

# Local Railway Items from Area Papers - 1905

*06/01/1905 Eganville Leader Eganville Fourth Chute*

The residents of the Fourth Chute feel that the CPR Co. should build a station at that point, and they have many reasons to advance in support of their claim. There are large quantities of lumber - raw and manufactured - shipped from there, and, while the passenger patronage is not of a great extent, better accommodation would no doubt increase it. At least, it would not cost the company much outlay to give Fourth Chute the same station accommodation as Eganville possesses.

*13/01/1905 Eastern Ontario Review Vankleek Vankleek Hill*

The C.A.R. is bringing in some very fine ice for sale here this year. Any citizen wanting ice should notify Mr. Goodier at once. The price will be 75c per ton at the station here.

*13/01/1905 Renfrew Mercury Eganville Fourth Chute*

From the Eganville Leader. The residents of Fourth Chute feel that the C.P.R. Co., should build a station at that point, and they have many reasons to advance in support of that claim. There are large quantities of lumber - raw and manufactured - shipped from there, and while the passenger patronage is not of a great extent, better accommodation would undoubtedly increase it. At least it would not cost the Company much outlay to give Fourth Chute the same accommodation as Eganville possesses.

*14/01/1905 Globe and Mail New York Central*

A Manager in Ottawa

Officers of the New York and Ottawa Railway Elected.

New York Jan 13. At meetings of the Boards of Directors of the New York and Ottawa Railroad Co. and the Ottawa and New York Railway Co., the following officers were elected: W.H. Newman, President; E.V.W. Rossiter, First Vice President; W.C. Brown, Third Vice President; J. Carstensen, Fourth Vice President; W.J. Wilgus, Fifth Vice President and E.L. Rossiter, Treasurer,

The New York & Ottawa was purchased at foreclosure sale in December by the New York Central. Henry W. Gays, who was President and receiver for the company, has been appointed general manager of the companies, with an office at Ottawa, Ont. He will have general charge of the management and operation of the properties and will report to the first, third, fourth and fifth Vice-Presidents on matters pertaining to their respective departments.

*20/01/1905 Cornwall Freeholder New York Central Cornwall*

A despatch from New York says: At meetings of the Board of Directors of the New York &

Ottawa Railway Company, the following officers were elected: W.H. Hewman, president; E.V. W. Rossiter, first vice-president; W.C. Brown, third vice-president; J. Carstensen, fourth vice president; W.J. Wilgus, fifth vice president; E.L. Rossiter, treasurer. The New York & Ottawa was purchased at a foreclosure sale by the New York Central. Henry W. Gays, who was president and receiver for the company, has been appointed general manager of the companies, with headquarters at Ottawa. He will have general charge of the management and operation of the properties.

*20/01/1905 Renfrew Mercury Westport Lyn*

The worst accident in the history of the Brockville and Westport occurred on Monday night, half a mile west of Lyn, caused by the spreading of the rails while a mixed train was running to Brockville. The train was made up principally of freight cars, with a combination passenger and baggage at the rear, said to contain about fifteen passengers, mostly women and children. Suddenly the passengers were startled by the wheels of the coach bumping along the ties, and the coach rolled over the embankment and rolled to the bottom, a distance of several feet. The passengers were thrown from their seats and while not one escaped from a cut or a bruise, strange to relate, none received severe injuries. Conductor Hurton was severely cut about the head, but pluckily stuck to his post, directing operations with blood streaming down his face, until he saw that all were out of danger.

*27/01/1905 Eastern Ontario Review New York Central*

The two cents a mile rate has been established on the Ottawa and New York railway running through Russell County.

Peculiar Accident On The BW&N Railway West of Lyn-  
Passenger Coach Went into the ditch - eleven passengers on board, all of Whom escaped Serious injury Conductor Horton and J. Cross, of Athens, Cut and Bruised

An accident, which was fortunately not attended with serious results, occurred about five o'clock last evening at a point on the line half a mile west of Lyn. News of the affair reached Brockville shortly afterwards and created some excitement. Supt. W.J. Curie, who was on the scene as promptly as possible, very cheerfully gave the Brockville Times a correct statement of the wreck, which in substance as follows.

It was train No. 4, due here at 4:30 running about twenty miles an hour, from Westport to Brockville, and was made up of an engine, eight freight cars, three of which were loaded with live stock consigned to Montreal, and a combination baggage and passenger coach at the tail-end, containing eleven passengers including Conductor Horton and Brakeman Murphy. On the engine were Engineer John M. Phillips and Fireman A. Belmont.

As the train was running along at a speed of about twenty miles an hour the last two freight cars suddenly left the track, followed by the passenger coach at the end. The scene of the accident is about half a mile west of Lyn, just about the point where the road to Mallorytown crosses the track diagonally. There is a cutting at this point which gradually opens out upon a minor embankment, and the cars left the track before getting out of the embankment, near the residence of Frank McCreary. The freight cars did not turn over, but the passenger coach, after bumping along a short distance, toppled over and slid along on its side a short distance. An effort was made to signal the engineer without avail and the derailed cars finally broke loose from the train. Naturally the passengers were filled with consternation at the sudden shock. The concussion pitched them out of their seats in all directions and immediately there was a scramble for the doors. In their excitement the ladies gave an outcry but were assured by Conductor Horton and the other male occupants of the coach that no immediate danger was pending. Mr. Horton, with blood streaming down his face and neck, from a deep gash in the head, displayed remarkable coolness.

Though suffering much pain he remained in the coach till every other occupant had been removed, being the last to leave. When the smoke had cleared away it was found that while all had been more or less shaken up and bruised none were seriously hurt. Conductor Horton and J. Cross, of Athens D.D.G.M., who was coming to Brockville to install the officers of the A.O.U.W., received the most painful injuries. They were removed to the residence of Nathan Purvis, where they were attended by Dr. Judson, who had been summoned from Lyn. Mr. Cumming sent out sleighs from Lyn and brought all the passengers to M. B. Stack's hotel, where they received every attention.

New of the accident having been wired from Lyn to the head offices of the company, Supt. Curle awaited the arrival of the engine and remaining cars of the train and made preparations to take charge of the wreck personally. Accordingly he returned by a special leaving here at 6.20 accompanied by Dr. Jackson, whose services were not required as the injured had previously received medical attention. The passengers together with Conductor Horton, were brought on to Brockville shortly after 8 o'clock by the special. Mr. Horton being removed to St. Vincent de Paul Hospital. The passenger list include Alex, Taylor, Athens, H. Johnston, Delta; N. Whitmarsh, Westport; I. Fleming, Kingston; J. C. Ross, Athens; Miss Laishley, Chaffey's Locks; W. H. Brightman, Brockville; Miss Rowsome,

Athens, who was accompanied by her little niece, a daughter of Mr. & Mrs. A. E. Shaver, Brockville; Mr. Ross was cut over the left eye, required three stitches. Miss Laishley, who was en route to the Ladies' Moulton College, Toronto, is a niece of Mrs. C. Davison, Brockville. She was badly shaken up. Little Miss Shaver was slightly bruised. Messrs. Taylor, Whitmarsh and Johnston, cattle drovers, were pitched over the stove, on of top of the other. Taylor had his nose skinned, cheek discolored and side sprained. Johnston complained of pains in the side and back. Mr. Horton suffered considerably from the shock and injuries. He fainted at Mr. Purvis house from the reaction and loss of blood, but came in on the special. The cut in his head received several stitches and he was also bruised about the body. To-day he is feeling very sore but not in any danger.

The cause of the wreck was either due to a defective truck on one of the freight cars or the spreading of the rails. Supt. Curle is not in a position to say which. He was at work bright and early this morning with a gang clearing up the wreck. By this afternoon it is expected everything will be in running order again. The track was torn up for a considerable distance.

01/02/1905 *Ottawa Journal* *New York Central*

The Ottawa and New York Ry. Changed Hands at Midnight

New York Central will henceforth control the system.

H.W. Gays will continue as General Manager

The Ottawa and New York changed hands at midnight last night, the courts having confirmed the sale of the road. The property at that time formally passed into the hands of and will be operated by the New York and Ottawa company. Passed out of receivership. While the road will be operated under its own name yet it, in reality, becomes part of the NYC. While the NYC will own and control the system there will be no change in the management for some time at least. More.

02/02/1905 *Chesterville Record* *New York Central*

Seventh Annual Ice Race Meet, Ottawa Feb 4th to 11th 1905

The New York and Ottawa line has made very low rates for this meet, the rate from Finch being \$1.50. Tickets on sale February 4th to 11th with return limit Monday February 13th

03/02/1905 *Eastern Ontario Review* *L'Orignal*

The O.R. Railway

The contract for the construction of the Ottawa River Railway Company's line between Ottawa and Montreal has been awarded to Mr. P.E. McGrath, of Easton, Pennsylvania.

The first section to be built will be that between Hawkesbury and Montreal. This line passes through St. Eustache and St. Andrews. The Ottawa river will be crossed over the Great Northern Railway bridge at Hawkesbury, thence the south shore of the Ottawa river will be followed to Ottawa. This railway now will serve a district which is almost destitute of railway facilities, and it is claimed for it that it will be the shortest line between Montreal and Ottawa.

The location of the line through Ontario is about midway between the Canada Atlantic line to Parry Sound and the Canadian Pacific line to Toronto.

03/02/1905 *Eastern Ontario Review* *Other*

Central Counties Railway

A petition was presented at Ottawa the past week by Mr. Robt. Stewart (Ottawa), on behalf of the Central Counties Railway, asking for power to bridge the Ottawa river between Point Fortune and Carillon, to construct a line from Carillon to Montreal, to increase the capital stock and borrowing powers, to lease or sell out to other railway companies and finally, for an extension of time to carry out the charter it already possesses

Smashed by freight train.

House on Dalhousie Street wrecked.

\$500 damage done to frame house by open door of refrigerator car.

Many strange railway accidents are reported from time to time but one of the most novel occurred yesterday morning in the old St. Lawrence and Ottawa railway when a freight train almost wrecked a frame house on Dalhousie Street.

Yesterday morning a freight train having a refrigerator car attached was shunting in the yards of the St. Lawrence and Ottawa. The train was crossing Dalhousie Street when the door of the refrigerator car which had swung open came in contact with the house of Mrs. Ryan, 79 Dalhousie Street.

The windows and almost the entire front were smashed in. The walls inside were broken and the pictures knocked down. The whole interior of the house was upset and furniture broken.

The house is owned and occupied by Mrs. Ryan, who was at home when the accident occurred but was uninjured.

Mr. W.J. Code, barrister, Sparks Street, investigated the accident and the damage done. The damage will amount to between \$300 and \$500.

The houses all along the railway are very close to the track but an accident of this kind could only happen by a car whose door swung out instead of sliding back. Mrs. Ryan will send her claim to the C.P.R.

10/02/1905 *Eastern Ontario Review**Vankleek**Vankleek Hill*

A. Cameron, foreman for Mr.J.T. Schell, Alexandria, is engaged at present loading logs at the C.A.R. station here

13/02/1905 *Ottawa Journal**Maniwaki**Low - Engineer McFall*

Accident on the CPR

Two cars overturned

On the Gatineau Branch near Low

Passengers badly bruised and shaken but fortunately there were no fatalities.

An accident which might have proved much more serious occurred on Saturday a few miles south of Low on the Gatineau branch of the CPR. Two cars of the southbound train from Maniwaki to Ottawa, left the track and toppled over on their sides. The train was only travelling at a fair pace and there was no loss of life although some passengers were slightly injured.

The train, No. 102, was in charge of Conductor Hoolihan and Engineer McFall. The cause of the accident has not yet been definitely determined, but it seems that the caboose on the rear of the train left the rails and dragged the two cars with it. No sooner had they left the rails than they toppled over completely on their sides on the embankment nearly twenty feet from the track. The couplings gave way and the locomotive and baggage cars kept the rails.

There were not many passengers on board, but these were thrown violently, and several of them badly bruised and cut by the broken glass. The officials on the train rushed to the overturned cars and were relieved to find that no fatalities had occurred, even though some of the seats had been thrown from their places.

Luckily they did not touch anyone. The list of the injured is: (full details, address, extent of injuries given)

Gibson, Henry, Grace, Gifford, Mahoney.

Conductor Hoolihan attended as best he could to the injured, and they were taken to the baggage cars. The news of the accident was at once sent to Ottawa and the CPR despatched Dr. Stevenson of Wakefield with all speed to the scene. A wrecking car was also sent out from the city taking with it two cars on which the passengers ere removed to Ottawa.

Dr. Kidd, the CPR physician, met the train on its return to Ottawa, and found that those who had been through the accident had recovered considerably from their shaking, and that it was unnecessary to remove any of them to the hospital.

Many of the injuries were occasioned by the broken glass. The passengers made their exits from the fallen cars by way of the smoking compartments.

The wrecking crew had the line clear towards Saturday evening and traffic was resumed today as usual.

14/02/1905 *Ottawa Journal**New York Central**Bay Pond*

Train stalled in snow drifts

Good samaritan near by

O&NY Passengers detained twelve hours

Cards and story telling while away the wery wait and made much enjoyment

The Ottawa and New York train which left Tupper Lake at a quarter past six yesterday morning arrived here last evening about eleven o'clock, a matter of about twelve hours late, after a trip full of mild adventure for the passengers.

The storm of Sunday had not spent itself and the track presented a prospect of drifts with stretches of rails showing in between. The train laboured through all difficulties for a little over three hours when it was stalled completely at Bay Pond. Every effort to proceed was futile and the passengers and crew were faced by the prospect of indefinite delay.

All the provisions on the train were comprised in a lunch consisting of three sandwiches, which the owner, Mr. J.H. Brown of Tupper Lake, was beginning to think would scarcely satisfy a crowd of hungry passengers.

Fortunately matters did not come to such an extremity although although they certainly would have had the train been stalled a mile or so from where it was.

At Bay Pond are a number of summer cottages, one of which, Mr. Redwood, superintendent of Mr. J.D. Rockefeller's park there, occupies. Mr. Redwood, as soon as he noticed the predicament in which the train was, sent over and had the train hands brought to the cottage where they were fed. He also sent to the train a generous hamper of sandwiches accompanied by a plentiful supply of coffee and put the fear of hunger far from the minds of the snow bound travellers.

Cards and story telling became the order of the day, and the novelty of the experience prevented the time from dragging too heavily.

At half past three in the afternoon the train was released and resumed its slow and laborious journey to Ottawa. All on board were more or less tired when they arrived but very few of them regretted the experience of being storm-bound on the New York and Ottawa.

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 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.

23/02/1905 *Chesterville Record* *New York Central* *Russell*

February 17th Russell. On account of the storm Monday the morning train going north was cancelled.

01/03/1905 *Ottawa Citizen* *Westport* *Lyn*

Brockville, January 3rd, 1905: The worst accident in the history of the Brockville, Westport and Northern Railway occurred about 5 o'clock this evening at a pit half a mile west of Lyn, caused by the spreading of the rails while a mixed train was running about 20 mph enroute to Brockville. There were about 15 passengers, mostly women and children. Suddenly, the passengers were startled by the wheels of the coach bumping along the ties. Efforts were made to signal the engineer but to no avail and finally the coach plunged over the embankment and rolled to the bottom, a distance of several feet. The passengers were thrown promiscuously from their seats but none sustained serious injury. Conductor Horton was severely cut about the head. He would not leave his post until all others had been cared for. The passengers were conveyed to Lyn in sleighs and subsequently brought to Brockville by special train.

01/03/1905 *Ottawa Journal* *Carleton Place* *Britannia*

Engine looked like a porcupine. The Winnipeg train going east ran into a sleigh loaded with cordwood at Britannia yesterday afternoon. The team was across the track but the sleigh stuck on the rails. The wood was scattered all over and was lodged in every part of the engine. It was impossible to get many of the sticks free and the engine looked like a porcupine as it pulled into Union Depot. The wood was owned by Barret Bros. Neither the horses nor the driver were injured.

03/03/1905 *Eganville Leader* *Eganville* *Eganville*

The local C.P.R. service is gradually improving. We are now accommodated with a first-class car wherein is a smoking compartment.

03/03/1905 *Eganville Leader* *Ottawa Terminal* *Renfrew*

Messrs. McKenzie (sp) and Mann, the railway magnates of Canada, are asking parliament for a charter to build several branch lines in connection with their already existing lines, and there is a prospect for another railway for the town of Renfrew. One of the main branches under this project may be said to begin at Montreal; a spur line connecting that city with their Great Northern Line now running to the north of Montreal, between Quebec and Hawkesbury. From this latter point, they will build to Ottawa; from Ottawa on west through Arnprior and Renfrew, where they will cross the Bonnechere, going to the north side of the river, and thence taking a course pretty nearly mid-way between the Canadian Pacific and Canada Atlantic railways, going westward to the mouth of the French River.

10/03/1905 *Eganville Leader* *Chalk River* *Cobden*

Citizens of Cobden want the Winnipeg express trains to stop at Cobden regularly. The official of the C.P.R., whom they petitioned for this favor, assured them that Cobden was at least to have a new station.

16/03/1905 *Ottawa Journal* *Canada Atlantic* *Union Station*

Grand Trunk railway to build new station.

17/03/1905 *Eastern Ontario Review* *Other*

The Point Fortune Railway  
The Railway Committee had under consideration an act respecting the Central Counties Railway;  
The Company ask to construct a railway from Point Fortune, crossing the Ottawa River to a point near the village of Carillon, passing through the Counties of Argenteuil, Two Moutains, Laval, and Jacques cartier. Mr. F.H. Chrysler appeared for the company. Mr. Monk asked that the bill be postponed until such time as the Ottawa River Valley Railway people were heard from. The road interfered with the charter granted to the latter company. Mr. Chrysler said that the Ottawa Valley Road had secured a charter but it did not carry out its obligations. The charter had lapsed. The bill stood over.

24/03/1905 *Eastern Ontario Review* *L'Orignal*

Another Railway  
Application has been made to the Provincial Government for a charter to incorporate a company to build and operate a railway from a point near Toronto to a point near Ottawa, passing through the counties of York, Ontario, Durham, Northumberland, Peterborough, Hastings, Lennox, Addington, Frintenac, Lanark and Carleton, there from Ottawa to Hawkesbury, in Prescott county. McKenzie and Mann are said to be behind this scheme.

07/04/1905 *Eastern Ontario Review* *Vankleek* *Vankleek Hill*

A union bus now does the business between the Hotels and the Canada Atlantic station. Mr. Joe Bray is the owner of the bus.

**15/04/1905 Ottawa Journal Ottawa Electric**

The Rockcliffe park line of electric cars have been running through to the park since Monday and today the two big Britannia cars, Nos. 203 and 204 have been put into service. They run through to Britannia-on-the-Bay and around the loop to the Protestant Hospital. The Electric Street Railway company is making extensive improvements to the park, including the re-erection of the auditorium from Victoria Park at the north east corner of the park, and claims that by June it will be one of the finest in Canada. During the week three conductors were discharged by the company for standing in the vestibule and talking to the motorman. This is against the rules and the company strongly objects to it. The "jigger" from the Britannia line to the Experimental Farm will be put into operation about the first of May.

**18/04/1905 Ottawa Journal Lachute Cement Works**

Cement plant at Hull has commenced operations. More.

**19/04/1905 The Equity, Shawville Waltham Maryland**

Bristol council. Moved that the secretary shall be instructed to notify the C.P.R. Co. to have the culvert cleared out opposite side road between lots 10 and 11, Range D, north of railway track, east of Maryland station, as it is blocking the water on roadway. Carried.

**26/04/1905 Ottawa Journal Canada Atlantic**

GTR took over the Canada Atlantic because the NYC and MacKenzie and Mann were looking towards the west.

**28/04/1905 Renfrew Mercury Chalk River Renfrew water**

The C.P.R. now have men at work erecting the electric alarm bell to give warning of the approach of trains at the Main street crossing; similar to that in use for the past year of two at the Creek bridge crossing of the C.A.R. The C.P.R. is also fitting up the watering cranes at the station with larger piping; so that two minutes may be saved in the time of trains taking water.

**03/05/1905 Athens Reporter Westport**

Prof. D. Carr-Harris of Kingston, in charge of the survey party of the proposed new BW&NW route was in town today conferring with Supt. Curle and solicitor Buell.

**05/05/1905 Eastern Ontario Review Montreal and Ottawa Caledonia Springs**

The "Springs" Open  
Caledonia Springs hotel opened for the season on Wednesday(3/8). It is now under the absolute control of the C.P.R.  
Note this edition was shown as 5 August 1905

**08/05/1905 Ottawa Journal Renfrew Museum Siding**

Railway siding to the museum

Mr. George Goodwin makes application to Board of Works. Council will consider it.

A meeting was held of the Board of Works on Saturday to consider an application by Mr. George Goodwin, contractor for the new Victoria Memorial museum to lay a railway siding from the C.A.R. at Stewarton to the location of his work. The siding would pass by way of Catherine and Elgin streets and Argyle avenue. The board agreed to recommend that his request be granted, but the siding will have to be constructed according to plans and stipulations agreed upon by the city.

To consider this report there will be a special meeting of the city council this evening. The use of the siding would be wanted by Mr. Goodwin for the four years during which the museum will be in course of construction. There is understood to be an objection on the part of one or two residents on Elgin Street to the proposal. If the siding is constructed as asked it will have to pass very close to the curb on account of the presence of street car tracks.

The council, however, will discuss the proposition from its various standpoints tonight before taking action

**09/05/1905 Ottawa Journal Renfrew Museum Siding**

Approves of the siding

City council gives permission to Geo. Goodwin

Temporary railway crossing will be subject to stipulations drawn up by city officials

The city council had a very short meeting last night in disposing of the recommendation of the board of works to allow Mr. George Goodwin to lay a siding from the C.A.R. tracks along Catherine, Elgin and Argyle avenue to where he is constructing the new museum. The recommendation was adopted and Mr. Goodwin will be able to construct his temporary track if he complies with certain stipulations to be drawn up by the city solicitor and the city engineer.

...

As a representative of the ward to be affected Ald. Pepper wanted a little more explanation in connection with the siding. Ald. Davidson explained that Mr. Goodwin told him that he was in a hurry to go on with the work and asked that the board of works hold a special meeting to consider his application. Before calling such meeting the city engineer and himself (Ald. Davidson) had gone out and examined the different streets near the museum. On Elgin Street only two householders would be affected, one of whom had no objection to the siding being put in. The terrace belonging to the owner of the other house has its corner crossed by the temporary track.

The conditions under which Mr. Goodwin will be allowed to construct the track are that he must flag every train going in or out, and that he will be responsible for all accidents which may happen and his tracks must be built at the level of the street railway tracks.

The rushing of the matter through so rapidly seemed to Ald. Storey to show as if it were being done for a certain purpose. He did not intend to make any insinuations and possibly if he had had time to go out there and view the ground he might not have opposed this resolution at all. But he thought it might have been left over in the regular course of business until the meeting next Monday evening.

Ald. Rosenthal thought the proposed track could do nothing but good.

Further discussion about the haste,

**12/05/1905 Eastern Ontario Review Point Fortune Point Fortune**

The Carleton Place Herald has the following reference to Mr.J.C. Anderson, who was for some time employed on the C.P.R. Eganville:- "Conductor J.C. Anderson so long a citizen, and so popular with all classes, has been transferred to Point Fortune, where he takes a passenger train. We rejoice to hear of "Jock's" promotion, but regret that with it comes his removal from carleton place, as well as that of his family.

**18/05/1905 Chesterville Record New York Central**

Ottawa Man in Luck

Ottawa May 13 - Conductor W.T. Buckley of the O&NY living at 417 Nelson Street this city, has received word that he has fallen heir to an estate of \$65,000 by the death of an uncle in Buffalo. Mr. Buckley is an enthusiastic fisherman and now has a permit to fish during the season in the Rockfeller (sic) preserves in New York. Only a few permits are issued to these preserves, which are perhaps the finest in the world. Mr. Buckley received this permit directly from Mr. John D. Rockfeller, whom he has met several times on the road.

Jumped off the Train

John Scully, an insane man, jumped off a C.P.R. train near Thurso, on Saturday last and made away as fast as he could go. He was recaptured by the constables who were supposed to be guarding him.

The time for building the Ottawa Valley Railway has been extended. This is the road from Montreal to Georgian Bay via Ottawa.

Mr. Ed Flood, proprietor of the Windsor, has put on a fine new bus to the C.A.R. station. He has hitched to it one of the best team of drivers in Eastern Ontario. It makes an attractive turnout and does credit to the "Windsor".

Plans of the Grand Trunk

Will build Depot in Ottawa

Sir Charles Rivers-Wilson, when in Montreal yesterday, stated positively that as soon as the Grand Trunk took over the Canada Atlantic, arrangements would be made for the erection of a suitable terminal here.

The plans of the Grand Trunk do not stop there as Sir Charles said the company proposed erecting a big hotel here.

New Trains in Service

Canada Atlantic's grand scheme

Eight additional trains start on Sunday

Commencing on Sunday the Canada Atlantic will greatly improve its passenger service both east and west of Ottawa. Eight new trains will be put into service. Six trains will run between Ottawa and Montreal daily instead of four as formerly while six will run between Ottawa and Parry Sound instead of four as at present.

More.

Will merge on September 1. Details.

Wreck the "Limited"

An attempt to wreck the "Imperial Limited" was made at Navan last Saturday (17/6). Joseph Parisien, assisted by his two brothers, placed a heavy tie on the track. A section man by chance came along shortly before the train was due at Navan and found it.

Parisien has been arrested and confesses to the crime. He is sixteen years of age and is in custody at Rockland. He says he tried to put a heavy rail on the track but was unable to do so.

His reason for such work was that he wanted to see the fast train "jump". His preliminary trial will take place in Monkland next Monday.

The "Imperial Limited" was in a wreck at Kenora on Tuesday, having collided with a stock train. Two persons were killed several injured.

Hawkesbury. The officials of the C.A.R and G.T.R. made a trip of inspection over the Hawkesbury branch last Monday (19/6) in a special train. In the party were Messrs. McGuigan, Pullan and manager Hays of the G.T.R.; Mr. Jones of the Central Vermont, and Messrs. Chamberlain and Donaldson of the C.A.R. They went from here to Rockland.

Cornwall July 3 - The strike of the motormen and conductors of the Cornwall electric street railway was called off tonight, and it is understood that most of the men will return to work tomorrow at the old scale of wages, 12 cents an hour. They struck last week asking first 17 then 13 cents. The company managed to get help to run a few cars on Saturday and also today.

This afternoon, Mr. MacKenzie King, deputy minister of labor, attended a meeting of the strikers, and discussed matters also with the manager of the road.

Afterwards the strike was called off, the company agreeing to take back as many of the strikers as they can make room for.

C.P.R. Now Owns Caledonia Springs.

A telephone message to the "Review" just before we went to press announces the opening of Caledonia Springs Summer Hotel by the C.P.R. Co. The control of "The Springs" is now in the hands of this company and arrangements are under way for the opening of the house inside ten days.

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.

At the board of works Wednesday evening Ald. Davidson drew attention of the board to the complaints made about shunting cars at night on the siding leading from the C.A.R. to the new museum grounds. He pointed out that unless the time of shunting is changed and the residents allowed to rest at night he was prepared to move the privilege be cancelled. The board decided to hear some of the residents before taking any action. It was pointed out that the Railway Commission had set the hours and could doubtless change them.

Includes an excellent cartoon - get a copy.

Delcourt McCaffery, 12, was severely burnt on the leg yesterday evening by the blowing out of a motor on one of the big Britannia cars No. 312. More.

New Timetable advertisement effective June 25th 1905 similar to previous one with following times:

Northbound read down Express SuX Express SuX Mixed SuX  
 Tupper Lake 6.15 a.m. 2.10 p.m. 6.30 a.m.  
 Moira 8.26 4.23 10.05  
 Cornwall 9.03 4.59 10.54  
 FINCH 9.42 5.35 11.42  
 Ottawa 11.00 6.45 1.15 p.m.  
 Southbound read down  
 Ottawa 7.50 a.m. 5.30 p.m. 6.00 a.m.  
 FINCH 8.59 6.41 7.31  
 Cornwall 9.33 7.16 8.20  
 Moira 10.00 7.54 10.05  
 Tupper Lake 12.20 9.55 1.10 p.m.

21/07/1905 *Eastern Ontario Review* *Canada Atlantic* *Coteau*

Fred Donovan, a brakeman on the C.A.R., was run over and killed at Coteau last week.

28/07/1905 *Eastern Ontario Review* *Montreal and Ottawa* *Caledonia Springs*

C.P.R. Controls Caledonia Springs

Questioned Monday morning concerning a report current in the street that the transfer of the Caledonia Springs Hotel to the C.P.R. had been completed, Sir Thomas Shaughnessy said.

"Yes, the report is correct, and the Caledonia Springs Hotel is now the property of the Canadian Pacific Railway.

"It will become part of our hotel system, and will be conducted along the lines of our other hotels in this part of the country. Probably there will not be time to open the hotel this season, as the summer is well advanced, but it will be ready for the next.

28/07/1905 *Eastern Ontario Review* *Canada Atlantic*

C.A.R. Changes

In about four weeks the Canadian (sic) Atlantic Railway will be under the control of the Grand Trunk Railway company, There are numerous changes in contemplation. The offices, for the present at least, will be in Ottawa. Extensive improvements will be made to all the road with particular attention to some of the branch lines. Just what changes will be made on the Hawkesbury branch is not yet known.

11/08/1905 *Eastern Ontario Review* *Montreal and Ottawa* *Caledonia Springs*

Grand Opening Caledonia Springs

The Season Started with a Complimentary Dinner

On Wednesday night of last week the hotel at Caledonia Springs was formally opened for business under the control of the C.P.R. company, The event was celebrated by a complimentary dinner by the company to the press men of Ottawa, Montreal and Van Kleek Hill and was a most enjoyable affair.

More

24/08/1905 *Ottawa Journal* *Canadian Pacific*

C.W. Spencer, general superintendent of Transportation of the eastern division of the Canadian Pacific Railway has resigned his position to accept the position of General Manager of the Mackenzie and Mann lines east of Fort William.

More.

24/08/1905 *Ottawa Journal* *Ottawa Electric*

Car smashes into another.

Brake fails to work on Somerset Street

Front of car damaged but though impact was great no one was seriously injured.

By a brake failing to work a bad accident occurred on Somerset Street last evening shortly after six o'clock. A large Britannia car, No. 313, was proceeding out Somerset Street followed by a smaller open car No. 264. The large car stopped at Rochester Street to allow some passengers to disembark when the smaller car crashed into it.

More

The damaged car was taken out to Holland Avenue by the large car where it was left until twelve o'clock when it was brought back into the sheds.

01/09/1905 *Ottawa Journal* *Renfrew* *Museum Siding*

The C.A.R. this morning applied to the railway commission for an order giving the right to operate a siding to the museum in course of construction at Argyle Avenue. An interim order was given and the company wanted it made permanent for the four years this work will be in progress.

The board agreed to grant the order for as long as the city is willing to allow the siding to remain.

11/09/1905 *Ottawa Journal* *Montreal and Ottawa* *Hammond*

Wreck of Soo train. See account in accident file.

September 12 edition contains three line drawings of the wreck.

Car works aflame

K. P Railway sheds total loss by fire

Origin of the fire unknown - no water supply to be had - the contents were very valuable.

About half past 10 o'clock this morning, William Dixon, a pupil of the Depot School, was called to the door by his sister, who said he was wanted at home. The lad had scarcely reached the exit, when he turned around, exclaiming, "Please, Miss Penton, the car works are on fire" At the time the alarm was given, both ends of the building were on fire. Needless to say the question of school was settled for the morning.

As rapidly as possible an alarm was sent in from box 21, and the local brigade made the long run in good time. They might just as well have remained at home, however, for all the good they did. Of what aid could a fire brigade be when no water was at hand with which to extinguish the flames? Such was the position of the fire ladders this morning. However, they kept up a hard fight as best they could, using pails of water, drawn from a neighboring well. By this means two old locomotives, which were formerly the property of the Brockville and Westport Railway but had lately been purchased by Cohen and Sussman, of this city, and lay on the side track, adjacent to the works, were saved.

About eleven o'clock the Merryweather engine arrived, but the flames had consumed all by that time. Even had it been on the scene from the first it is doubtful if any better results could have been obtained, as there was nothing to pump water from save the old well and the creek, which was nearly dry. The nearest hydrant was on Stephen Street.

The origin of the fire is a mystery. The works have not been inactive operation for some time, but have not been altogether idle. No later than twenty minutes to ten this morning, it is said there were two employees about the place. A telephone message from the roundhouse was the first intimation received at the local railway offices of the conflagration.

K. & P. Car Works are situated some distance back from the Montreal Road, behind the Depot school, and where the railway track intersects the street. They were first opened in 1878, as a cooperative affair under the management of William Irwin. The next manager was J. H. Taylor, who afterwards became superintendent of the K. & P. Railway. The next chief executive was John Whitebread, who finished all standing contracts and also did some work for the C.P.R. The contents of The works were far more valuable than most persons would imagine, and consisted of some magnificent machinery, which was about to be moved to the K. & P. rRoundhouse. It comprised steam - hammers, drills, planers, hydraulic presses, boring machines, etc. Besides these, for box cars, the patterns of the railway, the snow ploughs and flangers were also totally destroyed, as well as engine number one, of theK. & P. railway. The cartage sleighs of the company were stored in the works also, and were consumed by the flames. They were not insured.

The firemen were engaged this afternoon in dampening the smoldering ruins, so that all danger would be overcome by sparks flying about, should the wind rise. The estimated loss is \$50,000, and the insurance \$15,800 in the Western Assurance Company, the Union Assurance Society, and the Phoenix Assurance Company. The company formerly carried \$32,600 insurance, but a short time ago dropped the considerablethereoff. The insurance is divided as follows shops and machinery \$15,800; two box cars \$500 each; five f;ay cars \$300 each; 1 snow plough \$1,000; one flanger \$400.

14/09/1905 *Chesterville Record Montreal and Ottawa Hammond*

A serious rear end collision between the Imperial Limited and the Soo express occurred at six o'clock this morning at Hammond twenty three miles below Ottawa on the CPR short line to Montreal. The Imperial Limited, which was running behind time ahead of the Soo broke in two on a grade. A brakeman was sent back with torpedoes to keep the trains apart, but evidently he was not soon enough or else he did not get far enough back to prevent the collision.

Fortunately no lives were lost although three train hands are seriously injured and two passengers slightly. The train hands are John Godfrey of the Soo train whose home is in Ottawa, injuries in the back and fractured ribs.

D. Cole, sleeping car porter, coloured, Detroit, left arm fractured and internal injuries.

D.H. Cardwell, sleeping car porter, coloured of Washington DC, skull fractured.

Doctors regard these three cases as serious.

Mrs. Harriet Keene of Whitman, Mass, was injured in the face. Mrs. J. Fagan of San Francisco, also sustained slight injuries.

The crew of the Soo only had time to jump for their lives, one on either side of the track. Fortunately the car of the Imperial Limited contained no passengers but was coming down empty from North Bay. Other the loss of life would have been certain, for it was literally smashed to matchwood. Cole, the porter, was in this wreck, and so completely buried that it took an hour to dig him out. The next sleeper from the end held a number of passengers who were in their berths at the time. All were badly shaken up and most sustained slight cuts. The rear of this coach containing the wash room was badly broken and the car was ditched.

In response to telegraphic messages Doctors Kird, McCarthy, Grant, Power and A.T. Shillington hurried down to the scene of the accident from Ottawa, and ministered to the injured. They were brought back to Ottawa by special, the train hands, who are being looked after in hospital. The spot where the smash happened was one mile from Hammond station.

The Imperial Limited is scheduled to run one hour ahead of the Soo. She was about forty minutes late, however, whilst the Soo was on time.

The break on the Imperial Limited had been noticed and the train crew were recoupling when the collision occurred. Another two or three minutes would have seen the transcontinental safe on her way again.

14/09/1905 *Chesterville Record Kingston (CP) Kingston*

Kingston and Pembroke Railway Works burned with a loss of \$30,000

Kingston September 12 - Shortly after ten this morning, flames were discovered issuing from the K&P car shops at the Junction and in a short time they were a mass of ruins. The waterworks system does not extend that far and so there was no water to put out the flames. With difficulty a public school near at hand was saved. The loss on the building is \$10,000, and nearly \$20,000 on contents. There were an engine, five cars and machinery inside. The loss will be covered by insurance. The works were built in 1878 and afterward taken over by the Kingston and Pembroke Railway, who at one time employed 300. They have not been used except for repairs since the CPR took over the K&P three years ago. There is no clue as to the origin of the fire. The companies involved are the Western, Phoenix and Union.

15/09/1905 *Eastern Ontario Review Montreal and Ottawa Alfred*

Explosion at Alfred

James Fraser, aged 21 years, of 208 McLaren street, Ottawa, lies in a precarious condition at St.Luke's hospital from injuries received in an explosion at the Peat Company's works at Alfred on Saturday (9/9). Mr. Fraser was doing his usual work in a small building when the gas exploded on account of dampness. His face and hands were badly injured and he may not recover, Fraser is unmarried and he had been employed by the Peat Company for some time.



Rear End Collision at Hammond

The "Soo" Runs into the Imperial Limited - Several Injured but None Killed

The "Soo" train eastbound ran into the Imperial Limited, also eastbound, a few miles from here last Monday morning.

As a result the following persons were injured - Mrs. Harriett Keene, of Whitman, Mass., wounded in the face.

Mrs. James J. Fagan, of San Francisco, bruised. Neither were badly hurt. Col. L. Nicholson, Kamloops, B.C., nose injured.

Three train hands were seriously injured. They were D.H. Cardwell, colored, sleeping car porter of Washington D.C., fracture of skull.

D. Cole colored, sleeping car porter of Detroit, fractured left arm, and internal injuries.

Engineer John Gaffney, Ottawa, ribs fractured and back injured.

(How it happened)

The Imperial Limited runs fifty minutes ahead of the "Soo". The "Limited" was a little late and the "Soo" was sharp on time.

The couplings on one of the cars of the "Limited" were not working properly. As a result the train broke in two and the rear cars stopped. The brakesman hurried back to place track torpedoes to warn the "Soo", but he did not get far enough.

The "Soo" struck the rear car, which fortunately was a sleeper with no passengers in it. No one was on board it but the porter. He was badly injured and may die.

The "Soo" engine plowed through the empty sleeper and struck the second sleeper a hard blow before it came to a stop.

The second sleeper was full of passengers in their berths.

This car was also smashed and thrown from the tracks. The passengers in the other cars hurried out and soon helped the wounded passengers to a place of safety.

They were shaken up (in)deed and some of them badly bruised.

A wrecking train and a number of medical men and nurses were at once sent out from Ottawa to the assistance of the injured,

Everything was done to make it comfortable for the sufferers and trains were soon on hand to remove the injured to Montreal and to Ottawa hospitals.

There were several Vankleek Hill passengers on the train but none of them were seriously injured.

19/09/1905 Ottawa Journal Waltham Campbell's Bay

Washout on the railway.

Train stalled at Campbell's Bay.

The worst rainstorm in years occurred in Pontiac county on Sunday. Early in the morning it commenced, letting up for but a few minutes at a time throughout the day. In the evening it came down in torrents and Monday morning the county roads were in a very bad shape.

At Morehead station on the CPR Waltham branch, trains were blocked until after 1 o'clock yesterday on account of a washout. A gully about twelve feet deep and forty feet wide had a sort of temporary trestle erected supported by ties across it. The rain increased the water running beneath this and soon began to wash away the banks on either side. Finally these fell in, the ties were undermined and washed from their foundation and the track dropped down.

Monday morning the regular train to Ottawa arrived at Campbell's Bay at 7.30 o'clock in the morning but was held there pending repairs. Sectionmen along the line were gathered up and put to work to repair the damage. At noon the train from Ottawa arrived with more laborers and Mr. H.B. Spencer on board. Work was proceeded with speedily and by half past one traffic across the break was resumed. A watchman was placed at the spot until permanent repairs are completed.

As a result of the washout the newspapermen who had been at Bryson for the Laderoute trial were all stalled and the reports of the ending of the preliminary trial were consequently delayed.

21/09/1905 Ottawa Journal Montreal and Ottawa Ottawa Terminal

CPR has secured options on a number of properties on the west side of Nicholas street between the Canada Atlantic tracks at the "deep cut" and Laurier avenue east, besides having purchased property between Laurier bridge and Nicholas street fronting on Laurier avenue. It is the intention of that company to purchase all that property on Nicholas street lying between the Canada Atlantic tracks at the "deep cut" and Laurier bridge.

The traffic of the CPR by the Central Depot since the opening of the short line to Montreal has increased to such magnitude that the yards at the "deep cut" are entirely inadequate to the requirements. Added to this the CPR have no right to allow rolling stock to stand on these tracks and must bring all cars and engines around by Alexandra bridge and through Hull to the Union station. Much time is wasted and energy lost in handling cars ...

Next day - CPR does not secure all land - may have to resort to arbitration..

September 25 - Little difficulty over the Nicholas street property. Two owners only are holding out - arbitration probably will be resorted to..

22/09/1905 Eastern Ontario Review Canada Atlantic

G.T.R. Next Month

The Canada Atlantic Railway will be under the control of the Grand Trunk after Oct. 5th. A new depot will be commenced immediately at Ottawa as well as a grand new hotel. The company will build several new hotels across the continent at various points.

22/09/1905 Eganville Leader Canada Atlantic

October 5th has been fixed as the day for taking over of the Canada Atlantic by the Grand Trunk system. The Grand trunk has also commenced the work of strengthening the bridges over the whole system from Parry Sound to Swanton, Vermont.

26/09/1905 Ottawa Journal Montreal and Ottawa Ottawa Terminal

Change in CPR plans.

May take strip east of Nicholas street..

Would also take property from O&NY..

30/09/1905 Ottawa Journal Canada Atlantic

Tonight the Canada Atlantic will cease to be. Article with pictures of officers.

Follow up piece on October 2.

02/10/1905 Ottawa Journal Montreal and Ottawa Ottawa Terminal

CPR new freight shed.

The Canadian Pacific Railway has written the city council regarding its proposed developments along the Rideau Canal within the city. It states that it proposes to establish a freight shed and yards on the property between Nicholas street and the CAR tracks south of Laurier ave. east. To utilize this property an entrance to it will have to be obtained along the west side of Nicholas street.

Before making a formal application to the Railway Commission for power to take over the portion of the street required, the company would like to have the city's consent.

..

A slight accident happened in the BW&NW yard last Saturday night, shortly after the arrival of the regular train from Brockville. The express engine was being turned on the Y and after running over the switch which had to be turned to let the engine around, it ran too far up the embankment and a portion went over. The embankment at this point is about fifteen feet in height and to get the trucks on the track again it necessitated calling the auxiliary from Brockville. It was replaced with the aid of jacks and but very little damage was done.

## TWO MEN FOUND DEAD NEAR IRONSIDES TO-DAY

One May be Stephen Lalonde of Cornwall Hockey Team.

The Other May be Peteau, Also of Cornwall Both ; Above Men Were Hire by Transcontinental Railway Commission.

Section foreman A. Labroee, of the Canadian Pacific Railway, found the mangled remalna e( two unknown men nat the crossing near Ironsides on the Gatineau Branch of tha C. P. R. at 7.30 o'clock thia morning.

When the car cleanere examined the wheelss ot the train that arrived at Union Depot front Maniwaki at 7.45 p.m.. yesterday, they found a great many blood stains.

The men also found a coat torn and blood spattered, in the pockets of which were two letters, one addressed to "Stephen Lalonde". It was from the Transcontinental Railway Commission.

By its means the identification will be made complete as both men were employed by the stores Department of the Transcontinental Railway Commission.

Lalonde came from Cornwall and was accompanied by a man named Peteau also from Cornwall. Both were hired by the commission to go in a party of 12 to basketong.. The T. R. Commission is informed by the C. P. R. That there were 13 men trying to go up the Gatineau last night with passes for only 12. Mr. D Stewart, who hired the men will attend the inquest and possibly identify both certainly one of the victims.

It has been ascertained that the victims were killed by the southbound train. They lay at Ironsides all night.

Mr Labrosse was accompanied by two section men, Simon Leblanc and Onesime Teck, of Hull when he found the bodies.

One seems to have been a man of 35 years of age, fairly flashy, and wore a brown moustache. He had a white shirt, and as far as can be made out he wore dark clothing, which was torn to shreds. The body was fearfully mangled. Both legs were broken and twisted, the feet cut off entirely. The neck was twisted at least twice around and the lower part of the jaw torn away. When found, scattered, the remains lay inside the rails.

The other, or younger man, was not so mutilated, though the head boar many bruises, one on the forehead and several about the ears jaw and back of the neck. He was a dark man of medium height, clean-shaven, and wore a dark suit with light stripe. His shoes were thin, and not new. This body was found a few yards from the other one, and lay outside the rails. They wore soft hats, one a grey knockabout and the other a brown cloth peaked cap..

Section Foreman Labrosse gathered the remains of both victims and gathered the shattered body of the older one in sacking and brought both down to Hull Junction on a lorry.

Dr. H. F. Lyater, coroner, was notified and viewed the remains at the junction this morning. Accompanied by a Sheriff Wright, he made an examination of the pockets of the younger victim, whose clothes were not torn. He found a pocket mirror, shell frame and swinging cover; a large white bone handle knife, and a small leather pouch, with a 25-cent piece in it.

The coroner ordered an inquest to be held at whole Junction at 4 p.m. today.

As to the identity of the victims many rumors were afloat, but it is surmised by the authorities that they are the two passengers who got off the north - bound train at Ironsides last evening one of them, it is said was engaged on the Transcontinental survey, and was accompanied by a friend who had not transportation. The conductor ordered the latter off the train, and the other would not proceed alone. Both went to Desjardins' hotel at Ironsides, and left there before the down train passed.

Another rumor, unfounded, connects them with a report received from an unknown man last evening by Chief Genest of Hull, to the effect that they had to chased him near the International Portland Cement Company Works, outside of Hull.

They were also said to have been bound for Cornwall and to have boarded the wrong train. This is also upset by the fact that have come to light.

Constable D'Aoust has summoned the jury to meet at Hull Junction at 4 this afternoon.

## HORRIBLE DEATH OF TWO CORNWALL MEN

Attempted to Board Gatineau Train in Full Speed At Ironsides and Were Cut to Pieces-Was a Terrible Sight  
Were Identified As T.Lalonde (sic) and P. Peteau, Cornwall  
Stories As Told By the People Ironsides.

Two men, one of whom is practically certain to be Stephen Lalonde, and the other Philip Peteau, both of Cornwall, were killed on the C. P. R. track at Ironsides, Monday, by the Ottawa bound train which passes there at 7.17 o'clock. They had got off the 5.15 train at Ironsides and it is supposed that they were trying to board the train while it was in motion to return to the city, when they met their death.

Several people in Ironsides saw them walking from the station platform after the 5.15 train had gone. Both had apparently been drinking, the short, fair one, being, perhaps, worse than the tall, dark one, though both were quite able to take care of themselves. They called at Mr. Smith's Temperance house in the village. They wanted drinks and Miss Smith gave one a glass of ginger ale and a plug of tobacco. The other, the fair fellow, wanted gin and would take nothing else. They said they were engaged to go on a surveying party for the Grand Trunk Pacific and had got on the wrong train at Ottawa. They wanted to telephone to the city, to hire a rig to be driven back or to engage a room to sleep in. Miss Smith told them that their horse was away with Mr. Smith and that they were not allowed to keep lodgers, as they had no license. They then crossed the street, made similar enquiries and were directed to the Beaver hotel, which is kept by Mr. E. Desjardins. Mrs. Smith, however, told them that if they were stuck to come back as though she was not allowed to charge she would give them a bed as she would not see a dog kept out all night. This was between 5.30 and 6 o'clock. About 6.30 or 6.45 o'clock Mrs. Smith and other members of the family, state that the fair fellow, identified as Lalonde, came back. This time they say he was much more intoxicated than when he had been there before and that he climbed on his hands and knees on to the stoop. He enquired for his chum and then left to find him.

## HOTELMAN'S STORY.

Mr. Desjardins, who keeps the only licensed house in the village, to the Citizen representative stated that the two men came to his hotel but that he did not give them a cordial welcome as they had been drinking. The dark man, he stated, was the worse of the two. They wanted to engage a rig to get back to Ottawa. Mr. Desjardins says he told them that he did not want his horses to go to Ottawa as his wife was sick and he might need them any time. Then the men wanted to telephone and Mr. Desjardins states that he hitched up and drove the fair man to the government survey camp, where there is a telephone. The man in charge, however, told them they would not be able to reach any one in Ottawa at that time. When he drove to the camp, about 6.15 o'clock, Mr. Desjardins says he left the dark man at the hotel. When they got back he had left and the fair man started out to find him. Mr. Desjardins states that neither of the men got liquor in his hotel and that the fair man was all right when he said au revoir and went to find his chum. Desjardins says he charged him 50c for the drive. It will be noticed that this story of Desjardins as to the sobriety of the fair man does not tally with that told by the Smith family to whose house he went after. From the Smith place the fair man started for the Mine road, which leads to the station. About 7 o'clock they were at the home of Mr. P. Gardner and his daughter, Mrs. Hoff. The fair man came to the door while the other remained on the road. The fair man, Mrs. Hoff said, stood with a hand on either side of the door as if bracing himself, but was able to talk intelligently. He said that he had got on a spree and had taken the wrong train. He complained that they could find not one to give them lodgings and that he had been charged \$2 for being driven to the government camp to try to telephone. Mrs. Hoff told them that a train went to Ottawa in a few minutes and directed them how to go. This is the last time they were seen alive.

## GRUESOME FIND.

Yesterday about seven o'clock a.m., section men found their dead bodies. Peteau's body was found beside the Mine road crossing. His head was completely and cleanly severed from his body and lay in the culvert. The decapitated body was lying outside the rails and the clothes were not torn or the body cut. The body of the other man was found about 100 yards down tracks, towards Ottawa. His body was horribly mangled. The head was ; crushed and severed from the body, arms and legs were cut off and were found in different places on the track. All the clothes were completely torn off. His coat was found on the truck of one of the cars at Hull, but was not torn in any other way. Other pieces of clothing and several silver coins were found on the track. Blood marks also showed the body had been dragged

The down train does not stop at Ironsides except when signalled to do so by passengers. It did not stop Monday. It is supposed that the men did not get to the platform. but attempted to jump the train while in motion.

Mrs. Gardner and Mrs. Hoff both noticed that the train did not stop and the thought flashed through their minds that the men had been killed on the track. Later they concluded that they had got into a car on the siding where three section men sleep.

The bodies were brought to Hull Junction on a hand car yesterday From their conversation in Ironsides it is thought one was a widower with four children and the other a married man.

## IDENTITY CERTAIN

There is now no doubt that the two men were Stephen Lalonde and Philip Peteau, both of Cornwall, Ont., who had been engaged for work on the Transcontinental railway. They were two of twelve men who had been engaged by the transport department to go up the Gatineau above Maniwaki. They came to Ottawa and with the others engaged, left on the five o'clock train Monday evening. Their transportation was arranged for but for some reason both got off at Ironsides. The fatality it is supposed happened when they were attempting to board the 7.17 o'clock train coming to Ottawa.

An inquest was opened yesterday afternoon at Hull Junction but was adjourned till four o'clock today to enable friends of the dead men to be present. The identification of both was learned from letters and papers in their coat pockets. In the coat pockets of the tall, dark man were found letters, blank check and other forms from the transport office which identified him as Philip Peteau. In his pockets were also found an occorina, pair of bones, pipe, tobacco, etc. These were taken out at the inquest and given to the constable for safekeeping. Papers in the short, fair man's pockets led to his identification as Lalonde yesterday morning. Mr. D. Stewart, of the transport office, remembered Peteau as having been in his office. He also identified papers which he had sent the men.

The bodies were taken to Desjardins' morgue last evening. The inquest will therefore be held at Desjardins' undertaking establishment.

ADJOURNED.

Inquest into Death of Peteau and Lalonde

KILLED AT IRONSIDES.

Jury Will Hear Evidence of Gang Foreman on 17th.

Peteau Had Bsen Put Off Train.

The inquests into the deaths of Stephen Lalonde and Philip Peteau, the two Cornwall men who met such a horrible fate at Ironsides on Monday night, was held yesterday afternoon at Desjardins' undertaking establishment in Hull. As Lamothe, the foreman of the gang to which the two men belonged, was considered by the jury to be one of the most important witnesses, and as he is up in the woods above Maniwaki, an adjournment was made until the 17th instant at 10 a.m. The jury is composed of Marcel Dagenais, sr., foreman; Cleophas Sauve. George Laramée, Marcel Dagenais, Jr., Pierre Pauze, F. Lefebvre, Martin Murray, Joseph Morisette, Antolno Meloche, jr.; Delphis Savard, Emery Fournier, and Omer Cousineau. Dr. Lyster, Hull, is the presiding coroner.

It was brought out yesterday that both Peteau and Lalonde had been supplied with transportation. Mr. D. Stewart, who handed the transportation to Foreman Lamothe, of the gang to which the two men belonged, testified that the "gang ticket," as it is known, was made out in favor of the foreman and ten men, but that a separate ticket had been given to one of the number afterwards, making twelve altogether in the gang.

The first witness called was Louis Lashomb, brother-in-law of Peteau. Other relatives present were Joseph Bergeron, brother-in-law of Lalonde; F. Peteau, brother of P. Peteau. and Angus Lavigne, father-in-law of Peteau.

Lashomb was called upon to identify the victim. This he did, as did also the other relatives. He also testified to seeing the two men as they boarded a street car in Cornwall to go to the railway station.

Conductor Hoollhan, who was in charge of the train on which Peteau and Lalonde left the city, said that the reason he had put Peteau off was that he did not appear to have any ticket. The foreman in charge of the gang had pointed out the ten men to him and Peteau was not one, although he had previously stated that the foreman had his transportation. He could not explain why Lalonde had got off with Peteau, unless it was that he (Lalonde) didn't want to see his chum left behind alone, as he had had his transportation all right. He could not identify the two men, but he identified the grey hat worn by Peteau.

Engineer Goode and Car Inspector James Reid gave evidence as to the finding of the coat and marks on the cars and engine. Mr. Goode knew nothing of the accident until Wednesday morning, when he went to work. He examined the pilot of his engine but found no marks or blood stains. Mr. Reid had discovered the coat on the truck of the fourth car from the engine. There were also pieces of flesh on the brake beam. He had handed over the coat to Constable Wilson. He also testified that Ernest Ingram, assistant turner at the turn table, had stated that there were marks of blood on the pilot of the engine.

Mr. Desjardins, the hotel keeper of Ironsides, where the men stopped, repeated his story as already given in the Citizen, as to their actions while in Ironsides. He swore that they had had no liquor at his place, although they had asked him to have a drink.

Mr. Stewart, was called upon to answer a few questions by Mr. E. B. Devlin, who, in conjunction with Mr. R. Smith, barrister of Cornwall, is acting on behalf of the relatives of the deceased.

Mr. Stewart, when questioned as to whether the men were under, the influence of liquor or not, said: "I believe the men had been drinking, but they were both able to take care of themselves. I went down to the station with them. We took a Chaudlero line car, and got off at the corner of Bridge and Queen street west, and they walked easily from there to the station, where I introduced them to Foreman Lamothe."

Mr. R. Smith, who secured the positions for the two victims, said that he had received a communication from Mr. Stewart, asking for four men. In company with the four men and Assistant Engineer Milden, they went down to the station and saw them off. Two of the men, however, had returned the same day, Monday. They were Hart and Leclerc.

Dr. Ouimet was the last witness. He testified to having made the medical examination of the bodies. Both, he said, had been well developed and healthy, and about twenty-five years of age. In his opinion, they had been struck by some heavy object, as the injuries went to show. It was probable, he said, that they had attempted to catch the moving train. Lalonde, whose head was badly crushed in on the left side, had, he thought, probably caught hold of the end of a car, and been swung against the front of the next one the force of the blow to his head fracturing the skull. After being struck on the head the doctor said it was probable that he fell between the cars, and that this was the reason for his being so badly cut up.

As the majority of the jury wanted to hear the testimony of Mr. Lamothe, as adjournment was made until the 17th.

Boh the victims were men with families. Lalonde was a widower, and leaves four small children to mourn his loss, the eldest of whom is fourteen. Peteau leaves a wife and five children, the eldest of whom is nine. There will be a double funeral this afternoon from Desjardins undertaking establishment, to the Cenral depot, whence the remains will be taken to Cornwall on the Ottawa and New York train.

*11/10/1905 Ottawa Journal*

*Ottawa Electric*

New railway to Exhibition

Electric cars will run thorough it next year.

A siding railroad will also be built to convey exhibits and stock

No details.

*13/10/1905 Renfrew Mercury*

*Chalk River*

*Petawawa*

Petawawa, on the C.P.R. near Pembroke, has at last been chosen for a permanent training camp for the militia.--

*13/10/1905 Renfrew Mercury*

*Eganville*

*Eganville*

The visit of C.P.R. officials here on Tuesday to confer with village authorities has given rise to rumours of a new railway station. -- Eganville Leader.

*17/10/1905 Ottawa Journal*

*Maniwaki*

*Ironsides*

The two deaths at Ironsides

No progress made in the inquest at Hull. Witnesses will be examined tomorrow

No progress was made in the inquest at Hull this morning in the inquest into the Ironsides fatality, when Phillip Petaud and Steven Lalonde, of Cornwall, met their deaths under the wheels of a southbound Gatineau Valley train.

H. F. Lyster, Cornell, and ten of the jury, with Messrs. Ernest Ingram, hostlerr of the Union Depot round house, and Chas. Murphy, of Ironsides, were present, but owing to the lack of a complete jury, the inquest was adjourned till tomorrow at 11 a. m. at Desjardins' morgue, corner of Alma and Victoria streets, Hull.

Mr. Louis Cousineau, advocate, Hull, was present in the interests of the late Philip Petaud's family, and Mr. W. H. Curie, of Scott, Scott, Curie and Thompson, Canadian Pacific Railway solicitors, was present to watch the proceedings for the company.

*24/10/1905 Ottawa Journal*

*Alexandria*

To Montreal in two hours

This speed will be made in three years

When GTR road bed is put in proper condition and double track laid.

**27/10/1905**    **Ottawa Journal**                      **Maniwaki**                                      **Ironsides**

Inquest on Ironsides victims again adjourned.

One of the jurymen failed to show up. Inquest again this evening.

The inquest into the death of the two men, Stephen Lalonde and Phillip Peteau, killed at Ironsides on October 2, was resumed on Wednesday evening, but was again adjourned until this evening. One of the jurymen failed to turn up.

The Attorney - General in a letter which was read by the coroner stated that it was unnecessary to summon Lamothe, the foreman in charge of the gang to which the two men belonged, and the verdict will be arrived at without him.

**28/10/1905**    **Ottawa Journal**                      **Alexandria**                                      **Ottawa Terminal**

Ald. Sanderson is trying to have some action taken on the motion he introduced in council regarding the moving of the then C.A.R. tracks from their present location out to along the Rideau to have them enter the city to the Central Depot through the outskirts. His proposal was to have the city buy the land used by the company at present and the company would be able to purchase another right of way and built new tracks with the proceeds.

Motion adopted and a committee appointed.

**28/10/1905**    **Ottawa Journal**                      **Maniwaki**                                      **Ironsides**

Insufficient care is exercised

Inquiry at Hull into the death of Lalonde and Peteau at Ironsides on October 2.

At last night's session of the coroner's jury at Desjardins' morgue., Hull, in the matter of the death of Stephen Lalonde and Phillip Petaud (sic), of Cornwall, the following verdict was rendered: "We find that Philip Petaud and Steven Lalonde came to their death on the evening of October 2, at about half-past seven, by being struck by a Canadian Pacific Railway train at the crossing at Ironsides.

"We are furthermore of the opinion that the Transcontinental Railway Commission, through its employees, did not exercise sufficient care in regard to the transportation of its men."

**30/10/1905**    **Ottawa Citizen**                      **Maniwaki**

BLAMED THE R.C.

Jury's Verdict on Victims Ironside Tragedy.

LAMOTHE DIDN'T COME

Held That Commissioners For National Railway Didn't Exercise Proper Care of Men.

"That Philip Petaud and Stephen Lalonde came to their death on the evening of October 2, 1905, at about 7.30 o'clock, by being struck by a Canadian Pacific railway engine at their crossing at Ironside, P.Q. We are furthermore of the opinion that the Transcontinental railway commissioners, through their employees, did not exercise sufficient care in regard to the transportation of their men."

After having adjourned four times, the jury on the Ironside tragedy returned its verdict Friday night. The adjournment were caused by the jury being insistent that Foreman Lamothe, who had charge of the gang to which the two victims belonged, should give his evidence. Lamothe had been given transportation for both, while the conductor stated that Lamothe had none for Petaud. Lalonde got off because, he told his friend, he didn't want to see Petaud, who was put off the train, stuck in a strange place.

Although Coroner Lyster wrote the attorney-general asking that Lamothe be brought down, he was not, as the answer received intimated that it didn't seem necessary, when Lamothe was so far up. He is at The Forks, about fifty miles above Maniwaki. the northern terminus of the Gatineau line.

**30/10/1905**    **Ottawa Journal**                      **Renfrew**                                      **Fitzroy Harbour**

Branch line is required

From Galetta to Fitzroy Harbour at once.

A branch line from Galetta to Fitzroy Harbour is what the residents of Fitzroy desire..

Whether this be a steam line or electric road the people are not particular..

Galetta is four miles distant and a stage which is capable of accommodating half a dozen people makes the trip twice a day and in wet weather the drive is far from pleasant.

**02/11/1905**    **Chesterville Record**                      **New York Central**                                      **Crysler**

The New York Central is going to move the station house to the north side of the river in the near future.

**03/11/1905**    **Eastern Ontario Review**                      **Vankleek**

The Grand Trunk Railway is rushing repairs on its branch from Glen Robertson. The past week there have been three work trains and five engines at work ballasting and making other repairs to the branch.

**06/11/1905**    **Ottawa Journal**                      **New York Central**

NYC advertisement change of time effective Monday November 6 1905. No mention of mixed train. Presumably mixed train withdrawn Saturday November 4, 1905.

**06/11/1905**    **Ottawa Journal**                      **Lachute**                                      **Hull**

Hull to have CPR shops

Company will carry out O.N.& W. promise

thereby securing exemption from taxation.

..it is known however that the company through Mr. Osborne promises to build shops in Hull at least as large as the Ottawa Northern and Western, under Mr. H.J. Beemer, agreed to erect in return from exemption from taxation.

The company, it is understood, also intends to proceed with a separate Central depot in Ottawa without waiting for the Grand Trunk to carry out its plans.

**07/11/1905**    **Ottawa Journal**                      **Canadian Pacific**

C.W. Spencer presentation. Predicted CNoR would be in Ottawa soon.

**10/11/1905**    **Renfrew Mercury**                      **Chalk River**                                      **Carleton Place**

From the Central Canadian. An enormous locomotive of a distinctly novel type fascinated citizens about the depot Sunday, imparting fresh zest to the afternoon parade. It was a monster of two cabs, the front for the driver, the rear for the fireman, a speaking tube connecting them. The economic feature was the broad firebox, capable, beyond other types, of consuming the cheaper and poorer types of coal found in the West. The engine was of the Mother Hubbard class and one of fifty under construction for the C.P.R.

**16/11/1905**    **Ottawa Journal**                      **Alexandria**                                      **Ottawa Terminal**

Union depot and hotel

Settlement reached with the heirs of the Sparks Estate.

**23/11/1905    *Chesterville Record*                      *Winchester*    *Smiths Falls***

Joseph St. Denis, of Carleton Place, a Canadian Pacific engineer was accidentally killed about nine o'clock Tuesday in the railway yard at Smiths Falls. It appears that in taking a switch the locomotive which St. Denis was driving jumped the track and went crosswise of it. The engineer was caught between it and the tender and crushed to death. The deceased had been in the employ of the CPR for about twelve years and was highly regarded. The cause of the accident is being investigated.

**23/11/1905    *Ottawa Journal*                                      *Montreal and Ottawa*    *Ottawa Terminal***

C.P.R. has filed much more extensive plans.  
Greatly increased area for trackage and freight purposes.  
Whole block from Ogoode south to the tracks and from Cumberland west to the GTR.

**24/11/1905    *Renfrew Mercury*                                      *North Lanark*    *Arnprior***

From the Arnprior Watchman. A staff of civil engineers commenced the survey of the North Lanark railway on Tuesday, starting from this point. Should this line be run by electricity the rails will probably be run through the town according to the route set forth in the minutes of council elsewhere given, but if steam is to be used, and which is most likely, the line will run parallel and on the north side of the G.T.R. tracks, crossing Tierney street near the end of the new sidewalk. More.-- secured a right of way on the other side of the Madawaska through McLachlin Bros. lumber yard.--

**06/12/1905    *Ottawa Journal*                                      *Other*    *Auto truck***

The first auto truck is here - plying between Sulphite works and main works of E.B. Eddy. Atlas Auto truck built by the Knox Motor Truck Co.

**07/12/1905    *Chesterville Record*                                      *New York Central*    *Finch***

W.H. Ault unloaded a car of Pennsylvania coal this week. Nearly every local householder is burning coal now as wood is becoming scarce in this neighbourhood.

**08/12/1905    *Ottawa Citizen*                                      *Sussex Street*    *Janeville***

New depot and stock yards.  
CPR will shortly erect at Janeville  
New buildings will be entirely for freight.  
A freight depot and stock yards will shortly be erected by the C.P.R. at Janeville.  
A track of land has been purchased from Mr. Robt. Cummings and work on laying out necessary grounds and on the erection of buildings will commence as soon as the snow leaves in the spring.  
The C.P.R. owns the old St. Lawrence and Ottawa line and a freight shed will be erected on a convenient site to the Montreal Road.  
There are a number of large shippers with places of business near Janeville and it is for the accommodation of these the station will be built. Gleeson and Terrance, Ed. Devlin, H. Crouch, drovers are in the vicinity and Ladouceur's planing mills re nearby.

**15/12/1905    *Ottawa Journal*                                      *Montreal and Ottawa***

C.P.R. after two new tracks  
Hon. H.R. Emmerson will hear an application by the Canadian Pacific Railway tomorrow for a couple of tracks for their own use along the canal bank and through the Central Depot. The idea is that these tracks may be used for a through line.  
It will be maintained by the CPR that there is enough accommodation for the other roads after they have been provided for.  
The Grand Trunk Railway will be heard at the same time and no doubt will oppose the proposition because in its taking over the Canada Atlantic lease held by J.R. Booth for the canal reserve was part of the assets.  
Dec 19 - application of CPR will likely not be entertained.

**15/12/1905    *Eastern Ontario Review*                                      *Montreal and Ottawa*    *Vankleek Hill***

The C.P.R. has at last put on a night operator at the station here. Mr. Borbridge is the new night man. He begins his duties this week.

**27/12/1905    *Chesterville Record*                                      *Belleville*    *Perth***

A distressing accident occurred here at ten o'clock this morning which resulted in the instant death of master Ralph Wilson aged fourteen years youngest son of Mr. Albert Wilson, of the firm of Wilson & ?. Deceased was playing hockey ? with three companions, William Charlton, Fred Thompson and ? McIntyre. A freight train appeared going ? and deceased suggested to his companions to board the train and have a ride. The other boy refused to do so and tried to dissuade young Wilson from boarding the train. He was determined, however, and in the act his foot was caught and he fell under the train. He was horribly mutilated and crushed and his cries for help attracted the attention of the train crew. The train was stopped and the various parts of his body which were strewn along the track were picked up and taken back to the CPR station.  
Coroner A.W. Dwyer was notified and decided that an inquest was unnecessary. The remains were then taken to Messrs. Hogg and Thompson's undertaking establishment to be prepared for burial. Deceased was a popular young fellow, especially among his companions at the Perth public school. The sad accident caused great regret in Perth and deep feelings of sympathy for the bereaved parents and family.