on reaching her destination here found that the stone had dropped out of the setting. The people with whom she was staying promptly got in touch with the railway officials and the search began.

The vacuum cleaner failed to locate it although the exact place where the lady had been sitting had been described. Next day, however, a trainman decided to search with a flashlight on the floor under the seats. In the beam of his light he finally detected a gleaming object which he discovered to be the stone sought. The grateful lady received her gem the same day.

30/08/1928

Ottawa Citizen

Prescott

Heron Road

Narrow Escape As Train Hits Grader

H. E. Turnbull, Working on Heron Road, Jumps from Machine as Engine Smashes It.

H. E. Turnbull, working on road grading on the Heron road, had a miraculous escape from death when the road grader on which he was working was struck by the C.P.R. Montreal express as it loomed around a curve a short distance from the crossing on which the grader was standing.

The work was being done by Mr. Turnbull and E. M. Soper working for the Adams Company for the township of Gloucester. Grading had been carried out during the day and the machine had been disconnected from the caterpillar tractor which had been drawing it.

At the time the accident occurred the grader was standing on the crossing when the train appeared around the curve without warning. Mr. Turnbull had barely time to jump to safety before the pilot of the engine hurled the machine to one side, breaking several of the parts but not completely smashing it.

06/06/1929

Ottawa Citizen

Prescott

Prescott

Auto Knocks Tank Car From Rails

Ogdensburg Man, Returning from Ottawa, is Instantly-Killed at Crossing.

PRESCOTT, June 6 - E.J. McDermott, 46, of Ogdensburg, was instantly killed last night at Rooney's Crossing, about 4 miles from Prescott when his Pontiac coupe crashed into a freight train. He was returning from Ottawa and was driving alone and as the car climbed a slight incline at the crossing it smashed into the side of a tank car with such force that the tank car was derailed and the car was carried a distance of 30 feet by the eastbound freight before it was halted.

The body was moved late last night to G. P. Robinson's undertaking parlors, Prescott, and Coroner McPherson in giving a verdict of accidental death, declared that death was due to loss of blood from a deep cut in the throat. Mr. McDermott had resided in Ogdensburg about five years and was employed by the New York State department of labor as a boiler inspector. He was an ardent sportsman and his visit to Ottawa to attend the races had been planned for several weeks. The body was removed to Ogdensburg this morning.

26/06/1930

Ottawa Journal

Prescott

Prescott

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

17/01/1931

Ottawa Citizen

Prescott

Ottawa West

Freight foreman was found dead in railway car.

Believed to have been rendered unconscious by a fall through a hatch at the top of a refrigerator car and while in this state to have succumbed to carbon monoxide fumes, Samuel W. Colbert, 500 Lisgar street, aged 42 years, C.P.R. freight shed foreman at Hull West, was found dead in the car in the Broad street yards. The tragic discovery was made shortly after four p.m. yesterday by William Tilson and John Burkhill, car inspectors, as they were checking over a freight train prior to its departure for Toronto.

Dr. I.G. Smith was called and pronounced the man dead. Coroner J.E. Craig M.D. was then notified and had the body removed to Burney and Sons parlour, where an inquest was called this morning and adjourned until Wednesday evening at the police station at 8 o'clock.

Colbert had not been seen around since early in the afternoon but no anxiety was felt as his duties took him nearly all over the Hull West yards. It was part of his duties to superintend the heating of refrigerator cars in winter to prevent goods in transit from freezing. The heaters, charcoal burners, are installed in the ice boxes of the cars.

The car in which Colbert lost his life came from Saint John N.B., and its destination was Toronto, but through a misunderstanding it came to Hull instead. It is believed that while inspecting one of the heaters Colbert lifted the cover off one of the hatches on top of the car, which is the usual entrance to the ice box, and in some manner unknown fell inside and was rendered unconscious by the fall. There was a bruise under his chin, apparently caused by the fall.

The circumstances which led to his discovery was the two car inspectors swinging the hatch at the top of the car open. On climbing to the top and looking inside they saw Colbert lying prostrate, partly over the heater in which a slow fire was burning and from which gas fumes were escaping. They immediately drew him out in the open and used every effort to revive him but without success.

Native of Gatineau

The late Mr. Colbert was born in the Gatineau district and lived the greater part of his life there. He came to Ottawa from Hull six years ago and had been a resident of the Capital ever since. In fraternal societies he took a prominent part, being a member of Eddy Lodge, A.F. and A.M. No. 41 and of the Brotherhood of Railway and Steamship Clerks Freight Handlers, Express and Station Employees No. 1161.

Surviving are his widow, formerly Annie Amelia Whates and one son, both of Ottawa.

The funeral service will be at his home, 500 Lisgar street on Monday January 19, at 2 p.m. Interment will be in Beechwood cemetery.

Conductor Shot As Train Near Ellwood Yards

Arthur Salmon Struck by .22 Bullet. Two Youth? Found on Tracks With Rifles Arrested.

Shot in the abdomen with a .22 caliber bullet, Arthur Salmon, C.P.R. conductor, is a patient at his home at 3 Elm street. The shooting occurred early last evening when Salmon was riding the engine drawing the train of which he was in charge about half a mile north of Ellwood station and about five miles south of Broad Street yards. According to Dr. R. Lome Gardner, the bullet didnt enter Salmon's body but caused only a glancing wound which is not serious.

Two young men, Donald Campbell, 143 Aylmer avenue, and Norman Veitch, 508 Metcalfe street. who were found each in possession of a .23 rifle and walking the railway tracks near the scene shortly after the shooting, were escorted by the train crew to the Broad Street yard office where they were arrested on charges of trespassing. Both were later allowed out on their recognizances by Judge Mc-Kinley to appear in county police court. Both young men denied any knowledge of the shooting. They told police that they were shooting at a target nailed to a stump in a gully about sixty yards from the railway and about twenty feet below the tracks.

Salmon told of hearing the report of a shot and then of feeling a stinging pain in his abdomen. He found a hole through his clothing and finally blood issuing from an abdominal wound. He was given first aid by members of the train crew who after leaving off the cars at Ellwood rushed back with him to the city. Dr. Gardner was called to the yard office and had the injured man removed to the Civic Hospital. Salmon was later permitted to go home.

15/08/1932 *Ottawa Citizen*

Prescott

R.W. Bottrell had notable career as railway engineer.

Started work behind throttle when only 19 years of age. Fast run recalled.

Richard W. Bottrell, who began his career with the Canadian Pacific Railway at the age of 19 years as an engineer, died this morning at the home of his son, George Bottrell, 21 Aylmer avenue, following an illness which lasted since April. Mr. Bottrell was 65 (should be 69) years of age.

Born in Quebec city, Mr. Bottrell had made Ottawa his home since 1868 and was one of this city's best known citizens. His record with the C.P.R. until his retirement in 1922 was an enviable one.

At 13 years of age in 1876 the future engineer became imbued with the spirit of adventure, and crossed the border into New York state. After filling various jobs of which he was capable at that time for about a year, he returned to Canada, finding a job as an apprentice in the Q.M.O and O. shops.

Mr. Bottrell returned to Ottawa taking a job running a donkey engine in the C.P.R. yards. At that time he was 15 years of age.

A year later the boy heard of an opening on the Q.M.O. and O. line between Hull and Aylmer, and landed a job as a full-fledged fireman. The engine was famous in the district as old No. 1, known as the "De Boucherville". The train made four trips between Hull and Aylmer daily. In 1881 the Q.M.O. and O. holdings were bought by the C.P.R. and Mr. Bottrell was promoted by his new employers to their Brockville and Ottawa line. His next job was firing on the lumbermen's mixed train between Ottawa and Mattawa. On this run he had many valuable and interesting experiences.

At the age of 19 in 1882, he was promoted to the position of fireman on the Ottawa-Pembroke passenger train. When not quite 20 he was given an engineer's job in yard service in Ottawa, which position he held for about a year.

Fast run recalled.

When the Soo branch of the C.P.R was finished in 1885, Engineer Bottrell was given a passenger train between the Soo and North Bay. In later years he had all the best runs on the C.P.R. including the Montreal-Ottawa short line. It was on the latter run that he made the trip between Vankleek Hill and Ottawa, 55 miles, in 46 minutes. One one occasion he left the old Union station at the Chaudiere for Montreal with 13 coaches on the Winnipeg -Montreal train. The train left the Chaudiere at 5.15 and arrived at Montreal at 7.38, two hours and 23 minutes later.

In 1904 he was sent as an Ottawa district representative to the Brotherhood of Locomotive Engineer's convention at Los Angeles. At that convention he was elected first grand assistant engineer and held the office for 6 years. Some years ago the B of LE awarded Mr. Bottrell a long service badge for his 44 years of membership with the order.

The veteran engineer was a member of St. Luke's Anglican church and the Oddfellows order. Surviving are one son, George; two daughters, Mrs. W.D. Davis, Windsor, Miss Lulu Bottrell, Sault Ste. Marie, Ont; two sisters, Mrs. J.W. Borrett, Toronto, and Mrs. Eric Carruthers, Ottawa, one brother, F.A. Bottrell, C.P.R. engineer at Moose Jaw; one grandson, John Franklin Bottrell, and his daughter-in-law Mrs. George Bottrell.

17/11/1933 *Ottawa Citizen*

Prescott

Osgoode

Robt. Aitken Of Osjroode Killed By Locomotive

Young Farmer Meets Death When His Team . of Horses Bolts On to Tracks In Front of Train.

Robert Aitken, aged 29 years, farmer of Osgoode, was instantly killed yesterday afternoon when a team of horses attached to a wagon on which he was riding took fright at a C.P.R. freight train at the Osgoode Station crossing and bolted right into the path of the locomotive. An inquest will be held.

The freight train, proceeding to Ottawa at about 20 miles per hour, was in charge of Engineer Alex McPherson and Conductor Sheppard, both of Ottawa. At the crossing where the accident occurred, Aitken had stopped to allow the freight train to pass when the horses took fright and bolted onto the railway just as the locomotive reached the crossing.

Nothing could be done by the train crew to avoid the crash. The front of the engine struck the wagon almost broadside hurling it to one side and throwing the driver off. One of the horses was killed and the other ran away.

The train was brought to a stop and members of the crew went to the assistance of Aitken who was lying unconscious on the ground. A doctor was called and on his arrival pronounced the man dead. It is believed that he suffered a fractured skull.

Inquest Opened.

The body was carried into the Osgoode station house where it was later viewed by Coroner J. E. Craig, M.D., of Ottawa, who after inquiring into the accident opened an inquest. Following the preliminary formalities the inquest was adjourned until Monday at Osgoode town hall.

21/11/1933 *Ottawa Citizen*

Prescott

Osgoode

Attach No Blame For Fatality in Osgoode

Jurymen Recommend a Warning Dell at Crossing.

"That Robert Aitken came to his death from injuries received when he was struck by C.P.R. engine 1088 near Osgoode Station on Nov. 16, 1933, and that his death was acci- dental with no blame attached to anyone" was the verdict rendered by a coroner's jury inquiring last night Into the death of Robert Aitken The inquest was held In the Osgoode town hall and was presided over by Coroner J. E. Craig, M.D., of Ottawa

A rider that a warning bell or signal should be installed at the crossing added by the jury.

Robert Aitken was killed when a team of horses he was driving ran in front of a train.

23/11/1933 *Winchester Press*

Prescott

Osgoode

OSGOODE STATION

The whole community was shocked on Thursday afternoon last when the sad news was passed along of the tragic death of Robert Aitken, a prosperous and highly respectable young farmer, aged 28 years who was hit by a fast freight while driving over the railway crossing. One of his horses was instantly killed while the other escaped injury. The wagon was completely destroyed.

It is thought that he did not hear or see the train coming until too late to clear the tracks, and was thrown 50 feet, suffering a fractured skull and having both legs broken.. He was dead when the train crew and other citizens reached him.

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.

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,

24/08/1935 *Ottawa Journal* *Prescott* *Bedell*

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.

24/08/1935 *Ottawa Citizen* *Prescott* *Bedell*

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.

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.

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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.

13/06/1936 *Ottawa Citizen*

Prescott

Locomotive fireman of eighties had many mean tasks to perform

Veteran railroader recalls customs of fifty years ago.

George W. Hawley draws on memory to recount tales of hardship, snowbound passenger trains and slow moving freights, tells of fishermans' paradise at Chalk River and of the big ones that didn't get away, relates an amusing partridge story.

Looking back upon forty-four years of railroading in the Ottawa district, Mr. George W. Hawley, of 346 Cambridge street, who entered the employ of the Canadian Pacific Railway in 1883 and retired on pension in June 1927, throws some interesting light on the life and experiences of a railroader in the days of "pony" engines and slow-moving passenger trains. Mr. Hawley's reminiscences should prove fascinating to the younger generation of readers and revive memories, both pleasant and unpleasant, for those readers who began their railroad careers under just such conditions as Mr. Hawley describes.

George Hawley, who has 74 summers to his credit and is still as agile as a cricket, is not a native of Ottawa or the Ottawa district. He was born in the year 1862 near the village of Cardinal, in Edwardsburg township and has many interesting memories of life and conditions in that district in his childhood days. Some of them are related in a separate story on this page.

'Twas on the 26th of March, 1883, that Mr. Hawley got word to come to Ottawa and begin his railroad career with the C.P.R. He was slated to commence as assistant mechanic in the machine shops located near the old 3-stall roundhouse, which was built and used by the Quebec, Montreal and Occidental Railway - later taken over by the C.P.R.

In those days, when labor was not as plentiful as it is today, a smart mechanic didn't have long to wait for promotion to a higher position. And so, after slaving in the shops for seven months - with long hours and comparatively little pay - young Hawley found himself elevated to the more dignified and more lucrative position of fireman.

Before we leave the shops and go on with Mr. Hawley's story of his experiences as fireman and later engineer, let us recall the names of some of those employed in the Ottawa Division (C.P.R) in the eighties. Johnny Dewar was foreman of the shops and William Cross was master mechanic. Among those who "ran" out of Ottawa were Isaac Schofield, Joe Burke, Ab Hudson, Bill Christie, Joe Jackson, James Barr, Dave Kelley, Charlie Eldridge, Charlie Bellamy, Jack Dudley, Fred Rowe, Bill Golden and Hughie Richmond.

When the narrator of this story arrived in Ottawa in '83, he secured lodgings in the home of the late William Hill, on Sherwood street. Hill was the official lamplighter for Lebreton Flats. In those days the streets were lighted with naphtha lamps and it was Hill's job to start out bright and early each morning and fill the lamps so they would be ready to set aglow at night. Readers who lived in that section of the city in the eighties will undoubtedly recall seeing Hill driving through the streets with a cart on which was mounted a barrel of naphtha, a ladder with which to scale the lamp posts and a bag containing lamps, wipers, wicks and other paraphernalia.

The life of a railroad fireman was no sinecure in the eighties, Mr. Hawley informs us. The firemen of those days had plenty of the dirty work to do - work which is now done in the shops or through mechanical gadgets which require only the pulling of a lever. For instance, the fireman was required to crawl under his engine and clean out the ashpan with a hoe: it was his business to see that all brass, inside and outside, was thoroughly scoured every day; it was his business to fill the oil cups, lubricators, etc., and it was his business to do a dozen and one other things from which present firemen are exempt.

There were then the discomforts of piloting an engine. There were no side curtains to keep out the snow in winter and the rain in summer. Little provision was made for combatting snowstorms, with the result that running schedules were slowed up considerably and much valuable time was lost. To illustrate this point Mr. Hawley told the following story:

"I remember one time we started out from Ottawa about five o'clock in the evening with a passenger train pulled by two engines. When we were two miles east of Almonte we ran into a heavy snow storm; the snow was up to the footplates of the engines. We plowed through it for a short distance and finally stalled. There we stayed until eight o'clock the next morning when a crew was sent from the city to dig us out.

"No, the passengers didn't freeze to death. In those days each passenger car was equipped with a little coal-burning stove called a Baker heater. The cars were small compared to present day coaches and it didn't require a very big stove to heat them.

"A railroad engineer received the munificent sum of \$1.10 a day, and no matter how much overtime he put in there was no extra compensation. It would take anywhere from ten to twenty hours for a freight train to get from Montreal to Ottawa. The engines of those days would pull between eighteen and twenty freight cars; giant locomotives of today have a pulling power of between seventy-five and one hundred freight cars. Faster time might be made in the old days but for the fact that we had to stop every twenty miles to take on water; present day tenders will go over a division - 120 miles - without having to stop for water.

Mr. Hawley fired the first through time-billed passenger train of the C.P.R. from Montreal to Vancouver, in June 1886, taking it from Ottawa to Chalk River. The engineer on that occasion was Alexander Rogers. The following year - May 1887 - Mr. Hawley was promoted to engineer, and was at the throttles of C.P.R.locomotives from that time until he retired on pension on June 30th, 1927.

Great fishing

The railroader who was fond of fishing and hunting never found time hanging heavily on his hands at Chalk River, according to Mr. Hawley. The lakes and small streams in that vicinity simply teemed with fish "that were fish" and the woods round about were alive with partridge and deer. A few hours fishing would net a man almost more fish than he could carry home.

Mr. Hawley tells that one day he caught seven maskinonge, weighing ten pounds each, and two black bass weighing five to six pounds each. Other railroaders of the eighties and nineties who fished the lakes and streams above Chalk River could undoubtedly match this story. It wasn't necessary to have fisherman's luck in those days.

One day, while angling in a lake near Chalk River, Mr.Hawley landed a ten pound pike which had swallowed a sucker thirteen inches long.

And here is a good one to wind up this part of Mr. Hawley's reminiscences:

"One morning we were going up the Castleford grade, between Carleton Place and Renfrew, when the brakeman, Ed Parke, spotted a partridge standing on a log just inside the railway fence. He hopped off one of the cars near the front, ran back to the van, got a gun and killed the partridge. A few hours later he confided the tale of his achievement to me. That night I came down with a light engine, stopped at the spot where Parke said he had shot the partridge - and next day there was meat on the table in the Hawley home."

Streamlined Train Will Call at Ottawa

MONTREAL. Aug. 28.--Eastern Ontario, including Ottawa, will be visited by the new light weight asml-atreamlined train of the Canadian Pacific Railway on an exhibition tour commencing on Thursday, September 3 and returning to this city on Wednesday, September 16. [sic]

It will be on exhibition, between 10 a.m.. and 1 p.m.. standard time at Smiths Falls, Thursday, Sept 3. and at Carleton Place between 2 p.m. and 3 p.m., the same day. It is scheduled to arrive at Ottawa West at 4 p.m., where it will be on exhibition in the Broad street yard near Wellington street, from 10 a.m. to 9 p.m, Friday and Saturday, September 4 and 5.

Leaving Ottawa West on Sunday, September 6, it will be on exhibition, but not open, for inspection, at Buckingham Jct, 8.57 am. to 9.02 a.m., Paplneauville 9.40 am. to 9 45 a.m, Montebello 9.55 a.m. to 10.04 a m, Lachute 11.00 a.m. to 11.15 a.m., St Therese 11.55 a.m. to 12.01 p.m, returning to Place Viger station at 12.40 pm. All times are standard.

04/09/1936 *Ottawa Journal*

Prescott

Broad Street

New C.P.R. Train Being Shown Here

Semi-Streamlined Engine and Coach in Broad Street Yards.

A new light weight semi-stream lined train of the Canadian Pacific Railway, arrived at the Broad Street yards Thursday afternoon from Carleton Place. It will be on view to the public until 10 o'clock Saturday night. The train may be inspected from 11 a.m. to 10. p.m.

Representing the last word In modernization the train was headed by the new 4-4-4, high speed semi-streamlined locomotive No. 3003, and

consists of mall and express, baggage, buffet and two first class coaches. The train is fully air conditioned throughout. The locomotive is capable of 110 miles an hour.

The passenger coaches are of light-weight design and semi- streamlined.

Officials who arrived with the train included A. Peers, master mechanic, Montreal; R. F. Thomas, general airbrake inspector, Eastern Lines; Jules Fortier, assistant superintendent Smiths Falls; F. G. Perkins, division master mechanic. Smiths Falls; O. G. Riepert electrical engineer, Quebec division; W. Gregory, electrical engineer, Angus Shops, Montreal; and C. Beaudry, passenger agent Montreal.

05/09/1936 *Ottawa Citizen*

Prescott

Broad Street

A Smartly-Built Train

Perhaps the most convincing sign of modernity on the Canadian Pacific Railway's new "semi-streamlined" train, now on exhibition at the old Broad street station, is the women's smoking compartment. It is a bow to a long-felt want, we have no doubt, and is recognition of the fact that smoking is now a polite habit with both sexes.

Apart from the women's ".smoker" the train is a fine piece of up-to-dateness, and an inspection of its cool, green interior makes the visitors want to go on a journey. It has been built for ease and comfort, and its seats, windows and lighting arrangements show a great advance on present trains.

The train is designed for quick travel on comparatively short runs between important cities, and its inauguration on various lines ought to coax back a lot of customers who now take to the highway.

Avoiding the extremes of stream-lining in the United States, the new product of the railway designer's genius is a smart-looking turn-out. The engine is gracefully contrived without losing altogether its locomotive character, and they say that it can accelerate like a motor car. The coaches are smooth and rakish, built for speed and noiselessness. Light in weight, carried on ball-bearings, and cylindrical in shape, the new tram promises much to a generation that has been inclined to neglect the Iron Horse.

Caption to picture

Interior of the buffet-coach of the Canadian Pacific's new semi-streamlined train which was on exhibition here Friday and Saturday. One of these coaches, in which refreshments can be served at tables, will be a regular part of each train when placed in service. The train is air-conditioned throughout and is the last word in modern day-coach travel.

New Train Visited By 10.000 Persons In Ottawa Fridav

Keen Interest Shown in the Latest Coaches and Engine. Will Be On Exhi-bition Again Today.

Ten thousand Ottawans, including Mayor Stanley Lewis, visited the Canadian Pacific Railway's new semi-streamlined train which was on exhibition at Broad street yards yesterday.

The train, which is the last word in Canadian engineering skill, was opened for exhibition at 11 am and visitors streamed through the cars and up into the engine-cab at the rate of 600 an hour during the day. In me evening this rate was at times almost doubled and when closing time was reached at 10 p.m. A. D. Beaudry, passenger agent, who was "clocking" the visitors as they passed through, had counted just a few short of 10,000 callers.

The new type of day-coaches, with rotatable, adjustable chairs appeared to prove of greatest interest to the viators. These coaches are something entirely new in the field of day-coach, travel.

R. F. Thomas, general air-brake inspector, who sat through the day in the engine cab. Explaining features of the new type "Jubilee" engine to the visitors, had many interested and mechanical minded youngsters among his visitors. He put in a busy day, as did all other members of the new train staff, which is headed by A. Peers, district master mechanic.

The train will be on exhibition today from 11 a.m. to 10 p.m., E.D.S.T., and will leave tomorrow morning to continue its tour, visiting Buckingham, Papineauville, Montebello, and St. Therese en route to Montreal. From Montreal it will then go to Quebec city, visiting towns en route.

05/09/1936 *Ottawa Citizen*

Prescott

Broad Street

Picture of interior

Interior of the buffet coach of the Canadian Pacific's new semi-streamlined train which was on exhibition here Friday and Saurday. One of these coaches, in which refreshments can be served at tables will be a regular part of each train when placed in service. The train is air-conditioned throughout and is the last word in modern day-coach travel.

01/10/1936 *Ottawa Journal*

Prescott

Manotick

Baggage Cars Leave Track

Three Hours' Delay in Toronto Run Results.

Due to the derailment of three cars caused by a broken rail at mileage 10. between Gloucester and Manotick, at 11.50 o'clock Wednesday evening, The Ottawa-Toronto pool train was delayed three hours. Officials state that the baggage, mail and express cars were partially derailed and were returned to the tracks through the efforts of the train crew. Workers in the mail car were jolted, but no injuries were reported.

The night pool train left Union Station at 1135 o'clock last night en route to its first stop at Kemptville. The Canadian Pacific Railway Railway express car was suddenly derailed at 11 50. pulling a Canadian National express car and the mail car with it. The Engineer, G. Yelland of Ottawa, immediately braked the train.

Ottawa and Smiths Falls were notified of the mishap and the Canadian Pacific operating officials ordered auxiliary engines to the scene, but the train crew managed to get the derailed cars back on the track, without any assistance. The crew worked in a downpour and no time was lost through utilization of standard equipment.

The crew in charge of the train were Conductor D. Kennedy, of Toronto and Engineer G. Yelland, of Ottawa.

Ten feet of rail were found to be split and the wheels of the cars ripped fish plates snd ties along the track at intervals for about 400 yards.

Three cars derailed on Ottawa - Toronto train, 200 passengers escape.

Night train meets accident near Manotick. Engineer's presence of mind averted disaster and only express and mail cars leave rails. Broken rail given as cause. Members of crew win high praise.

More than 200 passengers on the Ottawa-Toronto night train had a remarkable escape when three cars left the rails between Gloucester and Manotick at mileage ten just before midnight last night. Due to smart work on the part of the train crew, no one was injured and what might easily have been a major catastrophe was averted.

Three cars off tracks

The train, which is the night pool train, pulled out of Ottawa Union station at 11.35 last night with its first scheduled stop Kemptville at 12.25 a.m. It had just got up speed and was thundering on towards its first stop when suddenly the Canadian Pacific Express car left the rails, pulling a Canadian National Express car and the mail car with it. Fortunately the engineer, G. Yelland of Ottawa saw what had happened and immediately braked the train.

Right of way torn up

As he pulled the train to a stop the baggage car between the mail car and the passenger coach and five sleepers held to the rails despite the fact that the right-of-way was torn up and the entire train was rocking from side to side.

Workers in the mail car were thrown to the floor but beyond a few bruises were otherwise unhurt.

Passengers however, were badly jolted but it is understood that none of them were injured.

Among passengers

Among the well known people who left Ottawa last evening on the train were: Arthur Slaght K.C., M.P., of Toronto who was in Ottawa yesterday in connection with a court case; R. McIntyre and J.J. Beachen, both of Toronto, and C.H. Corman of the Hamilton Harbour Commission.

Calls for assistance were at once phoned to Ottawa and Smiths Falls and operating officials of the Canadian Pacific Railway ordered auxiliary engines to the scene of the accident from Smiths Falls and from Ottawa.

Delayed three hours

By three o'clock this morning the three derailed cars were back on the track and the train pulled off for Bedell where other equipment stood ready to rush the now three-hour late train on her way to Toronto.

Despite the fact that there was a drenching rain pouring down, the crew worked like heros in an effort to get the train back on the track with all possible speed.

Believe rail broken

Officials at the scene of the accident state that they were of the opinion that the accident was the result of a broken rail. They all announce themselves as being extremely glad that the engine itself had not left the rails as this would possibly have resulted in a serious loss of life.

A C.P.R. official from Hull, Que., who was on the train en route to Toronto on his holidays, took charge of the operations at the accident.

The crew in charge of the train were Conductor D. Kennedy of Toronto and Engineer G. Yelland of Ottawa.

Ten feet of rail were found to be split when an examination was made following the accident. The wheels of the three cars ripped fishplates and ties for 400 yards along the track.

Three Cars Derailed on Ottawa -Toronto Train, 200 Passengers Escape

Night Train Meets Accident Near Manotick. Engineer's Presence of Mind Averted Disaster and Only Express and Mail Car Leave Rails. Broken Rail Is Given as Cause. Member of Crew Win High Praise.

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Board Investigates Derailment

The Board of Railway Commissioners, it was learned Thursday, is investigating the partial derailment of three cars on the Toronto-Ottawa pool train which occurred near Manotick, 16 miles south of here.

An official of the board said three baggage and express cars were derailed. No on was injured.

A broken rail was said to have been the cause of the accident. Tha train crew was able to work the cars back on to the track without assistance of a wrecking crew summoned from Ottawa.

Railway Commissioners Probing Train Wreck

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The Board of Railway Commissioners yesterday afternoon issued the following statement: "The pool train No. 33 was derailed just south of mileage 10 on the Prescott subdivision at 12.05 a.m. today. The baggageman felt the train, give a bad jolt and he applied the emergency brake. A broken rail was found about ten car-lengths behind the train. The second, third and fourth cars from the engine, consisting of mail, baggage and express cars, were derailed. All were re-railed by the crew at 2.40 a.m. There were no personal injuries."

02/11/1936 *Ottawa Journal*

Prescott

Manotick

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24/11/1936 *Ottawa Citizen*

Prescott

Ellwood

Police searching for bogus money believed hidden.

Working on a theory that a quantity of counterfeit bills, and plates for printing them, were cached under the flooring, police this morning ripped up the floor of the Canadian Pacific Railway tool-house at Ellwood, four miles south of Ottawa. Digging several feet into the earth beneath the two-inch planks revealed nothing.

The search was instituted following the arrest early this morning of Daniel McRitchie, 51 years, of Cooksville, who was paroled four days ago from an Ontario reformatory at Mimico. McRitchie was apprehended by Corporal C. Graham and Constable Poudrette of the Royal Canadian Mounted Police, Cornwall. McRitchie was caught in the tool-house. he is charged with breaking and entering and awaits arraignment.

A close watch is being kept in the vicinity of the tool-house as the police hold the theory that McRitchie had arranged to meet a confederate believed to have been one of the gang of counterfeiters which was operating in Ottawa and Hull slightly over a year ago. At that time many spurious bills were circulated in the two cities, merchants being the victims.

When police began ripping up the floor of the tool-house they discovered that in one spot the earth appeared to have been recently disturbed. They think it possible that some members of the gang may have visited the shack recently and removed whatever might have been buried there. The officers also made a casual examination of the surrounding fields, ditches and hedges.

Constables Poudrette and Georges Lemieux of the R.C.M.P. and Constable George Kelly of the C.P.R. police, are conducting the investigation. McRitchie, it is alleged, had a key to the tool-house and police are endeavouring to discover how he got it.

04/06/1938 *Ottawa Citizen*

Prescott

Spencerville

Escapes When Car Struck By Train

SPENCERVILLE. June 3 Narrowly escaping more serious injury when a freight train struck the rear of her car at the level crossing between Johnstown and Spencerville, Mrs. Lorence Ault of Shanley suffered cuts and bruises and severe shock this afternoon about four o'clock.

Mrs. Ault was alone and returning from Prescott. She had been driving behind a truck and when the vehicle ahead went over the tracks, not hearing nor seeing the approaching train she followed it. The engine struck the rear of her car and knocked it to the side of the road, breaking off two small posts.

Dr. P. A. Macintosh of Spencerville, who came along shortly after the accident, rendered first aid, and took her to the home of her father-in-law.

William Ault, also of Shanley. The back of the car was badly smashed and the windshield and windows broken.

Traffic Officer Carl Johns and Provincial Officer Alex McLeod, both of Prescott, investigated the accident.

23/06/1939 *Ottawa Citizen*

Prescott

Osgoode

Osgoode June 23. Forcing an entry through the screen between the waiting room and office of the C.P.R. station here last night, intruders smashed the outer door of a safe and destroyed the inner combination, but failed to get the second door open. Tools stolen from the car-house were used.

Two combination tills and a ticket case also were smashed.

Crash Occurs At Crossing On Driveway At Dow's lake

Icy Condition of Roadway Blamed For Accident - Bus Pushed 75 Feet By Slowly Moving Train But Vehicle Did Not Turn over

Eleven persons were painfully hurt and taken to the Ottawa Civic Hospital for treatment when a Colonial Coach Lines bus and a Canadian Pacific Railway freight train were in collision at the Driveway crossing 100 yards west of Dow's Lake, at 5.55 p.m. Monday.

Thirteen other passengers in the large bus were badly shaken up and suffered from shock and bruises but did not require hospital care.

The bus was completing its trip from Prescott to the Ottawa terminal on Albert street and the train was travelling north on the tracks when the crash occurred. The bus just failing to clear the tracks when hit by the train.

In Hospital.

Patients in the Ottawa Civic Hospital suffering from cuts from flying glass, bruises and shock are

Details omitted.

His First Accident.

Paul Duhamel, 100 Cameron avenue, was the driver of the bus. It was his first accident in five years with the company. In charge of the train, en route from Prescott to Ottawa West Station, were Alex M. Shepherd, 477 Wellington street, conductor; Andrew Usher, 27 Hampton avenue, engineer, and John A. Barr, 11 Adelaide street, fireman.

After the accident the train pulled the bus back on the highway. It was driven back to the company's garage on Albert street.

The icy condition of the roadway was blamed by the bus line officials for the accident.

According to a statement issued by L. J. Butler, local superintendent for the bus line, the bus was approaching the crossing at 10 miles an hour.

Noticed Train's Lights.

"The driver was slowing down to make a stop at the crossing in accordance with the rules of the company". Mr. J. Butler told The Journal in giving the driver's statement. "He was within 10 feet of the crossing when he noticed the light of the train in the windshield. Seeing the train almost at the highway Mr. Duhamel applied his brakes slightly quicker than usual. This caused all four wheels to skid on the icy roadway. Realizing the bus was going to skid right into the path of the train Mr. Duhamel released his brakes, gave the motor the gas and swerved to the left to take the train tracks. "He was just a fraction too late for the train crashed into the bus above the right rear wheel. Had it not been for the quick action of the driver the damage and injury to passengers probably would have been more serious."

Fireman Barr said he saw the bus approaching the crossing and realized it could not stop. He shouted a warning to the engineer who immediately applied the emergency brakes. The train was travelling about five miles an hour.

Engineer Usher told police he sounded the whistle and the bell as he neared the crossing.

The heavy vehicle was pushed by the train 75 feet along the railway tracks in a northerly direction from the point of impact. Fortunately it did not turn over, the damage being confined to the rear portion of the vehicle.

The cow catcher of the freight engine struck the right hand side of the bus on the rear fender just missing the wheel and sending the seats above it across the aisle. Although the train was going very slowly the momentum of the engine, 10 loaded freight cars, and 10 empty cars was sufficient to push the bus for a considerable distance.

Taken, to Hospital

The passengers seated above the right rear wheel were quickly removed and taken to the Civic Hospital. Others were shaken up and did not require immediate medical care.

All the passengers praised the cautiousness of the driver in the run to Ottawa from Prescott, emphasizing that the going was bad with the highway, in an icy condition. The bus was running only five minutes behind schedule, being due in Ottawa at 6 o'clock.

George Lewis and his sister, Miss Edith Lewis, were returning from Kemptville where they had been on a week-end visit to friends. They left Kemptville on the bus at five o'clock.

At that time they had the choice of a front or a back seat on the right-hand side. They took the second seat from the front on the right, with Miss Lewis seated on the inside and Mr. Lewis on the outside. Had they taken the rear seat offered them, they would have suffered the full impact of the railway engine.

Did Not Hear Train.

Miss Lewis said, "the driver had been exceptionally careful owing to the slippery condition of the highway". She believed the window-pane of the door had been frosted since it had been opened quite frequently, thus hampering the driver's vision of traffic approaching from the right. She had been looking out her window which was quite clear, but had not heard any whistle or seen a sign of the approaching train.

"It happened so suddenly that I did not know what had happened until I got out. I was knocked against the front seat and momentarily dazed. All I suffered was a bad bump on the forehead." Mr. Lewis, thrown: out of his seat to the floor, struck the flooring heavily and his teeth were forced through his lower lip. He spent the night in Ottawa Civic Hospital, after being taken there by a passing motorist. Two members of the R.C.A.F. drove Miss Lewis and Miss Ellis to their homes in the city.

Provincial Constables Harold Swain, Lome MacGillivray, and Ward H. Kennedy investigated the accident, and they were assisted by Nepean Township Constable Borden Conley.

Nine Persons Injured In Collision Between Freight Train and Bus
None of Passengers on Colonial Lines Vehicle Seriously Hurt in Spectacular Crash at Experimental Farm Entrance
Attribute Accident To Icy Condition of Road

Operator Applies Brakes, But Wheels Lock, Causing Bus to Slide Towards Slow-moving Locomotive.
In a spectacular crash between a Canadian Pacific Railway freight train and a Colonial Coach Lines bus on the crossing at the entrance to the Experimental Farm near Dow s Lake at 5.55 o'clock last evening, nine persons were injured, none seriously, and a number of others were shaken up.
List of Injured.

The injured were taken to the Civic Hospital in the ambulance of McEvoy Brothers and passing motor cars. All are suffering from severe bruises and minor cuts.

List omitted

The bus driver, Paul Duhamel, 100 . Cameron avenue, was unhurt. He was Ottawa-bound from Prescott as was the freight train in charge of conductor Alex M. Sheppard, 820 Somerset street west. Other members of the train crew were: Andrew Ussher, engineer, 27 Hampton avenue; John. A. Barr, fireman, 11 Adelaide street: G. P. Gillespie, brakeman, 485 Bayswater avenue.

Unable to Stop.

It is the custom of bus drivers to bring their vehicles to a stop before going over a railway crossing but apparently Duhamel was unable to stop owing to the slippery condition of the road and was almost over the crossing when the train struck the right rear of the bus smashing it in and shattering some of the window, fragments of which littered the pilot of the engine. The bus was pushed sideways along the tracks for about 50 feet but did not overturn.

Passengers who were sitting: over the right rear wheel of the bus were the most severely hurt. With the assistance of those uninjured, they were able to leave the bus by the front door which had not been damaged. The train crew rushed to the assistance of the passengers and took some of them into the cab of the engine where they would be warm until they could be taken to hospital.

- - -More

When provincial police arrived on the scene they ordered the bus kept in the position it came to a halt until it was learned there was no likelihood of any fatal results from the accident. The train was held up for nearly two hours before the bus was moved. It was brought into Ottawa under its own power.

- - -

Turns down C.P.R. Bid for Line into Uplands.

An application of the Canadian Pacific Railway Company for the running of a spur line into the No. 2 Service Flying Training School at Uplands was dismissed by the Board of Transport Commissioners for Canada.

The line, which was intended to serve both her airport and the Ottawa Car and Aircraft Company, was denied on the grounds that the area is adequately served by a branch line of the C.N.R. already on the ground.

Engine 2858 in Doghouse. Hauls only Local Now.

Times are tough for C.P.R. engine No. 2858. She's been demoted.

For quite a long while now, the big 2858 ran on the Vancouver train, No. 7, thundering in here every couple of nights or so on either the first or second section. Today she crawled in on the Montreal local. There was gloom among the insiders down at the depot today, to see 2858 arrive at the front end of the Montreal local No. 503.

It was learned too that 2858 recently was in Quebec. Perhaps this was a pro-Godbout locomotive, and has been sent to the dog house instead of the roundhouse with Duplessis' victory. In any event, this afternoon, No. 2858 will go back to Montreal on the 4.10 local, a terrific come-down from a career of pulling Nos. 7 and 8.

Broad Street Station Site?

Fill In River For New Terminal Scheme

By Austin F. Cross Evening Citizen Staff Writer

The Province of Quebec is in co-operation with the Capital planning committee of the Federal District Commission, it was learned today, in offering close co ordination between the Quebec side of the Ottawa river, and the Ontario side. Highly placed officials have already visited the Greber office on Queen street. and good relations are continuing.

Broad Street Station

This was learned today, along with the information that responsible engineers are turning once more to the project of reviving the old Broad street station idea, and building a big new terminal there.

All of these projects are in the hands of J. R. W. Ambrose, consulting engineer of Toronto, who made the reputation for himself as the man who satisfied both the Canadian National and Canadian Pacific railways and who devised the joint Toronto terminal scheme.

It had been suggested that Quebec. was left out in the cold, in the new capital planning schemes This has proved not to be the case and Quebec officials have visited here, to see how they could help in co-ordinating schemes on the Quebec side, to offer maximum co operation to the Federal planning authorities.

This co-operation is reported to be of great assistance to the Federal planning personnel.

Railway Re-alignment

The re-alignment of railways is being studied by Mr. Ambrose, who has been retained by the sub-committee on railway revision, of the National Capital Planning committee. Local employes in the government and in the Federal District Commission are co-operating with Mr. Ambrose, in the matter of all railway tracks in the area.

The special railway revision committee is headed by E. Cousins, Toronto: with J. P Carriere, city engineer of Hull and Controller Grenville Goodwin, of Ottawa as the other members.

The reasons that Broad street a a new location is favored are many. First of all. the CPR facilities are there, including freight yards and roundhouse. Secondly, the Canadian National has trackage there.

The next point to consider is that the rails running south out of Broad street terminus, across Gladstone and Carling avenue, cross the city where Ottawa is thinnest. In other words. Ottawa at that point has very little north and south population.

Engineers are confident that they can fill up the shallow backwaters of the Ottawa, which are described as "useless". Much of the river at this point has already been filled up. and a city dunn occupies a spot where once it was possible to row a boat. The rest of the dead water space could be filled in, to make a modern terminal.

Broad street also is closer to the center of population than the present terminal. Moreover, a new station out at Hurdman's bridge, as mooted, would be on the perimeter of the population, rather than in the center of it.

Trackage west out of Ottawa both for the CPR and CNR would be no problem whatever, the experts state.

Plans are however, still in a fluid state, and until this special railway revision committee reports, no final decision would be taken.

Jacques Greber, special town planner of Paris and Ottawa, is expected back here about March 15. How long he would be able to stay was not determined, but it is believed he might remain till some time in May. unless called back to Paris unexpectedly.

11/03/1947 Ottawa Citizen

Prescott

Ottawa West

One-Way Traffic On Wellington St. Bridge

Driving is limited to one-way traffic on the Wellington street viaduct, the result of an accident which damaged one of the steel girders Works Commissioner Frank Askwith said Monday.

The girder was weakened when it was struck by a crane being carried under the viaduct on a CPR flat car. The railway company shored up the girder with timbering and in order to further protect the damaged area traffic was routed away from the weakened section.

Meanwhile the Dominion Bridge Company on instructions of the CPR, is undertaking the repair of the girder.

11/03/1947 Ottawa Citizen

Prescott

Chaudiere

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23/06/1947 Ottawa Journal

Prescott

Broad Street

CAME BY TRAIN FOR MARIAN CONGRESS Above is seen a small segment of the railway traffic, unprecedented in the. Capital, which was accommodated at the Canadian Pacific's Broad street terminal, where 17 of Sunday morning's trains were diverted to relieve the pressure on Union Station: The CPR brought approximately 45,000 of the 100,000 people coming to Ottawa to attend, the Marian Congress. The use of the Broad street coach yards, because of the magnitude of the traffic movement, created an historical throwback inasmuch as the CPR had not employed this location, which was the site of its original Ottawa depot Broad Street Station as a passenger terminal for 30 years. (CPR Photo. - shows six passenger trains in yard)

12/07/1947 Ottawa Citizen

Prescott

Prescott Lad, 13 Gordon C. Reid Killed By Train

PRESCOTT, July 11 (Special) Gordon Clifford Reid, 13-year-old son of Mr. and Mrs. Frank Reid, James street, East, Prescott, was instantly killed at 10.50 a.m. today when he was struck by a slow-moving CPR train, north of Prescott junction.

Young Reid, accompanied by his chum, Theodore Travis, 11, was walking along the CNR tracks, carrying Mr. Reid's lunch-pail when he heard a west-bound train approaching along the same tracks. The two boys ran down the embankment, onto the C.P.R. tracks, where another train and three empty coal cars were shunting at about ten miles per hour.

Apparently distracted by the noise of the fast freight train above them, the two youths did not notice the approaching train. Reid walking slowly between the tracks was struck down and his companion, walking along the footpath, narrowly missed the same fate.

Engineer of the C.P.R. train was Clifford Robertson. 19 Gould street, Ottawa, fireman was Edward Egan of Smiths Falls and conductor of the crew was Wilfort Smith of Prescott. The accident was investigated by Provincial constable M. F. Armstrong.

07/10/1947 Ottawa Citizen

Prescott

Railway Spur, Dump Allowed In Gloucester

Gloucester residents attempts to preserve the area adjacent to the cCapital as a residential district suffered two more blows Monday when permission was granted to the the CPR to lay a spur line crossing the Heron road, and the city of Ottawa was authorized to buy land near Billings Bridge to establish a refuse disposal site.

Council granted the application of the Ottawa Board of Control for permission to purchase land owned by Alex A. Brule, lot 19, in the Junction Gore west of Smith's crossing and Gateville subdivisions, and south of the CNR tracks, almost due south-west of the Ottawa Brick Co. plant.

Permission was granted subject to the working out of a satisfactory agreement between the two municipalities.

After almost two hours discussion, council passed a resolution moved by Councillor Davidson and seconded by Councillor Keenan, granting the CPR permission to lay a spur line from the Ottawa Prescott line, to enter the new bulk storage plant of the McColl Frontenac Oil Co. A proviso was included in the resolution that the new track must be level with the existing track. and the whole crossing be levelled to the satisfaction of the municipal road engineer.

Paul Barker, district manager of the McColl-Frontenac Oil Co. and R. E. Farmer, CPR division engineer of Smiths Falls, presented plans covering the proposed crossing and Cuthbert Scott appeared as legal representative. Allan K. Hay, FDC superintendent, present on behalf of the Ottawa Area Planning Board said he could see no serious objection to the new crossing.

Township Clerk Guest read a lengthy petition from district residents who protested against the laying of a siding on the grounds that the oil plant would create an offensive odor and the shunting of cars would result in sleepless nights and also lower the value of property in the vicinity. Mr. Barker earlier said shunting would be done only once or twice a day. Three of six 20,000 gallon oil storage tanks are to be erected immediately in the same locality already used by the British American Oil and the Shell Oil companies, Mr. Barker revealed

31/12/1947 Ottawa Citizen

Prescott

Struck By Train Boy Badly Hurt In Railway Yard

Apparently struck by a shunting train while playing alongside the CPR tracks close to the Redpath street railway yards, Francis Longo, aged 10. of 939 St. Dominic street, Montreal, shortly after two o'clock yesterday afternoon sustained injuries which partially severed both his ears.

Rushed to the Ottawa General Hospital by Maurice Laframboise, 84 Redpath street, an uncle with whom he was visiting during the Christmas season, he was placed under the care of Dr. Alfred Larocque who, after treating the injured members reported that a plastic surgery operation would be necessary to restore them to a normal condition.

Details surrounding the cause of the accident are as yet vague. The boy, not being able to explain how the moving train struck him or in which position he fell to suffer his injuries. All he was able to tell Constables Frederick O'Connor and Fernand Grouleau was that he was running up the incline towards the tracks when he was struck.

Despite his injuries he picked himself up and ran towards his uncle who was loading coal in the railway yards. The uncle took the youngster to hospital in a truck.

14/02/1948 Ottawa Citizen

Prescott

Carling Avenue

Motorist Escapes Serious Accident

An unidentified motorist, believed from Montreal, narrowly escaped serious injury and possible death when he careened his car into a ditch on Carling avenue to avoid striking a slow moving CPR train late Friday afternoon

Police reported the driver was headed east on Carling avenue and. apparently noticing the warning signal at the crossing 200 feet west of Preston street, slid his car into an eight foot ditch on the south side of the roadway.

Alighting from his vehicle, unharmed according to a passerby, the motorist calmly walked to a nearby restaurant and telephoned a service station to have his car towed away for any repairs it needed. He left no name and other than informing the garage operator that he would be back Monday for his car.

R. D'Amour Dies Under Freight Car

A 28-year-old CPR yardman died almost instantly last night shortly after ten o'clock when the wheels of a box-car passed over his body, severing his left leg, at the Ottawa West freight yards.

Robert D'Amour, 374 Gloucester street, is believed to have died from shock and loss of blood seconds after the train passed over him. He was taken to Civic Hospital by Exclusive ambulance and was officially pronounced dead on arrival by CPR Doctor R. Lome Gardner.

According to reports from CPR officials, D'Amour was working with two other men, yard foreman Richard Milks, 97 Booth street, and yardman Roger Nagie, 547 Lisgar street, at the time of the accident.

The men were working with box-cars being moved by the switching engine and it is believed that D'Amour fell under the car as the engine was moving backwards.

It is believed that the yard foreman, Richard Milks, had called out to ask where D'Amour was and had heard the injured man say, "I am under the car." On investigating, Milks found D'Amour under the car and was told "don't touch me." D'Amour died seconds later. He had been working on the four to twelve shift.

Coroner Dr. W. T. Kendall, who was called to the scene, ordered removal of the dead man to the Civic Hospital. He stated that an Inquest will be held only if a report of the accident by CPR police warrants it.

Constables Dean Halliday and Leo Goyette, of number two police station, responded to the alarm in a radio car.

D'Amour is survived by his widow.

23/02/1949 *Ottawa Citizen**Prescott***Mail to Kars Travelling by Train Again**

Mail from Ottawa to Kars, Ontario, will be dispatched in future by train, thus reverting to its original schedule, postal authorities announced here last night.

The regular mail service between the capital and Kars was interrupted while repair work was being carried out to the Rideau river bridge, about half way between Osgoode and Kars. Postal authorities, in the meantime, sent mail from the capital for Kars by bus to North Gower, where the mail man picked it up. From there it was taken to Kars by automobile.

With repairs to the bridge advanced to the stage where traffic is allowed over it between 5 p.m. and 8 a.m. mail may now be taken off the evening train at Osgoode and motored into Kars.

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"The fill-gap service was found unsatisfactory," another postal official said. "There were several delays and the service was anything but what it should be. Now, with our man able to meet the evening train daily at Osgoode, people in the area will be assured of getting their mail on time."

24/02/1949 *Ottawa Citizen**Prescott**Ottawa West***Less Smoke in Yards**

There will be less smoke and hooting and banging at the Ottawa West and Hull West railway yards from now on with the introduction of two new diesel-electric switching locomotives by the CPR.

The move, timed to coincide with Ottawa's smoke-abatement policy, was announced by Robert McEwen, assistant superintendent at Smiths Falls. Two such switching engines will be operating in Ottawa and Hull by next week. The first of the pair, No. 7088, is due here from Montreal this afternoon and is scheduled to go to work immediately on a 24-hour basis in the CPR's Ottawa West yard tomorrow. The second - No. 7089 - is expected early next week and will be utilized in the two transfer services, morning and afternoon, accommodating the industrial areas of Hull and Hull West, Mr. McEwen said.

A Step Forward

Eliminating smoke, a factor in harmony with smoke-control measures new being actively promoted in the Capital, and reducing noise in operation, the introduction of diesels here, is another step forward in the Canadian Pacific's expanding program of dieselization of motive power throughout Canada.

Caption to picture of 7014

FIRST DIESEL LOCOMOTIVE - as a contributory factor to smoke control in the Capital, the CPR is placing two diesel-electric engines of the type shown above in permanent yard service here. First of the pair - number 7088 - is scheduled to arrive today, and a second - number 7089 - is due early next week and will go into immediate operation in the Ottawa West yard and Hull and Hull transfer services.

2 Escape In Crash

Oil Truck Hit By Train

Victor Robert and John Barran, both of Rockland, came close to death at 9.30 this morning when their truck oil-tanker was almost completely demolished by the Ottawa-bound Prescott train at the Walkley road crossing near Elmwood.

The truck and its tank, estimated to cost in the neighborhood of \$10,000, was demolished and the fast passenger train did not come off unscathed. Travelling at a high rate of speed the train, under the control of engineer W. A. Schofield, could not be halted after the smash until near the Billings Bridge crossing. Covered with oil, and with a severed air line, the train had to be towed into Union Station where it was sent to the roundhouse for repairs and cleaning.

7,000 Gallons Of Oil

Carrying a load of 7,000 gallons of road oil the tank-truck, driven by Robert, was proceeding east on the Walkley Road. In the cab was his helper John Barran. Just before the crossing was reached Robert said he asked Barran if he saw any train and on being told "no" he proceeded across the track in low gear.

"I heard the engine blew only seconds before it hit us," he said. "It came out of nowhere and the next thing we knew we were being hurled sideways across the track. My helper got a strained back and I got badly shaken up. I don't know yet how we escaped. A foot or more nearer the cab we would have been killed."

Miss E. Clark, Elmwood, was an eyewitness of the crash.

"I was walking up the road toward the crossing and saw the tank truck ahead. I heard the rumble of the train coming. It was quite a distance away but was coming at a terrible speed. Almost in seconds it struck the truck and there was a terrible explosion as the tank burst.

Cloud of Steam

"I thought the boiler of the engine had exploded," Miss Clark said. "There was a cloud of steam and oil from the tank and it spread out all over the place so it was hard to see. The train ploughed right through tank and truck and went right on. I was amazed to see the truck driver and later the helper, get out of the truck cab. How they escaped alive is a mystery."

Bystanders concurred in the fact that the train appeared to be travelling at a very high speed. One man said he saw it first when it was about a mile away and, in seconds, it was bearing down on the railway crossing where the truck was.

The truck was detached from its shattered tank and the rear wheels were about 100 feet east of the crossing. Road oil, a variety of tar, was spread over a distance of 75 feet. Bystanders said the passenger engine and train received a copious bath of the oil as it sped past.

The train crew were William D. Schofield, 58, of 235 Cooper street; fireman Narcisse Plche and conductor John Crawford, 982 Wellington street. Under the impact with the truck the airline was severed and this rendered the airbrakes inoperative. Emergency means had to be used to bring the train to a halt about a half mile away from the scene of the wreck.

The accident was investigated by Provincial Constables Alex MacLpan, Frank. Patterson and James Burke.

25/07/1951

*Ottawa Citizen**Prescott**Osgoode*

Train Demolished Coupe, Driver Seriously Hurt

OSGOODE Robert Gardner, 74-year-old Osgoode monument dealer, had a close brush with death this morning when his automobile crashed into the side of a speeding locomotive at a level crossing in the heart of the village.

Taken to Ottawa Civic Hospital, he was reported to be suffering from deep lacerations to the scalp, undetermined back and rib injuries, and shock. His condition was stated to be serious but not at the moment critical.

Mr. Gardner had been over at Kars three miles west of here and had just driven into the village at 7.55 a.m. Coming to the CPR crossing in the center of the village, he apparently failed to see or hear the fast Toronto-Ottawa passenger train, and his car struck the locomotive just in front of the cab.

Wreckage Strewn 100 Feet

The light coupe was almost completely demolished and its wreckage was strewn along the right-of-way for more than 100 feet.

Driving alone, Mr. Gardner was thrown clear at the time of impact and, observers claim he escaped death because of that fact.

The train was brought to a stop three-quarters-of-a-mile from the crossing, and it was backed at once into Osgoode Station. It then was able to proceed to Ottawa, however, after a delay of only a few minutes at the station.

Exclusive Ambulance was called from Ottawa to convey the injured man to hospital. Provincial Cpl. Carl Johns investigated the accident.

29/12/1951

*Ottawa Citizen**Prescott*

Train-Auto Crash Twice Same Spot

Generally, when a train and a car are involved in a collision, it means real trouble, perhaps tragedy.

Last night, though, for the second time in less than 24 hours, Ottawa had a train-car smash with no injuries and only minor damage.

What's more, last night's collision was at exactly the same spot as the similar accident on Thursday night at the CPR crossing at the Prescott Highway, behind No. 8 Building.

Driver of the car was 16-year-old Reid B. Watson of R.R. 2. Stittsville. Driving east on the highway, he saw the train and applied the brakes. The car skidded on the slippery surface. however, and struck the engine. but gently. Damage was about \$50 to the car front.

Engineer of the train, which included the engine and four cars and a caboose, was Benoit Lacasse of 10 Lowrey Street.

29/12/1951

*Ottawa Citizen**Prescott*

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20/06/1952

*Ottawa Citizen**Prescott**Manotick*

Train Kills Two Horses At Manotick

When a speeding CPR passenger train scattered a group of some 30 horses which were grazing along the right-of-way at Manotick Station last night, two of the animals were killed and the others were sent stampeding over the countryside.

The horses, owned jointly by Earl Rafter and Mrs. Donna Teskey, had apparently broken through a fence and onto the railway property.

Truck Driver Decapitated By Train.

Wreckage Litters Crossing

Robert Garlough Killed Instantly

An Ottawa truck driver met swift death in a level crossing accident at the city's southern outskirts while on his way to work early this morning. The victim, Mahlon Robert Garlough, 51, River Road, Billings Bridge, was alone when his truck hit the side of a CPR passenger train at a crossing on the Hunt Club Road, 500 yards west of the Metcalfe Highway.

On Way To Work

Eyewitnesses said Garlough had been driving his truck east on the Hunt Club Road, on his way to work at the George Spratt gravel pit. Although the engineer of the speeding train applied the emergency brakes in an effort to bring his train to a stop, he was unable to avert a collision. Garlough was instantly killed when the cab of his truck was sliced off and tossed high into the air. His decapitated body was found only a few feet from the roadway but pieces of the truck were strewn for 300 yards down the railway right-of-way.

Toronto Train

The train was the regular passenger pool train No. 34, from Toronto to Ottawa. It was due in the Capital at 7.40 this morning and the accident happened at approximately 7.45 a.m., according to city police who investigated. The train, first section of the overnight CPR-CNR passenger to Ottawa, was held up for an hour and three-quarters until officials finished their preliminary enquiry.

The second section was flagged by members of the first train and was also held up until the line was cleared and both trains proceeded to the Union Station.

"A Miracle"

Bystanders at the scene said it was a miracle that the crack train was not derailed by debris of the truck which littered the track.

Last man to see Garlough just before he drove his truck on to the crossing, was William Heron, who lives on the Hunt Club Road, a few hundred yards west of the crossing.

He waved to me and said 'hello' as he drove past me on the road." Mr Heron said. "He. worked for George Spratt., hauling gravel, and was on his way to work at the gravel pit."

Hears Impact

Mr Heron said he heard the impact of the collision and knew something had happened.

"I saw the body of the truck go up it must have been 15 feet in the air before it crashed to the ground, when I got there the man was beyond any human help. He must have died instantly.

"It's a very dangerous crossing and something certainly should be done about it," Mr. Heron added.

Vision Clear

The road was dry at the time and the vision was clear but some think Garlough may have been blinded by the rising sun and did not hear or see the approaching train coming from the south.

Spectators at the scene following the crash found pieces of the truck scattered along the side of the track and across the fence for a distance of three telephone poles. The engine, clutch and grill were among the parts carried farthest, about 250 yards from the point of the impact.

Dr. Charles E. Shapiro viewed the body at the scene and ordered it removed to the morgue at the Civic Hospital by Exclusive Ambulance.

Constable Morits Nash was was first member of the Ottawa police to reach the site of the crash. He was followed by Sgt. Walter Hudson and Sgt. Roland Beauchamp who completed their investigation for the city police,

In Charge Of Train

In charge of the train was Conductor A. Cammack, of Toronto. Other members of the train crew were H. Creighton. 235 Carruthers Street and Fireman A. Labrle, 115 Amherst Street.

2 Men Escape As Engine Wrecks Car

Two men escaped with only a few cuts and bruises last night, when a locomotive reduced their late model automobile to a mass of twisted wreckage, in a level-crossing crash near the Dominion Experimental Farm.

Scene of the accident, which occurred shortly before 9.30 p.m., was the CPR crossing on the Prescott Highway, just west of Dow's Lake, and at the rear of No. 8 Temporary Building.

Injured were: David J. Barton, 27, of 5 Gilchrist Avenue, driver of the westbound car. He was treated in Civic Hospital for cuts about his head and face, and was detained.

Allen Babcock, 30, City View, who left the hospital after bruises about his back and shoulders were treated.

Coal Train

Involved in the crash was a northbound coal-train (locomotive No. 2202), reported to be travelling across the highway at a low rate of speed. In charge of the train were Conductor Frank Cope, and Engineer William Austin.

Police were told that the car had been proceeding west on the busy highway at a moderate speed, when it crossed the CPR tracks directly into the path of the oncoming engine.

The car was struck broadside by the cow-catcher of the engine, between the front and rear left doors. Though not overturned, it was spun about by the impact and was thrown about 15 feet into a railway warning signpost on the west side of the tracks. The wrecked automobile came to rest facing the road.

Passing motorists rushed to the aid of the two men and helped them from the wreckage. They were taken to hospital in an Ottawa Fire Department emergency vehicle.

Constables Stu Storey and Ray Lacroix were called to investigate.

Manotick Man Hurt, Car Hit By Train

Seventy-one-year-old John Sloan, of Manotick, suffered severe back and head injuries shortly after 8 a.m. today when the car in which he was riding was hit by a slow-moving CPR freight train and sent spinning into a second car.

The accident occurred at the CPR level crossing on the Prescott Highway just west of Dow's Lake.

Civic Hospital authorities described Sloan's condition as "satisfactory" early this afternoon.

A Chance Ride

It was a chance ride with Russell Williams, of Manotick, that brought Sloan into Ottawa today.

Williams, who was travelling to work here, picked Sloan up as a favor and was eastbound on the highway when the vehicle was struck by the northbound freight.

The Williams car, hit in the right rear section, was hurled over the crossing, swung around and pushed against a westbound car driven by William D. Archambault, 1074 Normandy Crescent, Rideau View. The Archambault car had stopped for the oncoming train at the crossing.

Damage Minor

Damage to the Archambault machine was minor. The Williams car suffered an estimated \$400 damage.

Sloan, who had been sitting in the front seat with Williams, suffered possible spinal injuries, head injuries and some abrasions to the face and nose. He was taken to hospital by a passing motorist.

Williams told Constable Spratt he had looked to the north as he approached the crossing and had seen nothing. He could not recall looking south.

The train was estimated to be travelling about 10 miles per hour.

The freight, in charge of Engineer David Milks and Fireman Andre Legare, both of Montreal, was pulling a load of oil from Montreal into the CPR yards.

None Injured When Train Strikes Auto

An Ottawa driver was un hurt yesterday after a slow moving freight locomotive had plowed into his car at the CPR level crossing on the Prescott Highway, near the entrance to the Dominion Experimental Farm.

(The crossing is located near Dows Lake, almost directly behind No. 8 Temporary Building.)

The car, driven by James Gunn, 38, of 168 Greenfield Avenue, was travelling west on the Prescott Road, when it was struck by the southbound engine. Damage to the car was estimated at \$500.

Involved in the accident was freight No. 76 (locomotive No. 5200) in charge of Engineer George Lallier of Montreal.

Constables George Bashara and George Warren investigated.

CPR Foreman hurt in boxcar tumble

A CPR yard foreman, Norman Abrams, of 273 Slater Street, was taken to Ottawa Civic Hospital with back injuries received when he fell from a moving box-car in the CPR yards at 5.30 Thursday afternoon near the Wellington Street Bridge.

Mr. Abrams missed a handrail near the roof of the car he was climbing and fell to the ground, narrowly missing the rails of the neighboring track.

The accident occurred on a track in front of the yard office.

He was detained at the hospital for observation. Hospital authorities reported that his condition was "satisfactory".

Constable John Fermoye investigated.

Auto Slides Into Train

Walter T. Murphy, 602 Roosevelt Avenue, an OTC advertising executive, escaped unhurt today when the car he was driving slid down an icy, sloping street and rammed into a slow-moving freight train.

The accident occurred about 8.30 a.m. at the CPR level crossing on Young Street at Railway Street.

Mr. Murphy's car suffered about \$400 damage but he emerged with only a shaking-up.

Constable Alvin Meredith, of No. 2 Police Station, who investigated, reported the OTC executive's car was eastbound on Young when it suddenly skidded out of control on the ice-sheathed roadway near the crossing. It slid less than 50 feet into a box car of the CPR freight.

Engineer of the train, which was about a car-and-a-half's length across the crossing, was William Patterson, 1008 Gladstone Avenue.

Transport Collides With Train**Special To The Citizen**

PRESCOTT An Ottawa transport driver, Thomas W. Blondin, of 414 1/2 Arlington Avenue, was taken to St. Vincent de Paull Hospital, Brockville last night when his tractor-trailer transport was struck by a CPR local train at a level crossing, two miles north of Prescott.

Ontario Provincial Police reported that the accident occurred at about 8 45 p.m., when the heavy transport, loaded with insulation board, could not stop in time at the crossing. The train, an Ottawa-Prescott local, struck the truck just behind the cab, rolling the trailer down an embankment and throwing the cab some 75 yards along the track.

The driver was thrown from the cab, but was found partially buried beneath huge heavy packages of the board. He was taken to hospital by Appleton Ambulance of Prescott.

Another man, believed to have been a rider in the transport, left the scene before police arrived and his name could not be ascertained.

"Very Serious"

Brockville Hospital authorities said today that Blondin's condition was "very serious," although exact nature of his injuries was not revealed.

The transport, owned by Motorways, Limited, of Ottawa, was reported to have been westbound along the Highway 16 "cut off" leading into Prescott. The road there was in good condition and provides a direct approach to the crossing, although vision was somewhat obscured by light undergrowth.

Police reported that Blondin apparently applied his brakes some 175 feet away from crossing, but could not stop in time and the transport "jack-knifed" on the crossing, with the cab headed almost due south.

The train, moving slowly as it approached Prescott, was a small one, containing only one baggage car and a passenger car. The engineer was

Thomas Curley, 25 Westmount Street, Ottawa, the fireman, Andrew Labrie and the conductor E. L. McMullin, 202 Booth Street, Ottawa.

Labrie said that he had seen the truck approaching, but thought that it had time to make the crossing.

Apart from having cargo scattered over the surrounding area, the transport did not appear to have been heavily damaged. The trailer was battered, but the cab, struck from behind, escaped comparatively lightly.

Ottawan Killed By Train At Kemptville Crossing

By Staff Reporter SMITHS FALLS Alexander Milne. 22. of 273 Bay Street. Ottawa, was killed Instantly and a companion, Florence Ferguson, of Carleton Place, Ont suffered painful injuries when the car in which they were driving was struck by a train on Highway 16 near Kemptville early this morning.

According to the police report, the late model car was travelling towards Ottawa when it was struck by the Ottawa-Toronto CPR passenger train No. 23 at about 12.10 a.m. today.

The accident occurred close to the Kemptville Agricultural School. The car was flung a few feet by the impact when it was struck by the right front end of the engine.

There were no witnesses to the accident except the train crew.

Taken To Hospital

The train stopped immediately and the injured girl was placed aboard. She was taken to the Smiths Falls Public Hospital where she was attended by Dr. R. T. Walker. Her condition is not serious.

Coroner Dr. C. F. McPherson of Prescott arrived at the scene of the accident shortly after the collision.

Cpl. E. M. Armstrong of Prescott and Constable G. H. Alexander of Kemptville of the Ontario Provincial Police investigated the accident.

The train was met in Smiths Falls by CPR Const Frank Cooper, who took the injured Carleton Place girl to the hospital.

22/02/1954 *Ottawa Citizen*

Prescott

Two Injured As Auto Hit By Train

A train-car crash at the CPR crossing on the Prescott Highway, near the entrance to the Experimental Farm, brought injuries to two persons at 5.30 p.m. yesterday.

Rammed by the engine the auto was forced into a second car that was stopped at the level crossing. Both injured persons were passengers in the auto struck by the train.

They were Mrs. Margaret Parson, of 463 Kensington Avenue, who was admitted to Civic Hospital for treatment of rib fractures, and her grandson, Adrian, seven, who was treated for bruise but was not admitted.

The car was driven by Bryan K. Bryan, also of 453 Kensington, father of the injured boy. Damage to his car was estimated at \$500.

The second auto, that had stopped for the train, was owned by Albert George Goswell, of 290 McArthur Road. It sustained an estimated \$300 damage.

Heavy Fog

Bryan told police that he was travelling in a westerly direction at the time, and though he looked out of the window he failed to see the northbound train in the heavy fog, until too late to avoid an accident.

"I did not see the engine until I was straddling the tracks. I stepped on the gas trying to get out of its path but the car was struck on the left-rear fender," he reported.

The car was thrown into a complete circle after being struck by the train, crashing into the Goswell car parked on the west side of the tracks.

John K. Ross, of 90 Preston, operator of the CPR yard engine (No. 7089) stated that he was travelling very slowly at the time of the accident. "We pulled to a stop within feet of the crossing when we realized there had been an accident," he said.

Constables Lionel Lefebvre and Daniel Teevens, of No. 2 Police Station, investigated.

28/04/1954 *Ottawa Citizen*

Prescott

Car Crashes Locomotive, Driver Hurt

When his car crashed into a slow-moving locomotive at the unguarded CPR crossing on the Prescott Highway, near the Dominion Experimental Farm late last night, an elderly man was critically injured and his auto heavily damaged.

John MacLeod, 75, of 25 Lakeview Terrace, was admitted to Civic Hospital in a semi-conscious condition as a result of the level-crossing crash.

Hospital authorities reported that his condition was "fair" early this morning. He suffered severe shock, multiple bruises and cuts about his face and body, and possible internal injuries.

Damage to his late-model car was estimated in excess of \$1,000. Mr. MacLeod was alone in the car at the time of the accident that occurred shortly before 11 p.m.

The car was travelling toward Ottawa when it crashed into the side of the northbound locomotive (No. 5125). The yard-engine was hauling eight freight cars at the time.

With the driver trapped in his vehicle, the train dragged the car more than 300 feet before it could be braked to the stop.

Engineer Nicholas Tremblay, of 840 Somerset Street West, reported that he was travelling slowly at the time, and pulled the train to a stop as quickly as possible after he realized that the engine had been struck. Conductor James E. McMullen, of 811 Somerset West, was in charge of the train.

Constables Donald MacDonald and Lester Thompson, of the city police, investigated the accident.

20/10/1954 *Ottawa Citizen*

Prescott

Beech Street

Trailer In Trouble

Traffic at the CPR crossing on Beech Street was tied up briefly yesterday afternoon when a big semi-trailer truck collided with a freight train. No one was injured. Damage was light, even though a \$200 tire on the truck was completely wrecked. Photo by Newton

07/12/1954 *Ottawa Citizen*

Prescott

Heron Road

Train Cuts Car In Two Driver Escapes Alive

A Hurdman's Bridge man had a miraculous escape from serious injury this morning when a CPR train cut his light coupe in two and scattered pieces along the track right-of-way.

Ernest Begin, 23, was sent home from Civic Hospital after treatment for shock and superficial scratches. His car was completely demolished.

The accident occurred about 7.45 a.m. at the CPR crossing on the Heron Road. Mr. Begin, a construction employe, was returning home after working a night shift on a building project on Carling Avenue near the Merivale Road.

Mr. Begin told City Constable Gerry Lefebvre that he was driving east and nearing the crossing when he heard the sudden scream of the whistle of the Ottawa-bound CPR-CNR overnight pool train. He said he applied his brakes, but the wheels failed to hold on the icy pavement and he skidded right into the intersection.

Direct Hit

The train, in charge of Engineer Burns Wilson, of Smiths Falls, caught the 1947 coupe almost directly in the center.

The locomotive ripped the automobile completely in two, hurling the sections 60 to 120 feet down the track. Smaller parts were strewn the entire distance.

When Constable Lefebvre arrived. Mr. Begin was lying along the track, apparently thrown clear of the demolished sections of his car.

He was fully conscious, though dazed and suffering from shock. Constable Lefebvre took the driver to hospital in his prowler.

The automobile, a total loss, was valued at about \$1,000. The train was able to proceed to Ottawa.

Derailment Delays Toronto Pool Train

A derailed freight car just south of Osgoode caused a delay of more than three hours in the arrival of the CNR-CPR passenger pool train from Toronto, due in at Ottawa's Union Station at 7.50 this morning.

The derailment affected only one car of the CPR early morning freight from Detroit to Ottawa. The car went off the track, causing some damage to the rails, but did not overturn. No one was hurt in the accident.

The 7.50 Toronto-Ottawa pool train was held up for some time behind the trouble spot, before being rerouted into Ottawa through Smiths Falls. The earlier 7.20 pool train from Toronto had got through before the derailment.

Cause of the derailment is not yet known. Canadian Pacific officials are investigating the accident.

27/05/1955 *Ottawa Citizen*

Prescott

Carling Avenue

Train Kills Pedestrian

Peter Costuck, 75-year-old Ukrainian, was killed instantly when he stepped into the path of a freight train at the CPR level crossing on Carling Avenue, just west of Preston Street, at 7 o'clock this morning.

Costuck, who had no immediate relatives here, roomed at 49 Cnampagne street with a friend, Alex Basrab.

The freight train, which was en route to Prescott, had just left the Broad Street yards and was travelling slowly at the time of the accident. The train was in charge of conductor William Parker, 484 Kent Street. The engineer was Delmer Payne, of 153 Spadina Avenue, and the fireman was William Archambault, of 1074 Normandy Crescent.

According to eye-witnesses Costuck had been walking West along Carling Avenue. At the crossing, he turned South onto the right-of-way and walked a short distance along the side of the tracks.

Badly Mutilated

At that time the wig-wag signal at the crossing was in motion, and the locomotive whistle was blowing a warning. Costuck stepped suddenly onto the tracks directly into the path of the locomotive and was run over. Both legs were severed and his body was almost cut in two.

Engineer Payne was able to stop his engine within less than 50 feet, but Costuck was dead when he was taken out from under one of the box cars. The body was taken to Civic Hospital where it was viewed by Coroner Dr. W. T. Kendall. An inquest is unlikely.

Alex Basrab, with whom Costuck roomed, said that his friend was hard of hearing, and he expressed the opinion that Costuck failed to hear the approaching train.

16/12/1955 *Ottawa Citizen*

Prescott

Driver Hurt, Car Wrecked in Train-Auto Collision

A youthful driver was injured and his car smashed to wreckage late yesterday afternoon when it skidded into the path of a CPR freight train at the level crossing on the Prescott Highway, near the Dominion Experimental Farm.

There is no automatic signal or gate at the crossing.

The motorist, Ernest Crowder, 17, of 1393 Bank Street, was admitted to Civic Hospital for treatment of a fracture of his left leg, a torn ear, facial injuries, and shock suffered in the crash.

Slippery Roads

Slippery road conditions were blamed for the accident

Police were told the motorist had been travelling east, downhill toward the crossing, and he noticed the approaching train just after he rounded the sharp curve on the highway.

He said that he applied his brakes, but his car slid along the road, picking up speed after he had stepped on the brakes. [sic]

The slow-moving southbound freight train rammed the center of the car driving it a distance of 175 feet along the CPR right-of-way.

Mr. Crowder was pinned between the seat and the panel of the car when it was crushed by the train. Two policemen pried him out of the automobile before he could be removed to hospital.

The auto, valued at about \$1,000, was reduced to a mass of twisted metal as a result of the impact.

Engineer of the train, John Simpson, of 183 Armstrong Street, told Constable George Beshara that he had been travelling at a speed of about 10 miles an hour as he approached the crossing.

Couldn't Stop

The locomotive was thrown into reverse when the car was spotted, about 75 feet from the crossing, but the train could not stop in time to avoid the accident, police were told.

Heavy supertime traffic, already snarled by poor weather conditions, came to a complete stop for more than a quarter of an hour as a result of the accident.

Hundreds of civil servants pouring from the government buildings in the area were delayed until traffic was permitted to resume across the-tracks.

Motor cars on the FDC Driveway, Preston Street, and the Prescott Highway were backed up for almost a mile in each direction.

The wrecked automobile was not towed away until the mass of traffic had cleared the spot.

Constable Beshara investigated the accident, assisted by Constable Ed. Paul who directed the traffic at the scene.

Driver Receives Cuts In Train-Truck Crash

A CPR train last night struck a Smith Transport limited tractor-trailer at the Experimental Farm Crossing near Dows Lake and wrecked the trailer but the driver is escaped with only a painful head laceration.

Michael Nolan, 35, of 116 Lakeshore Boulevard, Toronto, who was alone in the big tractor-trailer, was treated at the Civic Hospital for the head cut, but not admitted.

The train, two engines linked together, was traveling south and the transport vehicle was going east when the train struck the loaded tractor-trailer about 9.55. p.m. Mr. Nolan told police he was following a car on the highway into Ottawa and, when the car slowed down, he turned out to pass it. He did not see the slow-moving train until only a few feet from the crossing.

He said he was traveling about 30 miles an hour. The train, police were told, was going about eight or 10 miles an hour.

In spite of the comparative slowness of the train, it slammed the tractor-trailer several feet. The big vehicle snapped off a Hydro pole, tore away a few feet of fence around HMCS Carleton and came to rest against a big tree.

Mixed items on the trailer were scattered when the doors of the vehicle were sprung open. The ground was littered with such different items as ladies shoes and pots of glue.

The train, in charge of engineer William Shorthouse of 137 Daly Avenue and fireman Richard Hebert of 23 Charles Street, Eastview, was not heavily damaged and was soon on its way after the crash.

Damage to the tractor-trailer was estimated at \$5,000.

Constable Norman McGee investigated.

Caption to picture

AFTERMATH OF CROSSING CRASH

The wrecked tractor-trailer of Smith Transport Limited was struck by a CPR train at the Experimental Farm crossing on Tuesday night. The impact smashed it up against a Hydro pole, which it snapped off and then against a tree. Goods in the trailer spilled out onto the ground. The driver, Michael Nolan of Toronto, escaped from the crash with a head laceration. Photo by Newton.

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From Bruce Chapman:

It was 33/23's power, both steam.

Bruce Gillies is the operator, recognize his wiring (still alive and living near Finch Ontario), and of course, there was only a day man at Ellwood, but #24 that morning had G3 2469, by at 0822; #34 had gone by before he came to work, so not sure what he had. Thus, 2469 would have been one of 2 engines in the crossing mishap.

04/04/1956 *Ottawa Journal**Prescott*

HEAVYWEIGHT BATTLE

Transport 2nd Best In Bout With Train

It was a meeting of monsters last night when a slow moving CPR engine slammed into the side of a giant tractor trailer at the level crossing on the Prescott Highway near Dows Lake.

The outcome left little doubt as to the supremacy of the locomotive. It hurled the transport from the right-of-way and wrapped it around a big elm tree.

Driver Michael Nolan, 35, of Toronto, escaped from the cab with minor head cuts, but his miscellaneous cargo was strewn about the roadside.

A barrel of glue hurtled out of the trailer, traveled 60 feet through the air, and smacked the side of an HMCS Carleton building. One window in the building was broken.

On the way to its resting place against the elm the transport picked up a hydro pole and sandwiched it between the trailer and tree. Broken into three pieces, the top of the pole hung in a crotch of the tree, the bottom remained upright against the tree and the middle section hung precariously on the wires by a small insulating knob.

Driver Nolan told police he was driving east on the Prescott highway. There was a car in front of him. He said the car slowed down, and because it had done that a little while earlier for no apparent reason he paid no attention to it. Pulling out to pass the car, Nolan noticed the train when he was about 10 feet from the tracks.

It was too late to stop.

Train engineer William Shorthouse [sic], of 173 Daly avenue, told police he was traveling between eight and 10 miles an hour at the time of the crash. He was in charge of two engines attached together and on their way to the Union Station yards. They were traveling south across the highway.

Damage to the locomotive was light, but the trailer part of the Smith Transport was wrecked.

Constable Norman McGee investigated.

04/04/1956 *Ottawa Citizen**Prescott*

Caption to picture

Signal Soon At This Crossing

When a freight train hit a transport truck trailer last night on the CPR Prince of Wales Highway crossing on the Experimental Farm it did more than wreck the trailer. It gave a nudge to the paper work needed for the installation jointly by the FDC and the CPR of an automatic signal at the crossing. Today the word was that the crossing would have signal protection shortly. Above, (left) is where last night's collision took place. Right is a signal, such as this little-used one on Parkdale Avenue, of the type which will be put on the Prince of Wales Highway. Photo by Newton

06/04/1956 *Ottawa Citizen**Prescott*

Train Crushes Boy's Foot

An 11-year-old Ottawa boy is in Civic Hospital, recovering from an accident that resulted in the loss of part of his right foot.

Richard Belanger, son of Mr. and Mrs. Louis A. Belanger, 182 Louisa Street, was rushed to hospital after a CPR train crushed part of his foot on the tracks between Gladstone Avenue and Louisa Street. The accident occurred shortly before 5 p.m. Wednesday.

The boy told his father he was walking along the right-of-way and stepped from the tracks when a train approached from behind. He said he stepped aside and the train was passing, when "something hit me from behind and I just made one flip and my foot landed under the wheels."

He began crawling home and shouted to his brother, Michael, 9, who called an older brother.

The father, an employe of photographic branch of the Department of Public Works, said his son underwent an operation Thursday to save the rest of his foot, and was "quite cheerful and making progress" in hospital.

15/06/1956 *Ottawa Citizen*

Prescott

Four Escape Auto Before Train Strikes

Four persons scrambled to safety seconds before their stalled car was struck by a CPR locomotive late last night at the Heron Road crossing, west of Bank- Street.

The car driven by Stuart Emerson Arbuthnot, 19, of 1219 St. Paul Avenue, was travelling east on the Heron Road. The car apparently developed motor trouble and, stalled in a dip on the road at the CPR crossing.

The driver and his three passengers saw the slow-moving coupled locomotives about 150 feet from the crossing. They left the car without difficulty. It was rammed by the engine and driven about five feet. The engineer of the lead engine, Harry Creighton, said that the engines were travelling at about three-miles an hour enroute to the Union Station to pick up a train of coaches.

He thought the automobile was moving, and braked the train to almost a dead-stop when it became apparent that the automobile was stalled, police were told.

Const. Gerry Lefebvre was sent to investigate.

31/12/1956 *Ottawa Citizen*

Prescott

Carling Avenue

Mother, Son Hurt As Car Strikes Train

An Ottawa woman was injured Saturday night when the car in which she was riding collided with a CPR train on Carling Avenue just north of Preston at 10.30 o'clock.

Mrs. Margaret Meloche, 68, of 45 Strathcona Avenue, is being treated in Civic Hospital for possible fractured collar-bone, bruises and lacerations. Her son, Peter Meloche, 32 driver of the automobile, sustained minor cuts and bruises.

Mr. Meloche told police he was driving east on Carling approaching the railway crossing when his mother shouted that train was coming.

Tossed From Car

He applied the brakes but was unable to avoid hitting the train. Mrs. Meloche was thrown from the car by the violence of the impact.

Police said the train was moving at a slow rate of speed at the time of the accident. The train was north-bound in charge of engineer Kipling Casselman, 51 Pinehurst Avenue.

Damage to the car was placed at \$1,200.

14/02/1957 *Ottawa Citizen*

Prescott

Ottawa Broad Street

Boxcars Roll Loose Into Parked Autos

Two boxcars which rolled off the end of a "dead" siding caused about \$1,000 damage to six parked automobiles this morning.

The accident occurred about 10.15 a.m. in the CPR's Broad Street yards. No one was hurt.

A "bump" from a shunting engine apparently started a chain of boxcars moving down the siding. The last two cars in the string were the ones which ran over the end of the rails.

All the damaged automobiles were parked close to the end of the siding. One, a 1953 model, was hit in the front, spun around and struck again in the rear; the others were grazed.

City Police Constable Andy Hanna investigated.

09/05/1957 *Ottawa Citizen*

Prescott

Prescott

Transport knocks train from track.

Prescott - A transport driver escaped with only minor injuries when his truck struck a CPR train at a level crossing on the Prescott Bypass and derailed three cars at 9.40 p.m. Wednesday.

William Conlin of Oshawa was treated at the Brockville Medical Clinic after his truck slammed into the 13th car of train 592, combination freight and passenger bound from Ottawa to Prescott.

The eastbound truck knocked the car nearly 100 feet and the impact severed the railway track.

The transport's cab was wrecked and the trailer section suffered damage estimated at \$2,000. No estimate of damage to the train - 20 freight cars, a baggage car and a coach- was available.

Engineer of the train was Gordon Allen of 1084 Gladstone Avenue, Ottawa, and the Conductor was F.G.Cope, also of Ottawa.

There is no wig wag signal at the crossing.

From Bruce Chapman #592 had G5 1265 for power.

03/06/1957 *Ottawa Citizen*

Prescott

Gladstone Avenue

Level Crossing Crash

An elderly Ottawa man is in satisfactory condition in Civic Hospital after the truck in which he was a passenger was struck by a CPR train early last night.

Simeon C. Silieff, 76 of 60 Lebreton Street, suffered a fractured collar bone and left wrist, when the truck being driven west on Gladstone Avenue by Joseph Litenchuck, 60, of the same address, was struck by the train at the level crossing just west of Preston Street.

The train which was travelling north, was operated by Engineer Kipling Casselman, 46, of 51 Pinehurst Avenue. The heavily damaged truck was thrown about 30 feet by the impact. Witnesses said the crossing's wig-wag signal was in operation at the time.

Despite his age, Mr. Silieff is not in serious condition and Mr. Litenchuck was unhurt.

Constables Bill Lupiano and Kenneth Walker investigated.

22/07/1957 *Ottawa Citizen*

Prescott

Heron Road

Two Escape When Train Rams Auto

Two Ottawa men escaped injury when their car was struck by the CPR Ottawa-to-Prescott train at the Heron Road crossing at 7.30 p.m. Saturday.

The car was damaged to the extent of \$350.

Aurel Gurmond, 21, 7 Monk Street, and his passenger John Lewis, 18, of 2418 Clementine Avenue, told police they were talking in the car and did not hear either the whistle or bell of the oncoming train.

The engine struck the left front end of the vehicle, sideswiping it. In charge of the train were Conductor Alfred Price and Engineer C. Robertson.

They said both the whistle and bell of the train were sounded for the crossing.

26/10/1957 *Ottawa Journal*

Prescott

Canadian Pacific Advertisement

Effective Monday, October 28th, 1957

THE PASSENGER SERVICE

provided by trains 593 and 592 between Ottawa and Prescott

Will Be Discontinued

Reason: Lack of Patronage

CANADIAN PACIFIC RAILWAY COMPANY

Train Kills Kemptville Woman, 78

KEMPTVILLE (Special) A Kemptville woman was killed by the CPR's Ottawa-Prescott train Saturday as it pulled out of the station here on the last run of its more than 100 years' service.

The battered body of Mrs. James Workman, 78, was found shortly before 7 a.m. Sunday beside the railway tracks 300 yards west of the station. She died shortly after stepping off the same train at 8.20 p.m. after returning from a visit to her nephew in Osgoode. The train continued its run at 8.25.

Apparently she suffered a dizzy spell and wandered onto the track. Richard Evans of Kemptville found her body the next day. No inquest will be held.

(Caption to picture of crew) Conductor J.R. McNally checks his watch and engineer C.J. Robertson, centre, and fireman Alvin Nichol look on just before the last train carrying passengers between Ottawa and Prescott moved out of Union Station at seven o'clock Saturday night. Now, only freight will be carried on the 52-mile, 15-stop run. Passenger traffic was not sufficient.

107 years of train service ends.

A small, almost empty train slipped down the rails and into the cold night at Union Station Saturday.

It was the last of its kind and marked the end of 10 years of passenger service between Ottawa and Prescott.

Just a Memory.

Now, for old trainmen and district residents alike, all that remains is memory.

A few passengers sat huddled quietly in a single coach, bright with yellow light.

A baggageman bent chafing his hands and fingering his mail within a single baggage ear.

It was seven p.m. and at the front a signal was given. Two burly trainmen heaved into a diesel cab. A conductor swung on at the rear.

Then it was gone.

It was goodbye to the first passenger service into Ottawa,

Prior to April, 1954 passenger trains exclusively operated between Ottawa and Prescott, but business had fallen off.

As a remedy the CPR put on a "mixed" (passenger and freight) train.

Still there were not enough passengers and the company made a successful appeal to the Board of Transport Commissioners.

Now only freight will be hauled on the 52-mile, 15-stop run and passengers will go by bus. To go by train they would have to travel by Coteau or Brockville.

The passenger service came into being under the St. Lawrence and Ottawa Railway in 1850 and was leased to the CPR in 1884.

Recently its stops have been Ottawa, Billings Bridge, Ellwood, Gloucester, Manotick, Bray, Osgoode, Sabourin, Kemptville, Bedell, Oxford Station, Groveton, Spencerville, Domville and Prescott. It has operated (going and coming) under train No.'s 593 and 592.

A Small Train

It normally has been a small train leaving Ottawa but has picked up passengers and freight and extra cars along the way, some cheese maybe at Oxford, then at Prescott some coal from Ogdensburg, and television sets from the town itself.

It has left Ottawa at six p.m. (standard) and arrived at Prescott at 9.05, then left from Prescott at six a.m. the following morning, arriving here at nine o'clock.

In future a Cornwall trucking firm will handle the mail between the two points.

Mail will leave Prescott post office at 8.30 a.m. and arrive at Spencerville at 8.55, Oxford at 9.20, Kemptville 9.40, North Gower 10.05, Manotick 10.30 and Gower at 11 o'clock.

Going the other way it will leave Ottawa at five p.m., arrive Manotick 5.30, Kemptville 6.40, Spencerville 7.05 and Prescott 7.30 - all standard time.

On the train for its last run Saturday were Clifford J. Robertson, engineer, of 261 Bayswater avenue, J.R. McNally, conductor of 261 Bayswater avenue [sic], Alvin Nichol, fireman, of 69 Palsen street; and trainmen, Erville Colemam, of Carleton Place and Percy Robertson of 81 Harold Place. Engineer Clifford Robertson has been on and off the run since 1926. They were all sorry to see it go.

..As were many other train-buffs in the Ottawa area.

Picture.

The Canadian Pacific Railway shops on Bayview Road were heavily picketed, yesterday, the first day of the fireman's strike. Picketers are seen marching along the right of way before the 3.45 Brockville train pulled out from the yards with a full crew, one of them a fireman who breached the picket line to take his place in the engine cab.

Another picture and full report.

Leaps From Train Saves Child's Life

A Canadian Pacific Railway fireman yesterday afternoon leaped from the footboard of a diesel engine to push a two-year-old child from the path of the moving freight.

Keith Post, 1238 Amesbrook Drive, was credited with saving the life of Dale Milford, son of Mr. and Mrs. Eldon R. Milford, 20 Railway street.

Wandered Away

The child, left in the care of a baby sitter, had wandered from the house and was playing alone on the railway tracks across the street from his home when the train approached, returning from its daily freight run to Prescott.

"It looked like a piece of blue paper on the tracks", said Mr. Post, "but when we realized it was a little boy, the engineer put on the emergency brake."

The boy stepped out over the rails but was still in the path of the engine.

With the train slowed to about eight miles per hour, Mr. Post climbed to the front of the engine and jumped, pushing the child to safety.

"He wasn't hurt" said the fireman, "just scared and crying."

Mr. Post has been with the CPR for 12 years and is chairman of Lodge 172, Brotherhood of Locomotive Firemen and Enginemen.

Page 1 with pictures

Fireman Saves Child

Mrs. Eldon Milford, of 26 Railway Street, holds her two-year-old son Dale (above) at the scene of a near-tragic accident involving him yesterday afternoon. Dale was scooped by a train crewman from in front of a Canadian Pacific Railway Freight Train after he had frozen with fear and couldn't move out of the way of the approaching locomotive. Fireman Keith Post of 1238 Amesbrooke Street, Copeland Park (below) stands on the footboard of the diesel to illustrate how he bent down and grabbed the child, saving him from being run over by the train.

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Fireman Saves Toddler From Wheels of Engine

Quick thinking by a Canadian Pacific Railway freight crew yesterday saved two-year-old Dale Milford from certain death under the wheels of their diesel locomotive.

Fireman Keith Post of 1236 Amesbrooke Street, Copeland Park, rushed to the front of the train as it bore down on the fear-frozen youngster, scooped him up from in front of the wheels and rolled to safety with him down the right-of-way embankment.

The near-tragedy happened in the west end where the CPR's mainline to Prescott runs parallel to Young Street.

Dale, the son of Mr. and Mrs. Eldon Milford of 26 Railway Street, had been playing along the track when the late afternoon mixed freight approached Ottawa from Prescott.

300 Yards Away

Trainman Kenneth Hart of 13 St. Francis Street, Ottawa, first noticed the youngster when the train was about 300 yards away from him. Dale was clothed in blue and, at first, the train crew thought he was a bundle of blue paper until he looked up.

Post was the first to react after engineer C.A. Butler, also of Ottawa, applied the emergency brakes and sounded the bell and whistle.

Frozen With Fear

"He was frozen with fear, with his hands up above his head (as if to fend off the locomotive) and his mouth open as if trying to scream.

"I don't know how fast we were going at the time. We were travelling about 20 miles an hour when we saw him. But I reached down, scooped him up and fell into the ditch with him."

Mr. Post said the child didn't say a thing until he got to his feet, then he started to cry. The fireman took Dale across the field to Railway Street where a neighbour came out and picked him up in her arms.

Dale escaped without a scratch. Fireman Post suffered only bruises to his right knee, and he was back at his post on the Ottawa-Prescott freight again today.

No Thought Of Danger

He told The Citizen that everything happened so quickly that he didn't even think of possible danger until it was all over.

The father of two daughters, Mr. Post said his first reaction when he saw Dale on the track was that the train couldn't stop in time to avoid hitting him. Although all emergency braking was applied, he felt the momentum of the train would carry it past the place where Dale stood riveted with fear.

So there was only one thing to do, he said, and he did it.

Mrs. Milford told The Citizen that she was away from home at the time, and Dale was in the care of a baby sitter.

The first the baby sitter knew of the incident was when neighbour, Mrs. Armand St. Jean of 18 Railway Street, brought Dale home in her arms.

Today Mrs. Milford still is recovering from the excitement, she said.

"I am thankful that the trains do not go fast through this section. If it had, Dale would have been killed. I am grateful to the railway man who risked so much to save my boy".

The Milfords are in the process of moving to a new home on Holmwood Avenue.

20/09/1958 *Ottawa Citizen*

Prescott

Youth Unhurt' As Train Strikes Car

Paul Lanoy, 16, of 32 St. Francis Street, escaped injury yesterday afternoon when the car he was driving was struck by a slow-moving freight train at the CPR crossing on Carling Avenue, west of Preston Street.

The youth told police he was travelling east on Carling, close to the boulevard. As he moved into the center lane, a truck stopped at the tracks obscured his view of the train approaching from the right.

The train, operated by engineer John Gillespie of 529 Brierwood Avenue, struck the right rear of the car.

Lanoy said he failed to see the blinker lights or hear warning bell at the crossing.

Damage to the car, owned by Alpherie Viau of 32 Francis Street, was estimated at \$900.

The accident was investigated by Const. Robert Wilkins of No. 2 Police Station.

06/10/1958 *Ottawa Citizen*

Prescott

To Honor CPR Fireman For Saving Little Boy

An Ottawa locomotive fireman - Keith Post, 33, of 1236 Amesbrooke Street, Copeland Park who risked his own life to save a two-year-old boy from the wheels of a CPR train September 11, will be honored tonight at a special ceremony in Montreal.

Mr. Post will receive the September safety award of the Brotherhood of Locomotive Firemen and Enginemen for his feat of snatching Dale Milford, son of Mr. and Mrs. E. Milford, 26 Railway Street, from certain death when the child "froze" in the path of the train.

Stanley Knowles, executive secretary of the Canadian Labor Congress, will present the Brotherhood's plaque to Post.

The second part of the award, a cheque for \$230, will be presented by H. E. Gilbert, international president of the BIF and E.

N. R. Crump, CPR president, has been invited to attend.

Eligible For Annual Award

Mr. Post's selection as "Locomotive Fireman of September, 1958" makes him eligible for the brotherhood's annual award, which is given to one of the 12 monthly winners. A committee of representatives from labor, the press, railroad management and government selects the yearly winner.

Mr. Post was the fireman on CPR freight train No. 93 on the afternoon when the near-tragedy occurred in the West End where the CPR's mainline to Prescott runs parallel with Young Street. Crewmen saw what they at first thought a piece of paper on the track. Then they recognized the object as a child. The engineer, C. A. Butler, of Ottawa, immediately applied the brakes and sounded the horn but the child froze with fear in the path of the train.

Scooped Up Child

Post rushed out on to the front footboard of the engine and scooped up the terror-stricken child. Just as he grabbed the little boy he, threw himself and the child into a ditch alongside the tracks.

Half the engine passed over the spot where the youngster had been.

Post, who is the father of two children, suffered slight bruises in the fall but the little boy escaped injury.

08/01/1959 Ottawa Citizen Prescott Manotick

Car Driver Serious After Train Crash

Fred Robar, 33, of 2390 Cheshire Road, Ottawa, is in Civic Hospital with undetermined head injuries he suffered when his auto was in collision with a moving CPR freight train at Manotick Station shortly before 2.30 yesterday afternoon. His condition is reported critical. The accident occurred shortly after 2 p.m. when Mr. Robar's auto skidded down a 150-yard hill into the second of two diesel engines pulling the freight train. Damage to the auto was estimated at \$2,000.

Henry Matthew, a farmer who lives near the scene of the accident, took the injured man to Manotick where he was first treated by Dr. O. B. Wilson. He was later rushed by Exclusive Ambulance to Civic Hospital where he underwent surgery last night.

Conductor on the train was H. H. McDiarmid. OPP Const. John Arscott, of the Ottawa Detachment, investigated the accident.

12/01/1959 Ottawa Journal Prescott Keith Post

Ottawa Trainman Places Second in Safety Contest

Keith Post, Ottawa CPR fireman who snatched a two-year old boy from the path of a moving train, placed second among 12 persons eligible to receive the annual \$500 safety award of the Brotherhood of Locomotive Firemen and Enginemen, it was announced today in Cleveland.

Winner of the award was John T. Matthews, of Schiller Park, Illinois, who saved the lives of 10 Chicago nursery school children and their bus driver when he flagged a train bearing down on a school bus that had just been involved in a crash with his own train.

23/01/1959 Ottawa Citizen Prescott Beech Street

Woman Slightly Hurt When Cab Hits train

A passenger in an Ottawa taxi was slightly injured early this morning when a CPR yard engine slammed into the cab at the Beech Street crossing, one block west of Preston Street.

Injured and treated at General Hospital was Mrs. Hilda Hennessey of 244 Breezehill Avenue. The middle-aged woman suffered cuts about the face and head.

Lionel Denis, 46, of 291B Kendall Avenue, Eastview, told police he didn't see the train until after it struck his Sandy Hill Taxi-cab. Denis and his sole passenger were headed west on Beech at 3.56 a.m. when the accident happened.

The southbound train was composed of an engine and caboose and was piloted by Engineer John B. Murphy of 1582 Senio Avenue. Conductor on the slow-moving train was Charles Jodoin of 65 Carruthers Avenue.

The taxi was thrown about 30 feet by the impact. Damage to the 1958 vehicle was estimated at \$900. Police said the taxi apparently slid into the path of the engine.

Const. Kenneth Ritchie of No. 2 Police Station investigated.

24/04/1959 Ottawa Citizen Prescott Ottawa Broad Street

CPR Caboose Turned Loose

CPR authorities were at a loss to explain how an estimated 13 railway cars jumped the tracks at the company's Booth Street terminal during shunting operations late yesterday afternoon. An investigation is now underway to determine where the brakes failed to operate or be operated prior to the derailment. Several feet of tracks were ripped up in the accident. Most of the railway cars were brought back onto the tracks shortly after the incident but emergency crews worked several hours to "straighten out" a coal car and caboose.

Photo by Newton.

29/10/1959 Ottawa Citizen Prescott

Second crash of train in four days.

Yesterday's car-train collision which wiped out an entire family of four was the second level crossing accident in two days for the CNR-CPR pool train No. 34 from Toronto.

The same engineer, Earl Fergus, of Smiths Falls, was in the cab for both crashes. Both were in the same general location and both occurred at approximately the same time of morning.

Yesterday, Mr. and Mrs. Warren Sim and their two children, Wayne, aged 7 and Peggy, aged 5, died when their small car was hit on the Hunt Club Road.

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Twenty-four hours and ten minutes earlier than yesterday's crash Wilbur Wilson, 51-year-old farmer of RR5.McCarthy Road, escaped death when No. 34 demolished his truck at the Walkley Road crossing.

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04/01/1960 Ottawa Citizen Prescott Osgoode

No One is injured when train hits automobile

OSGOODE (Special) No one was injured when a car which became stuck on the CPR crossing three miles north of Osgoode early Sunday (3/1) morning was struck and demolished by the Ottawa-to-Toronto CPR.Flyer.

Police said the car, owned and driven by Delmar Whitelaw, 54, of Richmond, stopped on the crossing, with the front of the vehicle partly in a ditch and the rear on the railway tracks.

A passerby, Ronald Dunbar, 22, of North Gower, went to a nearby farmhouse to obtain help from Elmer Kelly and Patrick Doyle, RR 3, Manotick. The three men, with the help of the owner of the car, were unable to move the car off the tracks. The CPR Flyer smashed into the 1953 vehicle, knocking it off the tracks a considerable distance.

The front of the diesel engine was slightly damaged.

The engineer of the train which was delayed only a few minutes, was Earl Fergus, of Smiths Falls.

The collision was investigated by Constables Kenneth Sheil and William McInnis, of the Ottawa detachments of the OPP.

22/01/1960 Ottawa Citizen Prescott Manotick

Car Skids Into Train, 2 Injured

A young married couple narrowly escaped possible death last night when their car was struck by a CPR passenger train at Manotick Station shortly before midnight.

Ernest Crowder, 21, and his wife, Shirley, 19, of Green Acres subdivision, South Gloucester, were rushed to Civic Hospital after their [sic] car skidded on icy County Road No. 5, where it crosses the railway line near the station and was struck by a diesel locomotive.

Mrs. Crowder was in "only fair" condition this morning after undergoing an operation for the removal of the spleen. She also sustained head lacerations and shock.

Police said she was thrown from the car and landed in deep snow, which prevented more serious injury.

Crowder was Improving today after treatment for head injuries and shoulder lacerations.

The force of the impact hurled the heavy vehicle from the tracks onto a spur line.

A man living near the crossing, Don MacKinnon, heard the collision and went to the aid of the young couple.

Engineer of the fast passenger train No. 33, bound from Ottawa to Toronto, was Earl Fergus, of Smiths Falls, police said.

The accident was investigated by Ottawa OPP Constable Harold Beer.

Caption to photo

One man was seriously injured, his transport demolished, 15 CPR freight cars derailed and a diesel engine overturned when the freight plowed into the tanker-transport near Prescott yesterday. Three Ottawa men, all members of the train crew, escaped possible injury. The accident occurred on Highway 401 about a mile northeast of Prescott shortly after 3.45 p.m. (See page 2)

Diesel overturns when train-transport crash

PRESCOTT (Special) A tanker transport driver was seriously injured when his vehicle was sliced in two in a highway level crossing accident here yesterday which overturned a CNR [sic] diesel.

David MacMillan, of Samia, received fractures of all four limbs and undetermined internal injuries. Three crew men from Ottawa in the diesel escaped injury.

The collision took place on Highway 401 about a mile northeast of Prescott about 3.15 p.m. The line from Prescott to Ottawa is lightly travelled and used only as a freight line. The train was pulling 15 box cars, one of which was overturned with the engine.

Engineer Lome Black, 204 Bayswater, fireman C. T. Godbout, 1634 Abbey Road, and front-end trainman, Donald McPherson, 15 Irving Avenue, who were in the diesel were shaken up when the heavy machine turned over completely.

The crewmen told police they did not see the tanker before the accident as they were watching another transport coming from the opposite direction which they thought was not going to stop.

The crossing carries only cross warning markers.

MacMillan's condition at Brockville General Hospital is considered serious.

Truck Cut In Two

BROCKVILLE (CP)-A 15-car freight train was derailed and a highwar tank truck cut in two north of Prescott late Wednesday in an accident that sent truck driver David McMillan of Sarnia to Brockville hospital with severe injuries. The diesel engine left the tracks and rolled over three times but the crew suffered only minor bruises.

12/02/1960

*Ottawa Citizen**Prescott**Hunt Club Road*

Partial Blame Put on Father.

By Pierre Dumais Citizen Staff Writer

Partial blame for a level crossing accident which wiped out a family of four last fall has been placed on the father who is believed to have been driving the car.

A coroner's jury last night first blamed "lack of proper driver precautions" on the part of Warren Alving Sim, 30, who they presumed was the driver. The man's wife, Grace, 28, a son Wayne, 7, and daughter Peggy, 5, died in the accident.

The four died October 28 when their small German car and a Canadian Pacific Railway passenger train collided at the Hunt Club Road crossing about a quarter mile west of Highway 31.

Police testified last night that the family had lived in the area about one month and had been travelling the road most mornings when Mr. Sim drove his wife to work and the two children to school.

Time Change

However, the change back from daylight saving time to standard time only a few days before had brought the passenger train run through the crossing at about the same time as the Sim family travelled the road.

Because of this police said they believed the Sim family were not aware of the train run which coincided with their travels.

The jury noted this in its finding and expressed the belief that the crossing was improperly marked by signs at the time.

Police evidence was that the crossing was marked by only one wooden cross arm sign at the south-east corner of the crossing. Const. Richard Rawlins testified that a view of the tracks for motor traffic began about 96 feet away and that it was possible to see down the tracks about 200 feet. He stated also that checks of the sun on days immediately following the accident showed that it would not have blinded the driver and would have been shining more to his back.

Const. Wilmer Dowd testified that the Sim auto had left no skid marks while approaching the crossing indicating there had been no attempt to brake hard at the last minute by the car.

Const Stewart Storey, an identification officer with the Ottawa Police, presented photographic evidence that the front window was closed on the driver's side of the auto.

A window on the other side of the auto was too badly smashed for investigators to tell if it had been opened but they believe it also may have been closed as the weather was cool on the morning of the accident.

Const. Rawlins testified he had checked the radio in the Sim car and found the power switch on.

The closed windows, the playing radio and the noise of the car engine could likely have shut off the warning of the train's air horn and bell, he pointed out.

Engineer Earl Fergus, of Smiths Falls, said he did not see the collision but had applied the emergency brakes on the train when the fireman yelled at him to "plug it," the railwaymen's term for emergency braking.

The fireman was not called as a witness.

Fergus testified also that the passenger train was travelling about 45 or 50 miles an hour at the time. He had begun blasting the air horn and sounding the bell at the level crossing signal marker a quarter mile down the track.

The jury found also that the train's speed was excessive and recommended a 30-mile-an-hour limit for railway speed in the city. It made a recommendation also that a flasher and bell warning system be installed at the crossing.

Assistant Crown Attorney Douglas Forrest questioned the witnesses. Coroner Dr. J. S. Cross presided.

Two Injured As Train Wrecks Auto

A car-train collision at the CPR crossing on Carling Avenue at 7.15 p.m. Thursday sent two persons to hospital.

Injured were Leo M. Murphy, 68, of 410 Hinton Avenue, and his wife Ruth, 60. Both suffered head injuries and were detained at Civic Hospital following X-rays. Their condition was regarded as satisfactory.

The accident occurred when a small British car, driven east on Carling was in collision with a 15-car CPR freight north bound from the Sussex Street yards.

Police said today the flashing red light guarding the crossing for eastbound traffic, the direction in which the car was travelling, was not operating. The impact spun the light car around and carried it on to the lawnway dividing the two lanes of Carling. The auto was almost demolished. Mrs. Murhpy was thrown against the windshield which was broken by the impact.

Train Travelling Slowly

Railway officials said the train was only proceeding about 10 or 15 miles an hour at the time of the collision. The diesel drawn train was in charge of Conductor J. Woolcombe. Driver was Engineer R. Gale, and Fireman W. D. Archambault was also in the diesel at the time of the accident.

Mrs. Murphy suffered a fractured nose and head injuries, while Mr. Murhpy also was cut about the eyes and head.

Traffic was not disrupted by the crash. Police Constable Thomas McCauley of No. 2 Station investigated the accident.

Caption to Photo

TWO INJURED HERE Mr. and Mrs. Leo Murphy, 410 Hinton Avenue, suffered head injuries at 7.15 last night when their car was in collision with a CPR freight train at the Carling Avenue crossing. The car, badly damaged by the impact, is inspected by an unidentified spectator shortly after the crash. Photo by Newton

Survives Car-Train Collision

A 21-year-old Carleton University student narrowly escaped death when a CPR freight train demolished his car at the crossing on the access road to the university, just west of Bronson Avenue.

Murray James Hill, son of Mr. and Mrs. Harry Hill, of 22 Find-lay Avenue, was admitted to Civic Hospital with severe chest and spinal injuries, a leg gash, multiple cuts and bruises.

Police said the train smashed into the car about 5.30 p.m., hurtling the auto 90 feet down the tracks. The Hill car was travelling west on the access road and the Ottawa-to-Montreal freight was heading south, according to police.

Conductor of the train, James Tracey, of 2276 Hillary Avenue, said he saw the car before the collision but there was no time to avoid the crash.

Engineer of the freight was Raymond Couture, 45, of Montreal.

Mr. Hill was on his way to a night class at the university. He was rushed to hospital in Exclusive Ambulance. The 1954 auto he was driving was left a total wreck.

Warning Sign

There are street lights on either side of the crossing but no wig-wag signal at the point. A sign at the approach to the tracks reads in bold letters:

"Warning Private Crossing, Persons Using This Crossing Do So At Their Own Risk."

Ottawa Police Const. Keith Anderson investigated.

Two Escape Train-Car Collision

A 37-year-old man and his male passenger escaped with a scare and a shaking up when their car was in collision with a slow moving freight fcain at Railway and Young Streets at 10.35 a.m. Monday. Joseph Koziolk of 46 Hamilton Avenue told police he w a s driving east on Young Street and did not see the southbound CPR freight train. Damage to the car was estimated at \$300.

Police said the train was travelling at about six miles an hour and the locomotive bell was operating. There is no wig-wag or signal light at the level crossing. The passenger was not identified. Const Robert V.L hams investigated.

Railway tracks going under Canal

Begin work in fall, finish 2 years

The government has approved the depression of the CPR Prescott railway line across the city's west end.

Expected to start in the fall, the \$3,600,000 project will see the line go under the Rideau canal by tunnel and by open cut from the canal to near Gladstone Avenue.

Not a level crossing will be left in the section concerned.

Eliminated as level crossings will be Colonel By Drive, Prescott Highway, Carling Avenue,

Gladstone Avenue and, of course, the new Queensway. All these traffic arteries will overpass the depressed railway line.

There will be much less defacement of the Carleton University campus.

Alan K. Hay, National Capital Commission chairman, announced government approval for the project at a press conference this morning.

The NCC, in due course, will secure a considerable drawback in grants from the Railway Grade Crossing Fund, operated under the Board of Transport Commissioners for Canada.

The CPR Prescott railway line will be the one remaining railway line crossing to the Hull side of the Ottawa River, by the Prince of Wales Bridge, near the city filtration plant on Lemieux Island. The line is necessary to provide a link with industries in Hull and the so-called North Shore railway lines to Montreal.

Depression of the CPR Prescott line is an important part of the NCC overall \$12,000,000 National Capital railway relocation program, to be completed by 1965.

The overall railway relocation plan will result in a spectacular reduction in the number of railway level crossings in the metropolitan area and construction of a new \$5,000,000 Union Station in the Hurdman's Bridge area just off the Queensway.

New freight yards and freight sheds will be provided for both CNR and CPR companies in the Alta Vista and Walkley Road areas.

C. C. Parker Associates of Hamilton will prepare detailed plans for new depressed construction of the CPR Prescott line.

J. L. McQuarrie, NCC railway consultant, will co-operate on the plans.

Elevation of the CPR Prescott line, using embankments, and bridge overpasses for the railway line, would have cost \$1,-000,000 less than the tunnel-open cut construction plan.

However, the NCC and the government felt the greater expense was warranted in the public interest and future development of the area concerned.

Happy With News

"We are very happy about this decision," President A. Davidson Dunton said this morning, commenting on news that the CPR Prescott railway line that runs through Carleton University's campus will be depressed into an open cut.

"We'd much rather have the line depressed than raised up on an embankment. We've been hoping for this move for some time."

On Friday, the first CPR train will use the Walkley Road diamond provided by the NCC for linking the CPR Prescott line with the new Ottawa joint terminal facilities.

Weekend Detour On Gladstone .

Gladstone Avenue will be closed to through traffic on Sunday (23/07), from 8 a.m. to 3 p.m. for laying of an additional temporary railway track. The National Capital Commission is carrying out the work at the crossing which is between Bayswater Avenue and Preston Street. The track will later be taken up when work on that section of the Queensway starts. The track is being put down to facilitate switching operation at the crossing.

04/11/1961 *Ottawa Citizen* *Prescott* *Carling Avenue*

DRIVER WALKED AWAY

A 17-year-old Stittsville youth, Robert Featherstone, climbed out of his demolished 1955 model car last evening after hitting a train on Carling Avenue about 6.30 p.m. The youth was driving west near Preston Street when his car slammed into the side of a CPR diesel freight locomotive. He was taken to Ottawa Civic Hospital, treated for minor lacerations and released. The train received an estimated \$200 damage to its right front end. Citizen-UPI Staff Photo

16/01/1962 *Ottawa Citizen* *Prescott*

3 Hurt As Car, Train Crash Near Carleton University

Three men were admitted to Civic Hospital last night after the car in which they were riding was struck by a CNR [sic] train at a level crossing on the service road from Bronson Avenue to Carleton University.

The late model sedan was demolished when it was struck by the train at 9.43 p.m. and carried 82 feet along the CNR [sic] right of way.

The driver, Paul Dignard, 36, of 57 Ivy Ave., was admitted to hospital suffering from minor head lacerations. He told police he didn't notice the train until it was on top of his late model sedan.

Murray Corlett, 47, of 10 Ruskin Ave., a passenger in the car, is being treated for a fractured pelvis and undetermined injuries.

The other passenger, Peter Villeneuve, 20, of 85 Victoria Ave., Hull, suffered multiple injuries.

Bell Sounding

Stanley Dunn, 48, 204 Arthur St., engineer of the locomotive, said he approached the crossing about 15 or 20 mph with the engine bell sounding. Mr. Dunn said he hit the train brake and the whistle simultaneously when he saw the collision would occur. The train continued over 600 feet past the crossing before it stopped. It was bound from the Walkley Yards for Ottawa West carrying 11 loaded oil tankers and the conductor's van.

A black and yellow railway warning sign is located on the service road one-tenth of a mile west of the crossing.

Hospital authorities today reported none of the injured was in serious condition. Mr. Corlett is a sessional lecturer at Carleton University and his passengers are part-time students. They were returning home from a night class.

20/08/1962 *Ottawa Citizen* *Prescott*

City Centre Terminal

Now under construction

Ready for Spring 1963 occupancy

Specifically designed to provide complete warehousing, industrial, retail and office facilities, at an economical rent in the centre of the city, convenient to all traffic routes. Adjacent to the LeBreton Flats expropriation and new Government Buildings. Walking distance of Ottawa's largest skilled and unskilled labour pool. Providing Ottawa's only downtown railway siding after relocation. Completely sprinklered and fire resistant building. Every tenant will retain his individual identity.

05/10/1962 *Ottawa Citizen* *Prescott* *Manotick*

Two Injured At Manotick Rail Crossing

Two men were injured when their pickup truck slammed into the front end of a CPR freight engine at Manotick station about 9.15 a.m. today.

Suffering head injuries is Herbert Brune, 21, of 21 Nelson St., Aylmer East. He has been detained in Civic Hospital where his condition is described as "satisfactory".

Peter Groth, 22, of 179 Beverley Ave., Ottawa was treated for bruises to the leg and released from hospital.

Police report the truck was going east and the train was proceeding south about 28 mph. It was raining at the time of the accident and the level crossing is protected only by warning crossarms.

Damage to the truck was estimated at \$500 and the train was able to continue on its way to Prescott. OPP Constable Peter Balog investigated.

05/11/1962 *Ottawa Citizen* *Prescott*

Driver dragged in rail crash, escapes unhurt

A car driven by a Rockcliffe Park youth collided with a train early Sunday morning, was dragged 25 yards, overturned and thrown into a ditch and the driver walked away from the accident.

James Arthur Tucker, 19-year-old son of Mr. and Mrs. H. W. Tucker of 77 Placel Rd., collided with the train at 3 a.m. in a blinding snowstorm on Colonel By Drive near Dow's Lake. His car struck the fourth box car behind the engine.

"I didn't see it until I was almost on it," he told The Citizen. "Then the front of my little car drove right under the box car and part of the train broke the windshield."

Landed on wheels

Mr. Tucker said he "just held onto the steering wheel" after that.

"I ducked down as the train dragged me along," he said. "Then the car came free of the train and rolled over down an embankment. It landed on its wheels."

The youth said he was taken from the car by a man who was passing at the same time in another car. He was then taken to the Ottawa General Hospital by Ottawa police and released after a check by doctors.

Mr. Tucker said he had been visiting friends in Parkwood Hills and had gone through Hog's Back on the way home. He had just passed another car when the accident occurred.

"It was snowing heavily and I didn't see the train at all," he said.

The engineer, Horace St. Germain of 2274 Ural St., unaware there had been an accident, continued and didn't know about the mishap until told later.

The Tucker car, a small European model, was almost entirely demolished by the accident.

02/01/1963 *Ottawa Citizen* *Prescott* *Osgoode*

Girls hurt when car hits train

Two girls were slightly injured shortly after 8 o'clock this morning when their auto skidded on icy pavement and ran into the side of a freight train at Osgoode.

Taken to Civic Hospital were Patsy Cook, 17, of Kars, and Dorothy Sunstrum, 18, of Osgoode. Both are under observation, but hospital authorities said that neither is in serious condition.

The mishap is being investigated by OPP Constable Pete Balog.

At the time of the accident the girls were en route to Prescott. Their car was badly damaged in the crash.

13/07/1963

Ottawa Citizen

Prescott

Ottawa West

Train, truck crash, 2 hurt

Two men were injured in a train-truck collision in the CPR yards under the Wellington Street bridge at 11 p.m. Friday.

Police said Rod Langevin and William Pilotte were driving a CPR three-ton van truck when it collided with a CPR tank car. The truck, driven by Pilotte, was a complete wreck

The men were rushed to hospital with undetermined injuries.

18/09/1963

Ottawa Citizen

Prescott

Biggest girder in place.

The largest steel girder ever brought to Ottawa is lowered into place at City Centre, the building complex rising between the Wellington and Somerset Street bridges. The girder, 122 feet long and nine feet six inches high, was brought from Montreal on three railway flat cars. It will allow a railway siding to enter the building, a \$4 million project developed by Freedman Brothers, that will combine office and warehouse space, light manufacturing plants, storage, stores offices and other services.

17/10/1963

Ottawa Citizen

Prescott

West end tunnel work starts soon.

By J. A. Hume Citizen staff writer

Work may be started within a month and continue throughout the winter on Phase I of an NCC grade separation program for the CPR Prescott line in the West End involving a 1,900-foot tunnel under Colonel By Drive and the Rideau Canal.

The Rideau Canal is being drained earlier than usual to facilitate the tunnel construction work which will provide considerable winter employment. Richard and B. A. Ryan (1958) Ltd., Montreal, yesterday filed at \$1,974,241.20 the lowest of eight tenders received by the NCC for the tunnel project. The highest bid, \$2,621,000, was filed by Dufresne Engineering Company Ltd., Montreal.

Tenders will be called shortly for Phase II of the grade separation program for the CPR line, which must be continued as the only railway line to Hull, extending from Highway 15 to Prescott and a point just north of the viaduct over Somerset Street West. Under the completed program, Highway 16, Carling Avenue, Gladstone Avenue, and the Queensway will all pass over the depressed open-cut railway line in that section.

Phase I of the program runs from a point just west of the railway bridge crossing the Rideau River, across the Carleton University Campus, and by a tunnel under Colonel By Drive and the Rideau Canal to a point just north of Highway 16.

Two-year program

Completion of both phases of the Prescott railway line grade separation program, at about \$4,000,000, will take about two years' time.

S. Findlay Clark, NCC chairman, has described the Prescott line project as essential for completion by late 1965 when the new \$5,000,000 Union Station will be completed near Hurdman's Bridge, just off the Queensway. At that time the present Union Station will be abandoned along with the railway line crossing the Interprovincial Bridge to Hull.

06/02/1964

Ottawa Citizen

Prescott

Carling Avenue

Car strikes locomotive, man injured

A Sherbourne Road man was reported in "good condition" with a broken leg Wednesday night after his car struck a CPR locomotive on Carling Avenue just west of Preston Street.

Driver of the car was Arthur Kenneth Green, 48, of 614 Sherbourne Rd., who was admitted to Ottawa Civic Hospital.

The accident happened shortly after 3:30 p.m.

Green, westbound on Carling, told police he didn't see the train, the flashing lights or hear the bell at the crossing.

Engineer on the southbound train was Vernon Dier, of 36 Armstrong St.

14/12/1964

Ottawa Citizen

Prescott

Ottawa West

Transport "first" for Ottawa.

Shipment of automobiles by railway tri-level automobile carriers arrived here Thursday for the first time when two of the big three-deckers delivered 30 cars to Ottawa and Hull dealers at Canadian Pacific's Broad Street freight yards. The triple-deck carriers, of which CP has 254 in its fleet, are 89 feet 9 inches long and can accommodate 12 to 15 automobiles. It is expected that they will carry the big bulk of cars to the markets in the future.

04/02/1965

Ottawa Citizen

Prescott

Young Street

Man unhurt when train strikes car

Alfred Pontiroli, 41, of 257 Fairmont Ave., escaped injury yesterday when his car was struck by a CPR freight train at the Young Street crossing.

The car was dragged and buffeted 30 feet by the engine and the first freight car. Damage was estimated at \$450 to the auto and \$25 to the train.

Engineer Stewart Gilchrist said he sounded his horn four times after he saw the car approaching the crossing.

Mr. Pontiroli said he had applied his brakes just before crossing the tracks and had slid into the path of the train.

The crossing is marked by a wooden signal.

07/07/1965

Ottawa Citizen

Prescott

Colonel By Drive

Man unhurt as car rams train

Gerald Aldrich, 42, of 26 Marlowe Cres., had a close brush with death when his car collided with a train Tuesday at 11 p.m.

Mr. Aldrich escaped uninjured after his late model car hit the engine of a freight train at a crossing on Colonel By Drive, just west of Bronson Avenue.

The impact threw the car in a northerly direction. It came to rest just short of going into the Rideau Canal, which runs alongside the Driveway.

The crossing is not protected by a wig wag warning system and is poorly lighted.

Engineer of the train was Lucien Bonneville, 41, of 496 Donald St.

Damage to the car was estimated at \$1,800.

28/05/1966

Ottawa Citizen

Prescott

Train crushes boy's foot

A seven-year-old boy had his right foot run over by a slow-moving train last night while playing on tracks at the west end of Louisa Street

Doctors performed a three-hour operation on Michael Corkery in an effort to save the foot but say it is too early to tell if they have been successful.

Apparently the toes were almost severed by the train wheel. The accident happened about 8 p.m.

Michael is one of nine children of Mr. and Mrs. A. P. Corkery of 284 Preston St. His condition is reported as "satisfactory" by Civic Hospital authorities.

People living in the heavily-populated area of the accident said boys have been seen jumping onto the slow moving trains. They express concern that the railway is not fenced in the area.

Michael was playing with his brother Joseph, 9, along the tracks when the accident occurred. It is not known whether he was hitching ride on the train when he was hurt

The northbound nine-car freight train was going about five m.p.h. along that strip of track railway officials told police.

No one on the train, heading towards Union Station from Brockville, [sic] knew anything had happened. The train did not stop.

Arthur Gervais of 203 Louisa arrived on the scene shortly after the accident and with the help of an unidentified woman attended the boy until the ambulance arrived.

30/05/1966 Ottawa Citizen Prescott

Train victim's condition 'good',
Michael Corkery, 7, who had his foot severely injured by a train along the tracks at the west end of Louisa Street Friday was reported in good condition this morning.
Doctors feel the foot has been saved. Apparently the skin on the boy's heel was torn away from the bone.
The son of Mr. and Mrs. A. P. Corkery of 284 Preston St. was playing with a nine-year-old brother Joseph when the accident occurred.

13/08/1966 Ottawa Citizen Prescott

Ottawa girl is injured in train-car collision
A 22-year-old girl was under intensive care at the Civic Hospital .this morning following a train-car crash at the Gladstone Avenue and Preston Street level crossing Friday at 9.06 p.m.
Ginette St. Louis of 230 Brittany Dr., Apt. 412, was in fair condition with a head concussion today.
The westbound car she was driving was dragged along the tracks for 162 feet by the train before sliding off and down the railroad embankment.
The Canadian Pacific Railroad freight train was travelling south at 10 or 15 MPH engineer John Gillespie, 53, of 529 Brierwood Ave. told police when the accident occurred.
Mr. Gillespie managed to stop the train 181 feet from the impact point.
Miss St Louis' car received an estimated \$800 damage.
The crossing is protected by flashing wig wags and checks made by police showed they were in operating order.

26/10/1966 Ottawa Citizen Prescott Wellington Street Viaduct

VIADUCT TO GO IN '67?
Demolition of the old Wellington Street viaduct may begin early next year.
The load limit on the viaduct was recently cut from 12 tons to 10 tons and OTC buses no longer cross the structure.
City officials say the old viaduct is completely safe unless a number of extremely heavy vehicles happened by coincidence to get on its main span at the same time.
A firm of consulting engineers has been hired to design a new crossing at the CPR-Prescott subdivision rail tracks.
It has not yet been decided whether the crossing will be an overpass above the tracks or a subway below the rail line.

17/04/1967 Ottawa Citizen Prescott Riverside Drive

Pair uninjured as train hits car
Walter Berger, 26, of 533 Churchill Ave., knows Saturday definitely wasn't his day.
Mr. Berger's car collided with a telephone pole and then was hit by a train twice several minutes later.
Mr. Berger, stationed at RCAF Uplands, lost control of his car on Riverside Drive Saturday evening and struck a telephone pole near a railing crossing.
He and a passenger, Michael Cornell, 25, of 2129 Honeywell Ave., stepped uninjured from the car, which had bounced onto the tracks.
The Canadian Pacific's transcontinental train from Vancouver then bumped the car off the crossing.
The train hit the car on the right front fender and spun it around, pushing the rear of the vehicle into the side of the train
The Ottawa bound train, undamaged, was delayed about 10 minutes.
Damage to the car 'as estimated at \$600.

28/07/1967 Ottawa Journal Prescott Broad Street

Demolishing Coal Sheds - McIlraith
The rusty ramshackle coal sheds near the eastern end of the Ottawa River Parkway will be knocked. down as soon as the government gets control of them, according to Works Minister McIlraith. The vacant sheds, standing near the edge of the Broad Street yards, were described as an eyesore by the minister who said negotiations with the CPR for them are on the verge of completion. "We have wanted them out of the way since the first of July but we can't do anything until we take possession of them," he said. The buildings and property are part of abandoned railway land which the federal government government is taking over in stages under the railway relocation programme.

01/08/1967 Ottawa Citizen Prescott

Caption to photo of
Tunnel inaugural The NCC's \$4 million railway relocation in the Dow's Lake area was inaugurated today when CPR train No. 90 left Ottawa for Prescott. The train was the first to use the deep cut and tunnel from Somerset. Street west, under Carling Avenue, alongside the Experimental Farm's arboretum and under the Ki-dcau canal and Col. By Drive.

02/06/1968 Ottawa Citizen Prescott

2 escape serious injury when car hit by train
Two women are in hospital with relatively minor but "painful" injuries following a car-train collision Friday night.
Mrs. Andree Scullion, 24 of 840 Springland Dr., and Mrs. Geraldine Cogswell, 33, of 52 Second Ave., are in satisfactory condition at the Civic Hospital.
Mrs. Scullion is suffering from a fractured jaw and lacerations and Mrs. Cogswell from, lacerations and shock.
At 11 p.m., Mrs. Scullion turned the car off Bronson Avenue on to Heron Road going west just seconds before a Canadian Pacific train was to pass the crossing 100 yards away from the intersection.
One of the six-man crew that was handling the train composed of three empty boxcars and a diesel engine, said he saw the car turn the corner and approach the railway crossing. He said he thought the car was going to stop.
It didn't. The train slammed into the right side of the car close to the front wheel. The car was carried about 75 feet before the southbound train came to a halt.
Police said the car was a total wreck.

29/06/1968 Ottawa Citizen Prescott Heron Road

2 escape serious injury when car hit by train
Two women are in hospital with relatively minor but "painful" injuries following a car-train collision Friday night.
Mrs. Andree Scullion, 24 of 840 Springland Dr., and Mrs. Geraldine Cogswell, 33, of 52 Second Ave., are in satisfactory condition at the Civic Hospital.
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Police said the car was a total wreck.

18/07/1969

Ottawa Citizen

Prescott

Manotick

Policemen guard tanker as poisonous gas leaks

Provincial police stood guard for five hours over a parked railway tanker seeping poisonous gas into the air at Manotick Station.

Residents of the village on County Road 8 about three miles east of Manotick alerted police about 9 p.m. Thursday that strong smells of ammonia were drifting in the air.

The gas, leaking from around the filler of a double-skinned, 10,000-gallon tanker parked on a siding, causes irritation to the eyes and respiratory system and in sufficient concentration can cause blindness.

When mixed with air, it can be "extremely explosive."

Firefighters from nearby Osgoode and Gloucester Township were called in to watch over the tanker while police stopped traffic and warned villagers that an evacuation was possible.

As the initial scare passed, traffic was allowed to pass through the area.

Experts on scene

Officials from Brockville Chemical Industries Limited, the firm that manufactures the anhydrous ammonia destined for use as a weedkiller by local farmers, arrived at the scene shortly after midnight.

Using air packs and goggles, the experts examined the leak and declared it harmless for the time being.

A Canadian Pacific Railway locomotive was scheduled to move the tanker car back to Brockville where the leak will be repaired.

Residents said it had been parked at the siding for the past three or four days.

19/07/1969

Ottawa Citizen

Prescott

Manotick

Ammonia gas no problem

BROCKVILLE (Special)

Anhydrous ammonia gas leaked during transfer from a railway car to storage tanks near Manotick Station will not damage vegetation.

J. C. Chantraine, an official of Brockville Chemicals limited, said Friday the gas on the quantity let loose at the scene is not dangerous.

Investigations indicated the fault was not with the tank car carrying the gas in liquid form.

Mr. Chantraine said the cause of the leakage was the improper drainage of a connecting hose used to move the liquid ammonia to storage tanks.

He added that the lack of wind and the humidity also complicated the incident. Had a strong wind been blowing, the smell of the gas would have disappeared within five or 10 minutes.

Farmers in the area use the gas as fertilizer.

Provincial police and fire fighters watched over the tank for five hours after residents in the area complained of the strong smell of ammonia in the area shortly after 9 p.m. Thursday.

03/09/1969

Ottawa Citizen

Prescott

Hunt Club Road

Three men injured as car hits train

One man is in satisfactory condition with fractured ribs and two others were released from hospital with minor injuries Tuesday after their car struck a freight train on the Hunt Club Road.

Clarence Currey, 52, of Manotick, driver of the eastbound car remains in Riverside Hospital following the 1 p.m. accident.

Passengers John Edwards and Ken , Honeywell, both of RR 5 Ottawa were treated and released. All were thrown from the car.

Police said the car ran into the side of the northbound CPR freight train, demolishing the late model car and causing \$30 damage to the train.

27/03/1972

Ottawa Journal

Prescott

Hunt Club Road

CPR BLAMES CITY FOR DERAILMENT

Ottawa has been blamed for this train derailment at the Hunt Club Road crossing about noon Sunday. A CPR spokesman said a city grader didn't lift its blade while crossing the tracks and piled gravel and Ice between the rails. Two engines and one car of an Ottawa-to-Smiths Falls freight train went off the tracks. CPR workmen restored service on the line in about three hours. The CPR spokesman said the matter would be taken up with the city today.

27/03/1972

Ottawa Citizen

Prescott

Hunt Club Road

Derailment causes city - CP Rail dispute

A train derailment which blocked the Hunt Club Road for three hours Sunday afternoon has touched off a dispute between CP Rail and the city of Ottawa.

George Sayer, assistant superintendent for CP's Smiths Falls division, said the two diesel engines jumped the track because graders had covered the level crossing with gravel.

This morning, T. H. Dobbin, city engineer, said grading operations took place at 10.30 a.m. Saturday, and one train passed safely over the crossing a half an hour later.

Mr. Dobbin said the city accepts no liability for the accident and the railway would have to look for a cause other than the road graders.

No one was hurt in the derailment and both engines remained upright. They were pulling a freight train on the regular Ottawa-to-Smiths Falls run.

Hunt Club Road was blocked between Metcalfe and McCarthy Roads set up barricades and motorists, including those heading for Ottawa Airport, were rerouted.

An Air Canada official said he didn't believe anyone missed a flight because of the derailment.

Mr. Sayer said there was no problem with rail traffic since only one train uses the track each day.

16/05/1973

Ottawa Journal

Prescott

Ottawa West

Explosives, flares, stolen from shed

CP Rail officials have voiced fears that children are now playing with 24 explosive devices and 12 emergency flares stolen Monday from a tool shed.

The devices called torpedoes contain a quantity of gunpowder in a brown package which could explode when struck by a hammer or rock.

Such an explosion, says CP investigator Leighton Huntington, would easily blind a person or blow off a hand.

The torpedoes, labelled "Caution Explosive," were discovered missing from the Wellington Street shed Tuesday morning along with 12 flares.

Although not considered dangerous, the flares could burn a child's hand, said Mr. Huntington.

Anyone finding the torpedoes or flares should phone city police.

CP workers said they saw boys aged 12 to 14 playing near the shed area Monday evening and security officials said they might be responsible for the theft.

"Some young fellows with the May 24 holiday coming up may think this is something to make a little extra noise with," said Mr. Huntington.

The shed door had been pried open with a crowbar after the lock had failed to budge, he said. Other cases of torpedoes were untouched.

CP workers use the torpedoes to stop trains when men are working on the track. A pair of torpedoes on contact with a moving train explode with a loud noise warning trainmen to stop the train.

WEDDING CHOO CHOO: if you were one of those persons who Saturday afternoon saw a train stop at Lemieux Island near the Ottawa River Parkway, unload a complete wedding party, back up and take a run at them, then load up and leave again - here's the explanation... Bill Lindley, Secretary of the Bytown Railway society and a rail photographer, married Judy Smith earlier in the day. The reception was at the old Wakefield Railway station, now operated as a restaurant under the name Cafe Pot-au-Feu. Bill ordered a train from CP to transport his wedding guests to the reception, but because of the recent landslide near Chelsea he had to unload at Hull and rely on chartered buses... What happened at Lemieux Island was called a "runpast." The train lets off its passengers and then backs up and runs towards them again to provide an action target for camera buffs... The train was called The Matrimonial, and the guests received special souvenir tickets made out and punched appropriately.

01/04/1975 *Ottawa Citizen* Prescott *Kemptville*

Policeman dies at rail crossing
KEMPTVILLE (Staff) - An Ontario Provincial Police constable was killed Monday when a freight train smashed into his unmarked cruiser at a railway crossing near here.
Constable Gerald Alan Thompson, 34, stationed here, was eastbound on Oxford Township Road 6 about three miles south of here when the accident occurred at 12:05 p.m.
His cruiser was struck by a CP Rail freight train bound for Prescott at a crossing that has no warning lights or bells. The car was pushed 40 feet by the train.
The view along the railway tracks at the crossing is partially obstructed by trees and brush.
Constable Thompson, an OPP member for eight years, lived in Kemptville with his wife and two children, aged six and nine.

07/04/1975 *Ottawa Journal* Prescott *Kemptville*

Car pursued when officer killed in crash
KEMPTVILLE (Staff) - OPP Constable Alan Thompson, 34, who was killed March 31 in a train-car crash; was in pursuit of a speeding vehicle at the time of his death, the OPP has reported.
OPP said the driver who was involved in the chase came to their offices accompanied by his lawyer last week.
Constable Thompson died when his unmarked cruiser was struck by a train about 12 p.m. on the Beech Road, five miles south of here.
Police said no charges have been laid.

22/07/1976 *Ottawa Journal* Prescott *Smiths Falls*

30,000 will visit 11-day celebration (Smiths Falls 150th anniversary)
On Saturday July 31, a special return run of the 1201 steam locomotive will be made from the National Museum of Science and Technology, with 250 nostalgic passengers on board. Tickets go on sale at Ottawa on Monday.

11/08/1978 *Ottawa Citizen* Prescott *Kemptville*

Charge follows crash
KEMPTVILLE (Special) An Ottawa man has been charged with failing to stop at the warning lights after his car hit a CP Rail freight train crossing Highway 16, five kilometres north of here Thursday. Surendra Agarwal, 35, of 329 Goulburn Cres., was not injured in the accident which occurred shortly before 9 a.m.

23/08/1980 *Ottawa Citizen* Prescott *Kemptville*

Train hits halted car
A CP Rail freight train bound for Toronto derailed at a railway crossing near Kemptville Friday when it slammed into a car, dragging it and its occupant five metres along the tracks
Kemptville OPP Constable L.H.J Morgan said 60 year-old Cora Mae Byrd, of Oxford Mills, who was driving the car suffered no injuries.
Byrd spotted the train as she reached the intersection of Johnston; and County Rd. 18, five kilometres west of Kemptville, but she apparently stopped her car too close to the tracks.
The crossing has no warning: lights or gates, and is identified; with a criss-cross railway sign only.

27/08/1980 *Prescott Journal* Prescott *Prescott*

Out of the past - 1940 a Big year for Coal Traffic in Prescott.
An unprecedented volume of slack coal was reported to have passed through the CPR Prescott yards in the summer of 1940. During that year's navigation season, at least 1000 tons of coal per day were off-loaded at the fort town" by the Valley Camp, Coal Haven and Collier, with the freighters making at least three trips per week to the port during July and August.
The boom in coal accounted for a significant rise in employment at the CPR coal yards with crews of 20 to 30 men being required to handle the off-loading as well as at least 4 coal trains per day being run from the town.

11/12/1980 *Ottawa Citizen* Prescott *Beech Street*

Ottawa woman killed by freight train
A 20-year-old woman was killed about noon Wednesday when she was struck by a CP Rail freight train near the Beech Street overpass. Jo-anne Begley, of 250 Loretta Ave., was dragged along the tracks for almost two kilometres and was found by police midway through a tunnel running under the southern corner of Dows Lake.
The train apparently travelled on to the Walkley Road rail yard, with the crew unaware of the accident.
Shocked residents of Beech Street could see a pool of blood about 100 metres north of the overpass, and a bloody trail that extended several hundred metres along the tracks, which run at that point through a steep granite-walled ravine.
The badly mutilated body had to be transported several miles back up the tracks to Scott Street, where the tracks reach ground level, before it could be removed.
Two CP employees said they had heard a radio report from the train that the engineer believed the train had struck some garbage along the tracks. Although there is fencing along most of the tracks, children sometimes play in the gorge, says Phylis Dirienzo, who works at a Beech Street variety store.

12/12/1980 *Ottawa Citizen* Prescott *Beech Street*

Railway fatality probed
Police are trying to ascertain why a 20-year-old Algonquin College student was in a steep granite-walled ravine near Beech Street where she was struck Wednesday by a CP Rail freight train.
The body of Joanne Begley, 250 Loretta Ave., was dragged almost two kilometres down the tracks and was found by police in a tunnel that runs under the southern corner of Dow's Lake.
Ottawa Police Sgt. John Gorman said an autopsy was performed Thursday, but the results may not be known for a week. It isn't yet known where she entered the fenced-off railway bed.
Gorman said Begley, who was studying to be a pastry chef at the Wood-roffe campus of Algonquin College, lived with her brother.
Police have been unable to find anyone in the Beech Street area who saw the accident, which occurred about noon. The train continued on to the Walkley Road rail yard.

Prescott woman injured in car-train collision

A Prescott woman is in satisfactory condition in Brockville General Hospital after the car in which she was a passenger collided with a train on Glen Smail Road, about three kilometres north of Prescott, Friday.

Irene Hutt, 47, of RR 4, Prescott, was driving with her 19-year-old son James when the westbound vehicle collided with a northbound . train about 3 p.m.

James Hutt was uninjured.

Prescott police said the Hutt car was demolished and there was minor damage to the train.

23/12/1985 *Ottawa Citizen*

Prescott

Manotick

Police amazed as man escapes with scratch from crash with train

'An area man received his Christmas present early this year a scratch on the head and police say he's lucky that's all he got.

John Partridge, 38, of Greely, was in a car struck by a train as he drove over a CP crossing near Manotick Station about midday Saturday. The crossing has signals but no gate.

"Everyone has told me I should be in a coffin. I guess it hasn't sunk in yet," Partridge says.

Partridge's car was a total loss and one passer-by said, "It didn't look much like a car any more."

The locomotive was pulling five box cars.

"He got his Christmas present. Someone must have been looking out for him," said Manotick OPP Const. Ray Sabourin.

"When I saw the wreck I said, Here's another death," Sabourin says. "I don't understand how he walked away from it."

Partridge says his seatbelt saved his life.

"I would have been thrown out of the car, there's no question. I will never get in a car without one (a seatbelt)," Partridge said.

He says the bruises left by the seatbelt on his shoulders and waist are painful, "but at least I'm around to feel them."

Sabourin says, "He must have braced himself well and he had almost made it across." He added that if the train had arrived at the crossing a moment sooner, Partridge and his car would likely have been dragged several hundred yards by the train, which was travelling at about 50 kilometres an hour towards Smiths Falls.

Partridge says sun light coming from behind made the warning signal difficult to see.

"I'm not a fast driver and I don't drink."

Partridge, who says he crosses the tracks nearly every day, was returning to his home a few miles from the accident site from a day of shopping on Merivale Road.

"My wife hasn't seen the car yet. It's probably best that she doesn't."

Partridge believes he owes his life to a gift of God. "I guess that's the only way you can interpret it at this time of year."

Partridge's car, struck by the train the left rear fender, was thrown about 20 metres by the impact, Sabourin said.

The train's engineer saw Partridge's car and pulled the emergency brake, but the train didn't stop until about 65 metres beyond the intersection, Sabourin said.

Partridge has been charged with failing to stop at a flashing railway crossing. The charge carries a \$53 fine.

11/06/1986 *Prescott Journal*

Prescott

Prescott

FERRY CAPTAIN DIES: In a recent edition. The Prescott Journal carried an obituary listing the death of Captain Doug Major, a retired boat captain off the St. Lawrence River. From the early 1930s to the 1970s, Major captained the tug Prescott, owned by the Canadian Pacific Car and Passenger Transit Company, as it shepherded the rail car barge Ogdensburg back and forth across the St. Lawrence River between Canadian Pacific's terminal at Prescott, Ontario, and the Penn Central nee New York Central yard at Ogdensburg, New York.

Major started his career in the 1920s on the Great Lakes and became a mate on the Steel Electrician, one of the first diesel-powered boats on the waterway. The Prescott also boasted one of these early diesel engines, in addition to other features such as ice breaking capabilities. Indeed, this diesel knowledge may have helped the Captain in securing a position with CP.

In keeping with nautical tradition, the Captain ensured that everything was just so. Indeed, member Duncan duFresne has never ceased to marvel at the pristine condition of this boat and her engine room which he had the chance to visit on numerous occasions when assigned to the Prescott coal train while he was a fireman with Canadian Pacific in the 1950s.

14/05/1989 *Ottawa Citizen*

Prescott

All aboard for the ride of your grandparents' lifetime: Ottawa by steam train.

Locomotive 1201 and its train of vintage passenger cars leaves the Museum of Science and Technology three times today for a scenic tour if there ever was one.

The 90-minute to two-hour tour makes its way across the Ottawa River to Hull and back, runs beneath Dow's Lake, through Vincent Massey Park, passing by the Rideau River, Billings Estate and Ottawa Station before returning to the museum.

Trains leave at 10 a.m., 1 p.m. and 4 p.m. Some tickets (\$15 for adults and \$10 for children) were expected to still be available today: head down the museum at 1867 St. Laurent Blvd. (at Smyth Road) to buy them and get on board. If, by chance, you miss out on tickets for a ride today, you should be able to buy tickets for next weekend. Parking at the museum is free.

Bytown Railway Society

18/06/1989 *Ottawa Citizen*

Prescott

If you missed getting a ride on steam locomotive 1201 a few weeks ago, here's another chance. The historic train will be leaving from the Museum of Science and Technology at 10 a.m., 1 p.m. and 4 p.m. today for two-hour tours around Ottawa. Tickets \$15 for adults, \$10 for children 12 and under and free for toddlers if they aren't using a seat are on sale at the museum.

(Bytown Railway Society)

12/11/1989

Ottawa Citizen

Prescott

Kemptville

Hunter fired shot in vain effort to warn teen of approaching train.

A 14-year-old hunter killed by a train near Kemptville fell asleep on the railway tracks, said his brother Saturday.

Christopher Birch was struck and killed instantly Friday when the freight train rounded a curve masked by trees.

Hunters with Birch told his Oxford Mills family the teenager appeared to have fallen asleep while sitting on the tracks. He was waiting for others to flush the deer out of the woods.

Police blame the 11 a.m. death on inattentiveness and loud winds that muffled the sound of the train. They wouldn't comment on whether he fell asleep because he was tired from hunting early that sunny morning.

One hunter first saw Birch sitting on the tracks but, when he looked over after hearing the train, he was lying down, said Birch's brother, Robert. "They think maybe he did fall asleep," said Robert. "He sat down and dozed without realizing it."

Robert said one hunter fired off a round in the air to wake him.

"The train came around before they knew it," he said. "He couldn't move (in time)."

The Grade 8 student had skipped school to join his father and other hunters in trying to shoot a deer before the season ended Saturday.

It was Birch's first time in an organized hunt, said his brother, and the athletic, good-spirited teenager was very excited.

"He loved hunting," said Robert, 27. "He'd been wanting to do this for the last couple of years."

A strong wind was blowing Friday and Birch was at a particularly noisy spot where the wind was swirling around, said Const. Dale Kinnear of the Ontario Provincial Police's Kemptville detachment.

Also, he could have been inattentive to the familiar sound of the CP Rail train because he grew up near train tracks, Kinnear added.

Birch's brother agrees and calls it a "freak" accident that has horrified his parents. Members of the hunting group told him it was difficult to hear each other because of the wind, he said.

Kinnear said no charges are to be laid and he is satisfied there was no negligence on the part of CP Rail.

11/05/1990

Ottawa Citizen

Prescott

National Museum of Science and Technology, 1867 St. Laurent Blvd. Festival of Spring Express (ex-CPR locomotive 1201) train ride through the region, May 12-13, 20-21. Tickets at museum gift store or call 745-1201. Open 7 days a week to Labour Day. Wed -Fri., 9 a.m. -8 p.m.; Sat. - Tues., 9 a.m. -6 p.m. Sat. -Mon.

27/08/1990

Ottawa Citizen

Prescott

Prince of Wales Bridge

With picture

HANGING ON FOR THE LAST TRAIN

As daredevil boys hang on the Prince of Wales Bridge near Lemieux Island, steam locomotive No. 1201 crosses the Ottawa River for the last time Sunday.

"It's extremely dangerous to do that," cautioned Const. Paul Gray of the Ottawa Police. "The boys should know better."

The money-losing city excursions will not continue next year, says Paul Bown, president of the Bytown Railway Society. The train took riders on 90-minute excursions around the city.

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29/08/1990

Ottawa Citizen

Prescott

Locomotive 1201 seeing red: short excursions may end

Promoters of locomotive 1201 may be forced to cancel its two-hour excursions next summer after it failed to break even during a final weekend effort.

The Ottawa Valley steam train carried about 1,000 passengers Sunday on its final summer excursion across the city and over the Prince of Wales Bridge to Hull. Unfortunately, the train needed about 1,200 to break even.

"We had to keep the price down to make it attractive to families," said Paul Bown, president of the Bytown Railway Society, which runs the trips. "That made the (profit) margin very tight," he said. "We kept coming close but not quite getting there."

Bown said the group will probably end the two-hour trips next year and concentrate on day-long trips to Brockville, Pembroke and Hawkesbury, "We'll decide at a meeting next month." On nine alternate Sundays, No. 1201 hauled seven vintage passenger cars from the Museum of Science and Technology on a route that skirted Carleton University, passed under a tunnel at Dow's Lake and crossed the bridge near the Ottawa River Parkway.

The trips took a lot out of the volunteers, Bown said.

"It got more like work than a hobby."

The excursions also cut into the maintenance work planned for the train, which is owned by the museum but lovingly restored by the society.

"We would like to do an engine overhaul, and replace the windows in one car," said Bown. "But there was no time."

The volunteer non-profit society which receives no government handouts has been operating the city trips since 1988.

The tours, which cost \$16 for adults and \$11 for children, may have suffered from the general decline in tourism that hit the capital region this summer.

"We could end up running the two-hour tours on special occasions next year, like the Festival of Spring," said Bown.

20/04/1993

Ottawa Citizen

Prescott

COMMUTER RAIL LINK MENTIONED FOR OTTAWA-HULL REGION: CP Rail System has announced that it is considering whether its Ellwood Subdivision can be used as the basis for a commuter rail link between Hull, Quebec, and Ottawa, Ontario. A key element of this approach is the company's "Prince of Wales Bridge" which carries the Ellwood Sub. across the Ottawa River.

The announcement came after a flurry of public opposition on the Ontario side to Quebec proposals that a new automobile bridge be built across the Ottawa River in order to ease rush hour congestion - primarily from Quebec traffic heading to Ottawa. Regardless of where the bridge was to be located, it would have a major impact on local neighbourhoods and the public outcry was so great that municipal officials in Ontario distanced themselves very quickly from any such project.

So far, CP isn't making any firm commitments as to what action will arise from the study. The announcement was warmly received in Ottawa, however. (Branchline).

09/12/1993

Ottawa Citizen

Prescott

Ottawa

COMMUTER RAIL PLAN PRESENTED TO OTTAWA-CARLETON REGIONAL COUNCIL: As reported in the December issue of Branchline, CP Rail formally presented its proposal for commuter rail service in the National Capital Region to the Ottawa-Carleton Regional Council on December 8. Raymond O'Meara, CP's director general of commuter rail service, said that a service could be up and running in as little as 18 months, pending its approval by the various levels of government at the municipal and provincial levels. Equipment for a pilot project would cost about \$10 million with O'Meara recommending the purchase of used cars and locomotives for a total of three trainsets. O'Meara also recommended the establishment of five stations on the Ontario side including the Confederation Heights, Hunt Club, Leitrim Road, Carleton University and Lebreton Flats, along with the existing Ottawa Station. Stations in Quebec would be located in Hull, Gatineau and, possibly, the Gatineau Airport. Although Council was non-committal, Regional Chair Peter Clark said, "I am intrigued by the possibilities and if we can make economic sense out of it, we should do it... It will be a cheaper option than building transitways." (Branchline)

22/12/1993

Ottawa Citizen

Prescott

Osgoode

Woman injured in car-train crash

A 28 year-old woman was injured Tuesday when her car collided with a CP Rail freight train on Boundary Road south of the village of Osgoode. Const. Jeff Gulick of the Ontario Provincial Police in Manotick said the woman's car hit the freight train at a level crossing near River Road in South Gower Twp. at about 10 a.m. Gulick said the woman's injuries aren't life threatening. There are no signals at the crossing. It was snowing lightly when the accident occurred. CP Rail officials said the train was delayed for several hours until it could be inspected.

23/03/1994

Le Droit

Prescott

TRANSIT OFFICIAL IS SCEPTICAL ABOUT PROPOSED COMMUTER RAIL SERVICE: The Chairperson of the Outaouais transport commission (Societe des transports de l'Outaouais) has injected a strong note of caution into a CP Rail System proposal to establish a commuter rail service in the Ottawa/Hull region. Said Antoine Gregoire, "It's much too soon to be talking about a commuter train. There are too many questions still to be answered before starting to promote it." Gregoire said that the results of a transit options study examining commuter rail, amongst other things, won't be available until some time in the summer. (Branchline)

06/12/1994

Ottawa Sun

Prescott

INITIAL ESTIMATES FOR COST OF COMMUTER RAIL IN NATIONAL CAPITAL: It will cost at least \$90 million to establish an inter-provincial commuter rail system in the National Capital Region. So said a consultant's report on the costs of developing a commuter rail option as opposed to new inter-provincial road links. The system would use existing CP Rail System trackage as well as see the re-construction of a portion of the now-abandoned Waltham Subdivision between Hull and Aylmer, Quebec. Annual operating costs are estimated to be at \$16 million, with the system carrying at least 8,000 passengers per day. The costs are higher than anticipated but still below the cost of new road links according to Transport 2000 president David Glastonbury. "It looks like a solution to the traffic problem that costs a lot less money than more linkages and roads," said Glastonbury. New roads and bridges carry at least a \$350 million price tag, not to mention the associated environmental consequences. (branchline)

02/03/1995

Ottawa Citizen

Prescott

OTTAWA-CARLETON CONTINUES TO ENDORSE COMMUTER RAIL:

The Transportation Committee of the Regional Municipality of Ottawa-Carleton continues to endorse a CP Rail proposal to set up a commuter rail operation in the national capital. The project, linking Gatineau, Quebec, with the Ottawa International Airport, has yet to receive endorsement from either the Ontario or Quebec governments. (Branchline)

31/03/1995

Le Droit

Prescott

COMMUTER RAIL NIXED IN NATIONAL CAPITAL REGION:

The Outaouais Regional Council has nixed a proposal by CP Rail System to operate a commuter rail system in the National Capital Region. Although the idea had been endorsed by Ontario municipalities, it was not as well received in Quebec. Transport critics have decried the decision, blaming it on a short-sighted government obsessed with building a new automobile bridge across the Ottawa River. CP Rail System had proposed a route using the Lachute, Ellwood and Prescott Subdivisions, with the possibility of rebuilding part of the Waltham Subdivision to link in the City of Aylmer, Quebec. (Branchline)

13/09/1995

Ottawa Citizen

Prescott

Kemptville

Woman survives crash with freight train

A Nepean woman is in critical, but stable condition after crashing into a train at a level crossing Tuesday on Highway 16 near Kemptville. Marguerite Clifford, 58, reached the crossing at the same time as the CP Rail freight train, ramming into the engine, said OPP Const. Gary Howard. Witnesses reported that the crossing bells and lights were working, he said. None of the train crew members was injured.

01/10/1995

Ottawa Citizen

Prescott

Lucky driver survives crash with freight train

Bruce Griffin was the first rescue worker at the scene of a car-train crash Saturday He wasn't optimistic.

Stephanie Villeneuve was lying in a trackside ditch, pinned under the hood of her overturned black Trans Am.

Griffin, assistant captain with the Osgoode Township Fire Department, knelt and strained to reach the 31-year-old waitress, trying to feel for a pulse. But he couldn't touch Villeneuve; he could barely see her.

Villeneuve, who would later be called "lucky" by a local firefighter, was blanketed by the twisted steel of her 1,100-kilogram sports car.

"When we first got there, I would have said she wouldn't be pulled put alive," Griffin said Saturday morning, standing at the scene on Boundary Road between Osgoode and South Gower, about 40 kilometres south of Ottawa.

The Kemptville woman received injuries to her head and ribs. She was airlifted to Ottawa General Hospital, where she was listed in stable condition Saturday night.

Villeneuve, who was en route to her job as head waitress at a Byward Market restaurant, slammed into a CP Rail freight train heading to Ottawa at 9:48 a.m.

The collision is the second serious one in less than two years at the rail crossing and raised questions among some residents about the safety of the intersection, just off Regional Road 19.

But others said the intersection was well-enough marked, and drivers should be blamed for any accidents.

There are no flashing lights, bells, or barrier arms where the tracks cross the gravel road. But after the last accident, the township erected three signs on the road leading to the tracks.

"Restricted Visibility," says one sign. "Be Prepared to Stop," reads the next, then "Stop Before Crossing."

A little bit of Ottawa's history will be uprooted spike by spike within the next three years, but few tears are being shed. Thirty-two kilometres of track between Kemptville and Ottawa, part of the first rail line into Bytown, built in 1854, are due to close by 2000, Michel Spénard, a spokesman for the St. Lawrence and Hudson Railway, the eastern division of CP Rail, said this week. The link, which remains in operation today, is a throwback to another era, when Bytown was a boisterous lumber town. The line was known as the Bytown and Prescott Railway at first, but changed to the Ottawa and Prescott Railway in 1855 when what would become the capital of Canada changed its name to Ottawa.

In 1867 its name changed to the St. Lawrence and Ottawa Railway and in 1882 it became a Canadian Pacific Railway branch line. "I hate to see the lines being torn up, but the traffic will still be there, which is a good thing; it's just going to go a different route," said Earl Roberts, editor of Branchlines, the newsletter of the Bytown Railway Society. He thought the freight carried on the line, much of it newsprint, would get to its American markets by way of re-opened lines on the Quebec side of the Ottawa River.

Dave Knowles, the railway society's librarian, said, "You're sorry to see that heritage go, but let's face it, an hour in a car gets you to Prescott today. The railways have become long-distance carriers and that's what they do best."

Mr. Knowles said the railway's main purpose at the start was to move Ottawa Valley lumber to the U.S.

For a long time it was also the route for federal politicians coming to the capital from across the country and at its start it was the only rail route linking Ottawa to Montreal.

"If you wanted to go to Montreal from Ottawa by train, you took the Bytown and Prescott, went south to Prescott, took the ferry across to Ogdensburg, New York, took the Northern Railway of Vermont cross to Rouses Point, New York, and then grabbed the railway to Montreal.

"It's a shame that a line that existed for more than 140 years is being closed, but in the old days Ottawa and Prescott were more closely linked. The railways were the first reliable, all-weather transportation in this country," Mr. Knowles said.

The first train from Prescott arrived in Ottawa in December 1854, some three years after a group of Prescott merchants conceived of the idea of the railway. Eventually the company was financed mostly by Prescott and Ottawa merchants, including Thomas McKay, the lumber magnate whose home later became Rideau Hall, now the official residence of the Governor General.

Mr. McKay wanted, and got, the first railway terminal located near his lumber mills at Rideau Falls, a location now in the area of the Japanese Embassy on Sussex Drive.

Its owners frequently faced financial difficulties in the company's early days and at one point a near-riot occurred when a power struggle among shareholders led to doors being broken down and the police called in. Ottawa police chief Thomas Langrell ended up sitting on the company safe to stop it from being opened by unhappy shareholders.

"Mayor Henry I. Friel was also on the scene and, after the event, swore in special constables and called out the local militia volunteers for a week to keep the peace," railway historian Robert Elliot wrote in his manuscript for a coming book.

Snowstorms were also a frequent problem and in one instance in February 1869, the train that had left

Prescott at 8 a.m. on its regular three hour run to Ottawa became snowbound on the outskirts of the capital at 9 p.m. — 13 hours after it left Prescott — with 45 passengers onboard.

Still stuck at 3 a.m., according to Mr. Elliot, "a passenger from Toronto, named Bain walked the four or five miles into the Russell House hotel to tell of the train's troubles." He arrived at the hotel at 8 a.m. and by 9 a.m. teams of sleighs headed for the train with food and wine.

This century, according to Duncan du Fresne, a locomotive fireman on the line until 1957 and currently president of the Bytown Railway Society, one of the railway's problems was hitting cows that wandered onto the tracks.

"Any time we hit one, it was a prizewinning cow," he recalled wryly. "It was always a prize-winning cow. It was going to, or just had, won something at the Royal Winter Fair or whatever. Our claims agent used to say 'I wish you fellows would run over an ordinary one sometimes because every time you hit one the farmer claims it's a prize-winner and it's worth about 10 times what an ordinary one's worth.' We just never hit ordinary cows."

Today, the line passes through Osgoode and continues past Manotick Station, east of Macdonald-Cartier International Airport, across the Rideau Canal at Carleton University, through the tunnel under Dow's Lake and across Lemieux Island and the Prince of Wales Bridge to Hull.

Mr. Spénard said the proposed closing of the line is part of the railway's recently announced three-year plan to close or transfer a number of lines across the province. The company has until 2000 to make a final decision about each link. Osgoode Township Mayor Lloyd Cranston isn't waiting for the final decision. He wrote to Canadian Pacific Railway headquarters this week saying the Kemptville-Ottawa link "established a vital transportation/economic link between Ottawa/ Highway 416 and Prescott/ Highway 401." Mr. Cranston said that if the link is removed, rail traffic from Ottawa to the U.S. will have to be rerouted a much longer distance through Quebec. He said transportation costs would rise and this area's rail connections to the U.S. would be in jeopardy if Quebec separates. He was also afraid that if the line was closed, the land would be sold off and the region would lose an avenue to expand the Transitway or introduce commuter rail to Osgoode and other communities south of Ottawa.

On the other hand, Osgoode residents who blasted the railway last year because of the noise from its train whistles are less likely to feel any regret about the line's closing.

Unused railway bridge needs \$40M in repairs for O-Train use: report

For some, the Prince of Wales rail bridge represents a good transit connection between Ottawa and Gatineau, but it needs lots of repairs that could cost up to \$40 million, says a City of Ottawa report on the structure.

In a memo to city councillors, the city's infrastructure director, Wayne Newell, says preliminary visual inspections have determined that getting the bridge into service would be a pretty big undertaking.

He says more detailed inspections are needed before a more precise estimate on the cost of repairs can be made, and that these alone would take about eight months and cost \$1.5 million.

"Transport Canada advised that before being placed into active service, we will need to inspect the structure in detail to ensure its safety for the operations that are being proposed," Newell says in the memo.

"Without a detailed condition assessment it is difficult to estimate the cost or extent of renewal, however based on the information available the cost could vary between \$20M and \$40M."

For years, transit advocates having been pushing the city to look at extending the O-Train across the bridge, which the city has owned since 2005, as a way of alleviating pressure on road bridges, which handle buses from both cities.

The one-kilometre bridge starts near the current O-Train terminus and crosses the Ottawa River in two spans to the western edge of downtown Hull section of Gatineau.

In March, elected officials on the City of Ottawa's transit committee directed Newell's department to look into the costs of repairing the bridge, which is currently not in use.

His report is expected to be back before the committee this fall when a decision on whether or not to continue looking at using the bridge is to be made.

The City of Ottawa must restore the Prince of Wales Bridge and the railway that approaches it in the next 12 months or formally discontinue the operations, a regulator has ruled.

Knowing it's virtually impossible to find resources to do such work in short order, the city is considering seeking a court review of the decision released by the Canadian Transportation Agency (CTA) on Friday.

The agency told the city to either restore the bridge and railway or start the process to officially discontinue operating the federally regulated railway line in that area. The CTA is giving the city until April 30 to choose an option.

City clerk and solicitor Rick O'Connor told council members late Friday afternoon that the legal department, transportation department and external rail experts will review the decision.

"That review is intended to inform a recommendation as to the next steps to be taken in this matter, which may include a request for judicial review," O'Connor told council.

This all started with a complaint to the CTA by the Moose Consortium in 2016 alleging that the city didn't follow the proper process to remove tracks between Bayview station and the Prince of Wales Bridge.

The city has an ongoing construction zone at Bayview station to build the Confederation Line LRT, requiring the removal of existing tracks.

Other rail companies could get access to a discontinued rail line if the owner has stopped operating the tracks.

Moose (Mobility Ottawa- Outaouais: Systems and Enterprises) wants to build a regional train service funded by the private sector and it has eyed the Prince of Wales Bridge as the connection point to western Quebec.

The city owns the bridge, which is completely closed to all uses, and hasn't used the railway that runs north of Bayview station. The O-Train Trillium Line stops at Bayview station, which is the northern terminus of the service.

The decision on Friday caps several months of back and forth between the city and the CTA over this complaint. The city told the CTA last September that it would take about two years to realign the tracks and three years to restore the bridge.

The CTA told the city the timelines weren't reasonable. The city then told the CTA that the agency was exceeding its jurisdiction.

The city intends to use the bridge to link its rail service with the Gatineau transit system, but not in the foreseeable future.

Regulator sparks questions about future of Prince of Wales Bridge

Transportation agency orders city to restore rail line leading to blocked-off bridge

A decision by the Canadian Transportation Agency is sparking questions about the future of the abandoned Prince of Wales Bridge, with some in Ottawa hoping to see it back in operation much sooner than expected.

In a ruling issued Friday, the agency gave the City of Ottawa two options.

It can either try to sell a portion of the rail line leading to the Prince of Wales Bridge, which spans the Ottawa River just west of the city's downtown - which could lead to it being permanently closed if there are no buyers.

Or it can instead restore the tracks - including those that run over the bridge - so they can accommodate rail traffic within 12 months

"Faced with the potential to have to demolish the bridge or discontinue that rail line, I think most residents of Ottawa feel that it would be far preferable to put the bridge into service," said Kitchissippi Coun. Jeff Leiper, whose ward's eastern border is the bridge and O-Train tracks.

"It should put a bit of a fire under city council as well as our federal and provincial partners to find a way to fund it."

The agency made its decision in response to a complaint filed in 2016 by Moose Consortium Inc., a group hoping to rehabilitate the bridge as part of its plan to offer regional rail services to outlying communities in Quebec and Ontario.

The consortium filed its complaint after the City of Ottawa ripped up a quarter-kilometre section of rail tracks just south of the bridge in order to build a new entrance to the Bayview LRT station.

In its decision, the CTA said the city didn't follow the rules that govern the discontinuance of rail lines.

As a result, the city now has until the end of April to report back to the CTA about what it plans to do now.

Costly rehabilitation work

"I don't think council is anywhere near being able to make that decision today," Leiper told CBC News.

With the city's own repair estimates out of date, Leiper said it's difficult to say how much it would cost to rehabilitate the bridge, adding it could be anywhere between tens and hundreds of millions of dollars.

Kitchissippi Coun. Jeff Leiper says he hopes the city can find a way to rehabilitate the Prince of Wales Bridge to allow for rail, pedestrian and bicycle traffic. (Andrew Foote/CBC)

In a memo to councillors, City of Ottawa solicitor Rick O'Connor said the city's legal team is reviewing its options, which could include seeking judicial review.

That's an option Leiper said he would support, as it would buy the city more time to make an informed decision.

Mayor Jim Watson said the city will consult with lawyers and may consider appealing the ruling.

"I don't think it's reasonable for a federal agency to tell us to keep a bridge operational for rail when we don't have the funds to put rail across to Quebec at this point," he said.

Best case scenario

Still, Leiper said most people in Ottawa would welcome a functioning rail bridge linking Ottawa and Gatineau, helping to ease congestion and benefiting the environment.

"Everything points to the importance of keeping the bridge and getting it back in service," he said.

Though Ottawa and Gatineau have long hoped to connect their transit systems by rail, there are no still no concrete plans to achieve that goal.

(Mathieu Fleury/Twitter)

The City of Ottawa has envisioned converting the abandoned bridge to light rail so it could connect with Gatineau's transit system, but there is no concrete plan or funding in place to achieve that goal.

"What the Canadian Transportation Agency's decision forces us to do is make some plans around that sooner than we might have thought," Leiper said.

Potential for local, regional service

Hull-Aylmer MP Greg Fergus welcomed the CTA's decision, which he said leaves the door open not only to local rail service over the bridge but also the regional service proposed by Moose Consortium Inc.

"The more players that are in there, the better," Fergus said.

"I really do believe rail is the future for being able to move people efficiently, quickly and cheaply, so this is good news all around."

Fergus has also voiced his support for a tramway connecting Aylmer to downtown Gatineau with a potential link over the Prince of Wales Bridge.

Joseph Potvin, director general of Moose Consortium Inc., said he wasn't surprised by the agency's decision and hopes it will accelerate plans to rehabilitate the bridge.

"There's only one way to get between the O-Train line and the Quebec side — which is along the [bridge's] tracks," he said.

Moose Consortium Inc. has submitted plans for a bypass line around Bayview Station, after the City of Ottawa ripped up unused rail tracks as part of LRT construction. (Giacomo Panico/CBC)

Potvin said his team recently submitted proposals to the City of Ottawa and the CTA for the bridge's rehabilitation, including plans for a bypass track around Bayview Station.

The plan also includes seismic upgrades to the bridge as well as cantilevered bike and pedestrian paths.

"There isn't a conflict with the two systems," Potvin said. "It would actually be entirely complementary."

Potvin said the rehabilitation of the bridge would cost \$50 million, which the consortium proposes to finance in full.

His team has pegged the cost of bypassing Bayview Station at an additional \$25 million.

In the meantime, all eyes remain on the City of Ottawa as it weighs its options in response to the agency's ruling.

CITY'S IN A BIT OF A FIX

The federal Liberal cabinet should quash a decision by a regulator compelling the City of Ottawa to fix the Prince of Wales Bridge, Mayor Jim Watson says.

The city is taking a double-barrelled approach in its fight against a Canadian Transportation Agency (CTA) order. On top of asking for help from cabinet, the city is also asking the Federal Court of Appeal to consider hearing an appeal.

The CTA order, sent to the city last month, orders the city to restore the rail line north of Bayview station, including the Prince of Wales Bridge, so it would be operable within 12 months of the agency giving running rights to another rail company, or to discontinue the line altogether.

The order follows a 2016 complaint by the Moose Consortium, which raised concerns about the city removing tracks while building the joint Confederation Line/Trillium Line station. Moose (Mobility Ottawa- Outaouais: Systems and Enterprises) wants to run a privately financed regional rail system and has eyed the Prince of Wales Bridge as an interprovincial link.

In a letter sent Tuesday to federal Transportation Minister Marc Garneau, Watson wrote that the CTA made the order without considering ongoing discussions between the cities of Ottawa and Gatineau, including local MPs, about connecting the OC Transpo and STO transit networks using the bridge.

"You can certainly appreciate the city's surprise and disappointment in being asked to make this unfortunate 'either or' determination at this point in time," Watson wrote.

Watson also said he doesn't believe there are viable rail operators that could use the railway.

The Canada Transportation Act allows appeals directly to cabinet.

A spokesperson for Garneau confirmed his office has received Watson's letter and "will follow due process," but wouldn't comment further.

At city hall, Watson said it doesn't make sense for the city to spend millions now to upgrade the bridge when it's not ready to run trains to Gatineau, especially when the city's third phase of LRT is projected to be to Kanata.

As Watson described it, "Phase 3A" would be to Kanata and "Phase 3B" would be to Gatineau.

The city doesn't have money to fix the bridge. It doesn't even have money yet to build LRT to Kanata.

With no work planned, the city contends that the CTA's order simply isn't doable under the funding constraints.

"We don't believe that the decision is fair for the City of Ottawa and for our taxpayers," Watson said.

"We have every intention, as I've said on many occasions, of using that bridge. We want to have the O-Train go over to Taché Boulevard Rapibus station so we have a more seamless transition between people who work in Gatineau and live in Ottawa, and vice-versa."

Watson still thinks a cycling and walking path across the bridge is out of the question.

"I believe that would be a complete waste of tax dollars to do something like that for \$10 million and a few years down the road we have to rip it up and put rail in for the rail system," Watson said, adding the city has an obligation to seal up the bridge and keep people off until it's ready for trains.

Aileen Duncan, a Centretown resident who started a petition in 2016 to keep the bridge open, said people just want to know the city's intentions for the crossing. The city had to block the bridge to pedestrians to protect its liability, but the fences keep getting cut.

Duncan acknowledged the difficulty with the bridge having an active railway designation and she sees positive signs in the cities of Ottawa and Gatineau talking about its future, but she predicted the "landmark" bridge will again become a flashpoint as the warmer months approach.

"It's my impression that the public wants clarity on what the city intends to do with this bridge," Duncan said.

"This bridge isn't going away."

City to appeal agency's order to replace ripped-up rail

Mayor Jim Watson asking transport minister to intercede in squabble with federal agency.

The City of Ottawa is appealing a federal agency's order to restore, sell or scrap a portion of rail line near the Prince of Wales Bridge, and the mayor is asking a federal minister to step in.

As part of light rail construction, the city removed a section of the line north of Bayview Station.

The Canadian Transportation Agency's (CTA) mid-February decision would force the city to either put the line up for sale, which could lead to its permanent closure if no buyers come forth, or restore it to a state where it could be re-opened to rail traffic within 12 months.

Given until the end of April to respond, city officials had said they would likely appeal the decision, which they saw as the agency going too far.

In a memo Tuesday, Mayor Jim Watson said the city has started filing an appeal with the Federal Court of Appeal. If approved, that appeal process could take a year or two.

Watson told reporters later that day he doesn't think the agency's decision is fair.

"We have every intention of using that bridge" we believe it's in [our] best interest that we don't go spend money now when we're not ready for that service to go," he said.

"We want to get service to Kanata as Phase 3A [of the light rail network], as I call it, then Phase 3B would be to Gatineau."

Request to cabinet

Watson also said he's written to federal Transport Minister Marc Garneau to request a review under Section 40 of the Canada Transportation Act, which gives the federal cabinet the power to change or throw out an agency ruling.

"You can certainly appreciate the City's surprise and disappointment in being asked to make this unfortunate 'either or' determination at this point in time," Watson wrote in the letter, which was attached to Tuesday's memo.

"Particularly, it appears that the CTA has rendered its decision without taking into account the ongoing discussions between the cities of Gatineau and Ottawa, as well as with local Members of Parliament, with respect to the future potential use of the [bridge] in connecting our two transit systems."

Watson wrote it would take two to three years to get the bridge ready, rather than the 12 months imposed by the agency, and he said he doesn't believe are any viable groups with enough money to run rail over the bridge.

A group called Moose Consortium Inc. has submitted plans for a rail line over the bridge that would go around Bayview Station and service outlying communities such as Smiths Falls, Casselman, Arnprior, Montebello and Wakefield.

That group reported the rail line's removal in 2016 to the CTA, and claims it can pay the \$50 million it estimates it will take to fix the bridge.

Advocates want action on disused rail bridge

A group advocating for the Prince of Wales Bridge is asking federal Transport Minister Marc Garneau to not let the City of Ottawa off the hook so easily when it comes to the interprovincial crossing.

The grassroots Ottawa River Bridge (ORB), which has a core group of about five people organizing the effort, wrote to Garneau on Monday suggesting that the federal cabinet shouldn't rescind an order from the Canadian Transportation Agency (CTA).

The order compels the city to restore the rail line north of Bayview transit station so that it would be operable within 12 months of the agency giving running rights to another rail company. The order also applies to the city-owned bridge spanning the river. The other option offered by the CTA is for the city to discontinue the line, effectively removing the city's control.

The city wants Garneau to step in and is also asking the Federal Court of Appeal to consider hearing a challenge to the CTA's decision.

"The concerns expressed by the City of Ottawa are legitimate. Still, we believe that rescinding this decision would allow for the city's inaction on the bridge and railway to continue," ORB member Elena Prokopenko says in the letter to Garneau.

The ORB would rather Garneau vary the order. The group suggests a one-year extension that would see the city return to the CTA and explain its intended use of the bridge. By April 30, 2019, the city should present a three-year strategic plan to bring the bridge to a state where it can be operational within 12 months, the ORB says.

"In addition, you may wish for the City of Ottawa and Ville de Gatineau to report back to your office in April 2019 to provide an update on their discussions regarding interprovincial transit, an activity that Mayor (Jim) Watson committed to in his 2018 State of the City address," Prokopenko says in her letter to Garneau.

The city doesn't have the money to fix the bridge and return it to an operational rail line. It's part of the city's long-term transit plans " Watson calls it "Phase 3B" of the third stage of LRT, with Phase 3A being LRT to Kanata " but there's no timeline. The mayor is against spending \$10 million to temporarily repurpose the bridge as an interprovincial pedestrian and cycling path.

In his own letter to Garneau earlier this month, Watson complained that the CTA made its decision without considering the discussions between local politicians about connecting the Ottawa and Gatineau transit systems using the bridge.

The CTA started the investigation after receiving information from the Moose Consortium, which raised concerns about the city removing tracks near Bayview station during the construction of the joint Confederation Line and Trillium Line station. Moose (standing for Mobility Ottawa/Outaouais: Systems and Enterprises) has ambitions of starting an interprovincial rail network using the Prince of Wales Bridge.

27/04/2018 *CBC News**Prescott**Prince of Wales Bridge*

City gets more time to figure out future of Prince of Wales Bridge

City had been ordered to either sell the bridge's rail line or ready it to reopen

The city will get more time to respond to an order to reopen the Prince of Wales Bridge to rail traffic.

Earlier this year, the Canadian Transportation Agency (CTA) ordered the city to take the steps so the bridge could be put into service within 12 months or to go through the formal process of discontinuing the line, which includes putting the bridge up for sale.

The city had until this coming Monday to respond.

There are no city plans for the bridge in the short term, but in the long term it has talked about using the bridge to set up a rail link to Gatineau.

As part of light rail construction, the city removed a section of the line, running north of Bayview Station toward the bridge, and built part of the Bayview station structure over it.

The rail bridge itself has also been closed off.

Moose Consortium Inc., a group that has had ambitions of offering rail services to outlying communities in Quebec and Ontario filed the initial complaint with the agency.

Deadline now tied to court ruling

After the CTA issued their order, Mayor Jim Watson wrote a letter to Transportation Minister Marc Garneau asking for a review.

The city also filed an appeal of the CTA's order with the Federal Court of Appeal.

So far the court has not yet agreed to hear the city's case, so the CTA has given the city an extension.

In a memo to council, Rick O'Connor, the city's clerk and solicitor said the CTA has agreed to give the city 30 days after the court's decision to respond.

The 30-day deadline will start either after the court declines to hear the case or 30 days after the appeal process is finished if the court does decide to hear it.

28/04/2018 *Ottawa Citizen**Prescott**Prince of Wales Bridge*

Watchdog eases deadline for decision on bridge

The Canadian Transportation Agency (CTA) has granted the City of Ottawa an extension to decide the fortunes of the Prince of Wales Bridge.

On Feb. 16, the CTA ordered the city to make a decision by April 30 about whether it would restore the Ottawa River Line — which includes the Prince of Wales Bridge — to functional status within 12 months.

The city appealed the order to the Federal Court of Appeal.

On Friday, the CTA granted the city an extension because the appeal hasn't yet gone to the court.

In a memo from city clerk and solicitor Rick O'Connor to Mayor Jim Watson, council, and the transit commission on Friday, O'Connor said the CTA has agreed to a 30-day deadline after the court makes its decision, or after the appeal process.

The City of Ottawa bought the bridge from the Canadian Pacific Railway in 2005 for a future rail project.

The city intended to use the bridge as an LRT conduit from a proposed Bayview station to Gatineau's transit system, but has not made concrete plans for any such project.

In September 2017, the city told the CTA that it could take two years to realign the tracks and to become fully functional.

Construction began in 1880 on the original Prince of Wales Bridge, which was named after Albert Edward, Prince of Wales, who eventually became King Edward VII.

In 1926, the Canadian Pacific Railway spent \$750,000 on upgrades to the bridge, which were completed by February 1927.

The Federal Court of Appeal has agreed to hear the city's arguments opposing an order to fix the Prince of Wales Bridge, council learned Thursday. Federal Transportation Minister Marc Garneau has also asked the city to send him information about the case so he can bring the matter to cabinet, city clerk and solicitor Rick O'Connor told council.

Mayor Jim Watson wrote to Garneau in early March asking for his intervention after the Canadian Transportation Agency (CTA) forced the city's decision on the future of the old rail bridge between Ottawa and Gatineau.

The CTA gave the city an ultimatum: Discontinue the rail line, or fix the bridge so that it could be used by another rail operator 12 months after being notified by the agency.

Watson told Garneau the CTA didn't consider the ongoing discussions between the cities of Ottawa and Gatineau about the bridge's future in connecting the municipal transit services. Ottawa's Trillium Line stops at Bayview station, just south of the bridge.

Cabinet could uphold, vary or rescind the CTA decision. Watson wants the decision rescinded.

The City of Ottawa owns the bridge but it's not ready to spend money on the repairs. Watson has also ruled out spending \$10 million to install a cycling and pedestrian path across the bridge deck, characterizing it as a waste of money if the city has ambitions to return the bridge as a crossing for trains. No one is allowed on the bridge. The CTA investigated the bridge, and the rail line between Bayview station and the bridge, after the Moose Consortium complained about the city removing tracks during the construction of Bayview station, which is a joint Confederation Line and Trillium Line station.

The court stayed the CTA's order until there's a decision on the city's appeal. The court has not set a date for a hearing.

12/05/2018 *CBC News*

Prescott

Prince of Wales Bridge

Prince of Wales Bridge gate broken over and over and over again

Since it was installed in September 2016, repairs have cost nearly \$15,000, city says.

After the City of Ottawa installed cheaper fencing than it wanted to keep people off the abandoned Prince of Wales Bridge, it's had to be repaired dozens and dozens of times because people keep breaking in.

The chain-link gated fencing was installed in September 2016, along with some no trespassing signs, at a cost of about \$46,000.

There were different chain-link fences and signs in place before then, but they fell into disrepair and were repeatedly vandalized by people looking to cross the bridge on their bikes, eat picnics, watch the sunset, and just hang out.

In response to mounting safety concerns about ongoing illegal use of the bridge, Transport Canada - which still regulates the disused railway crossing — wrote to the cities of Ottawa and Gatineau in December 2015, asking them to "permanently barricade the bridge to stop trespassers."

City planned to install better fence

The City of Ottawa planned to spend about \$250,000 to install more rigid and secure gates, but after public outcry, the city decided to spend just \$46,000 on a different chain-link fence and more trespassing signage.

The new fence was installed in September 2016 and was broken into just hours later.

Since then, it's been repaired well over 50 times at a cost of nearly \$15,000, wrote Troy Charter, the city's director of transit operations, and Laila Gibbons, the city's director of parks, forestry and stormwater services, in an emailed statement.

(Specifically, there have been 46 repairs from April 2017 to present. The city was unable to immediately provide the number of repairs from September 2016 to April 2017, when a formalized work order tracking process was not yet in place.)

The cost includes fixing fences cut along Lemieux Island (which the rail bridge crosses), fixing fences along pathways and the former railway area, repairs to the gates at the north and south end of Lemieux Island, and replacing vandalized signs along the fence and gates.

Fencing was broken through as of this writing, and Charter wrote that a service order is currently open for repairs by Public Works and Environmental Services staff.

After the cheaper fencing option was installed and broken into the same day, Coun. Jeff Leiper warned that if people keep vandalizing it, "the city is almost certain to go ahead and in order to protect itself from liability ... put in place that more expensive solution."

Gibbons wrote in a statement Friday that there are currently "no plans underway to discuss alternative fencing."

Leiper was unavailable for an interview Friday.

The truss bridge was built in 1880 and its rail line operated for decades until it was eventually abandoned. Then the City of Ottawa bought it for about \$400,000 in the mid-2000s.

The bridge has been included in transportation plans as a potential future LRT extension or multi-use path to Gatineau, but has been kept closed in the meantime with chain-link fencing.

Candidates pitch ideas for Prince of Wales Bridge

The provincial Liberals are using the city's Prince of Wales Bridge as an election pawn.

However, they aren't promising money to fix the historic Ottawa River crossing. They're only offering their ears.

Local Liberal candidates said Wednesday that they would work with the City of Ottawa on any proposal or funding request to restore the bridge for LRT.

On the crossing to Lemieux Island with the Prince of Wales Bridge in the distance, Yasir Naqvi, the incumbent MPP for Ottawa Centre, suggested it was too early to talk about how much money the province would kick in.

"We want to start that conversation with the city," Naqvi said. "I think this is an amazing opportunity to start talking about revitalizing this bridge." There's municipal momentum on both sides of the river. Ottawa and Gatineau have regular meetings about interprovincial transit issues, including the future of the Prince of Wales Bridge.

It's also a good year for politicians to make promises. The Ontario election is June 7, a general election in Quebec is scheduled for Oct. 1 and the municipal election in Ottawa is Oct. 22.

Both Quebec's Liberal Premier Philippe Couillard and Parti Québécois Leader Jean-François Lisée have said in recent weeks they would look favourably on funding requests from Gatineau for light-rail development in the city's west end, near the Prince of Wales Bridge.

Including the feds, there are five governments that could play a funding role in the bridge.

"We are really starting to see the stars aligning and we as a team want to, from Ontario's perspective, work on this, and part of that conversation is first to determine exactly what is going to be the cost, what needs to be done to stabilize the bridge and make it part of the LRT network," Naqvi said.

On the Ontario side of the river, the bridge crosses into the riding of Ottawa Centre.

Of the Liberals at the announcement, Ottawa West-Nepean incumbent MPP Bob Chiarelli probably has the most interesting connection to the bridge. He was Ottawa's mayor when the city finalized the purchase of the bridge in 2005, along with a CP Rail line, which is now the Trillium Line. The vision was to one day use the bridge for a transit link to Gatineau.

"There is still a tremendous opportunity there," Chiarelli said, pointing out bumper-to-bumper traffic on the Sir John A. Macdonald Parkway during the morning commute that could be reduced with a rail link to Gatineau.

Past estimates put the cost of necessary bridge repairs for rail between \$20 million and \$40 million.

The city's transportation master plan doesn't consider using the bridge for rapid transit for at least another 13 years. Mayor Jim Watson in recent months has been lumping the bridge into a Stage 3 LRT expansion, which is primarily a blueprint to extend tracks through Kanata. The bridge would be a separate project, possibly within the same time frame as Kanata LRT.

Still, there are no firm plans for either project since the city has no money for construction. It hasn't even started building the Stage 2 LRT extensions yet, or for that matter, opened the Stage 1 crosstown LRT.

The game-changer could be the LeBreton Flats redevelopment and downtown relocation of the Ottawa Senators. If that happens, there will be an immediate need for a better interprovincial transit link.

The Prince of Wales Bridge is closed, and each summer the city struggles to keep people from trespassing onto it.

Naqvi said the Liberals would also listen to pitches for a repair job that would bring the bridge up to snuff for a pedestrian and cycling path, something that Watson has rejected as being a waste of \$10 million since the bridge will one day be used for rapid transit.

13/07/2018 *Ottawa Citizen*

Prescott

Prince of Wales Bridge

City asks feds to wait on Prince of Wales Bridge appeal while repair order challenged in court

Jon Willing Updated: July 13, 2018

The City of Ottawa has asked the federal Liberal government to hold off on considering an appeal over the Prince of Wales Bridge, believing it has a good shot at overturning a repair order in court.

The Canadian Transportation Agency last February ordered the city to either discontinue the rail line and bridge or make them ready to use within 12 months of receiving notice.

The city thinks the order is baloney.

In documents filed in the Federal Court of Appeal on June 29, the city says the CTA doesn't have the power to investigate if a rail line has been discontinued, and even if it does, the agency is exceeding its jurisdiction by "imposing non-existent maintenance standards" on the rail line. Only the federal minister of transport has the power to issue maintenance orders, the city says.

There is no hearing date yet at the Federal Court of Appeal.

The CTA decision stems from a complaint by a group called Mobility Ottawa-Outaouais: Systems and Enterprises, or Moose. The group has dreams of creating a regional rail system using the Prince of Wales Bridge as an interprovincial link. After seeing that the city dug up some tracks near Bayview station, Moose claimed the city has discontinued the line.

The city had to remove tracks to build the new Bayview O-Train station. The city says it has plans to realign the track. Nothing compels the city under the Railway Act to operate a rail line, or even maintain it in a state of ready-to-use service, the city says in the court filing. Fixing the line for a third-party group, like Moose, would provide a "financial windfall" to a private venture, leaving property taxpayers picking up the tab, the city says.

"The decision compels the city to make significant capital expenditures for no current and likely no future value to Ottawa taxpayers," the city says in a notice of appeal. "It is disruptive to municipal planning involving both the city and Gatineau and does not take into account the city's existing efforts to develop a well thought-out, open, omprehensive, and collaborative regional transportation mandate."

It would take three years alone to fix the bridge, the city says. Realigning the tracks around Bayview station would take two years.

After receiving the CTA order, the city launched a two-pronged strategy to block the decision. The city convinced the court to hear its appeal and asked federal Transport Minister Marc Garneau to bring the matter to cabinet, with hopes the Liberals would quash the CTA order.

Now, the city is asking Garneau to suspend the request for cabinet intervention to prevent the possibility of conflicting decisions. If the city doesn't win at court, it will ask Garneau to take the matter up with cabinet, according to the city's legal department.

The City of Ottawa owns the historic bridge. It bought the structure and the Trillium Line corridor from CP Rail in 2005 to protect a potential Ottawa-Gatineau rail link in future transit plans.

The bridge is also part of the City of Gatineau's recently announced \$2.1-billion LRT plan.

While the cities collaborate on interprovincial transit, there has been no public discussion about who would pay for the bridge's rehabilitation, expected to be in the tens of millions.

The City of Ottawa has its hands full with its own LRT planning. Ottawa will break ground of the second phase of LRT after opening the first phase, scheduled for November. The conversation will then move to the third phase to Kanata and Barrhaven, and possibly the interprovincial transit connection using the Prince of Wales Bridge.

The city is currently on the hunt for an engineering consultant to recommend ways to make preventative repairs on the bridge. A request for qualifications asks for firms that can provide professional guidance on the bridge's substructure.

According to Alain Gonthier, the city's director of infrastructure services, there isn't a new timeline established to renovate the bridge. "Maintaining this structure aligns with the city's comprehensive asset management program and is being done as part of a regular maintenance program," Gonthier said.

Cabinet overturns order to repair Prince of Wales Bridge

City was due to appeal Canadian Transportation Agency's decision this week

The City of Ottawa will no longer have to repair train tracks leading up to the Prince of Wales Bridge, according to an order from the federal cabinet. (Patrick McCurdy)

The federal cabinet has rescinded a government agency's decision that would have forced the City of Ottawa to repair the Prince of Wales Bridge to make it suitable for rail traffic.

City solicitor Rick O'Connor informed Mayor Jim Watson, transit commissioners and other members of council of the cabinet order in a memo Tuesday afternoon.

According to O'Connor, the order-in-council means the city will no longer have to fight the decision at the Federal Court of Appeal, a hearing that was scheduled to take place later this week.

In February 2018, the Canada Transportation Agency (CTA) ordered the city to repair tracks leading up to the bridge that had been ripped up during LRT construction.

Against national policy

In a statement, a spokesperson for Transport Minister Marc Garneau said the CTA decision "misinterpreted" provisions of the Canada Transportation Act by creating a perception that federally regulated rail lines need to be in "near-operable" conditions at all time.

An order-in-council dated April 5 said the agency's decision went against national policy because it would force a railway company to invest in an "unused and non-profitable railway line," or discontinue it permanently.

The order-in-council said such a decision could discourage railway companies from buying available rail lines for future use.

Cabinet also rejected a petition from Moose Consortium Ltd., which wanted to use the bridge as part of a commuter rail project spanning the Ottawa River.

Joseph Potvin, director-general of Moose Consortium, said the company had wanted cabinet to clear up a portion of the wording of the CTA decision that appeared to require an operator to be actively trying to use the rail line.

"Our request to the minister was to simply remove the ambiguity from the decision and just order them to have the track fixed, to reconnect it," Potvin said.

He said he's disappointed with the cabinet decision.

"Cabinet is saying that it is allowing for the illegal dismantlement of a federal railway three years after the fact," he said.

The consortium filed the initial complaint with the CTA in 2016 after part of the track was dismantled to build an entrance to the Bayview LRT station.

The CTA decision said the city didn't follow the proper procedure for the discontinuance of a rail line, which would include putting it up for sale and negotiating in good faith with potential buyers.

Garneau's office said the decision would be subject to judicial review and the decision does not affect whether the bridge could someday be used for LRT between Ottawa and Gatineau.

Mayors Rule Out Prince of Wales Bridge for Transit Link

Ottawa Ontario - The Prince of Wales Bridge will never carry trains again, the mayors of Ottawa and Gatineau declared Tuesday, asking the next federal government to help them turn it into a cycling connection instead.

Mayor Jim Watson said Tuesday afternoon the bridge is not the right choice for a light rail transit connection.

"It would congest too much Bayview station and secondly Gatineau has been pursuing their LRT project and they too have ruled it out as a bridge that would be used for transit," he said.

Gatineau Mayor Maxime Pedneaud-Jobin agreed.

"The studies that have been conducted in the last few months are very clear, the Prince of Wales Bridge could not be used for the connection between Ottawa and Gatineau," he said, adding they believe the Portage Bridge is the best place to connect the two communities.

The City of Ottawa owns the Ottawa River span near Bayview station and purchased it for \$400,000 in the mid 2000's with the goal of turning it into a railway bridge.

Watson said city staff recognize the earlier investment, but it still doesn't make sense as a transit connection.

Both mayors are hoping the federal government will step in and help fund an estimated \$10 million in work to turn the bridge into a pedestrian and cycling crossing.

The bridge is currently a frequent target of trespassers and the city has spent funds to fence the entrance.

Liberal candidates in the region pledged earlier in the campaign to push for the funding.

Former Prince of Wales Bridge Gets \$14 Million in City Funding

Ottawa Ontario - Residents are one step closer to being able to walk, cycle, and perhaps even cross-country ski across the Ottawa River at Bayview Station after Ottawa city council voted to help pay to rehabilitate the bridge, as well as rename it.

City councillors voted to immediately rename the interprovincial crossing, formerly known as the Prince of Wales Bridge, to the Chief William Commanda Bridge, and commit \$14 million on fixing the bridge.

Coun. Carol Anne Meehan, who expressed concerns over the price tag of the project, was the only councillor to dissent on Mayor Jim Watson's motion to fund and rename the former Prince of Wales Bridge.

"This is simply going to be a huge tourism draw in Ottawa," said Kitchissippi Coun. Jeff Leiper, who represents the ward that includes the bridge, and who seconded the mayor's motion.

"It will be a four-season gem, recreationally in the city. and it's really going to be a really key part of our transportation network for active transportation, bringing people safely back and forth to Gatineau."

Project to Cost \$22.6 Million

The city bought the rail bridge from Canadian Pacific Railway in 2005 to be used as a transit link between Ottawa and Gatineau sometime in the future.

But that might be a long way off, in part because Gatineau is planning for its future tram to cross the river using the nearby Portage Bridge.

Turning the 1.3 kilometre bridge into a multi-use pathway for foot traffic will cost a total of \$22.5 million, \$12.1 million for the path itself, including beefed-up railings, LED lighting, and a few benches, and \$10.4 million to restore the piers holding up the bridge.

Sneaking onto the bridge has always held allure for some residents.

Tragically, two people have died in as many as years after swimming off the bridge.

It's not yet clear if, or how, the retrofit will discourage people from jumping into the river below.

Of the money committed to fixing the bridge, \$5 million will be set aside for the pier work, which was already budgeted for.

On Wednesday council approved an additional \$9 million to the plan, which came from development charge and transit reserve funds.

In the coming days, the federal government is expected to announce it is funding the remaining \$8.6 million.

Local MP and Infrastructure Minister Catherine McKenna, who recently announced she's not running for re-election, made reopening the bridge a campaign promise in 2019

The project should go out to tender this summer, at which point city officials should have a better idea of when it might be completed.

Article abridged - irrelevant data on re-naming deleted.

29/11/2021 OKthePK

Prescott

Prince of Wales Bridge

From the Ottawa Citizen

City and Feds Break Ground on Bridge Pathway Slated to Open Next Fall

Ottawa Ontario - A project is officially underway to turn a disused rail bridge into a new way to get between west-end Ottawa and Gatineau for work or play.

City and federal officials broke ground Monday on the multi-use pathway on the Chief William Commanda Bridge (Prince of Wales Bridge) over the Ottawa River, including structural repairs to the bridge and deck work.

The pathway is scheduled to open next fall, the City of Ottawa said in a release Monday, but work on the piers and connection to Lemieux Island will continue until the summer of 2024.

The city is spending \$14 million on the project while the federal government kicks in \$8.6 million.

The bridge, built as a railway link in 1880, was last in service two decades ago.

The city bought it from Canadian Pacific Railway in 2005 with an eye to a future light-rail corridor.

City hall now says that as a multi-use pathway, the bridge will serve as a year-round commuting and recreation link for walking, running, rollerblading, cycling, and cross-country skiing.

The project includes rehabilitating the bridge's structural components and building a new timber deck on top of the existing track while maintaining the steel rails for future rail transit use.

There will be a steel cable railing system, LED lighting, and 12 new benches along the pathway linked to Ottawa's Trillium Pathway, connecting to Bayview Station, and to the National Capital Commission's Voyageurs Pathway in Gatineau.