

# Local Railway Items from Area Papers - 1916

09/02/1916 *Ottawa Citizen*

*Morrisburg and Ottawa Electric*

TO START WORK ON M. & O. RY. NEXT MAY  
Will Seek Extension of Charter as Precaution.

The annual meeting of the Morrisburg and Ottawa Electric Railway Company was held yesterday at the office of the company, Blackburn Building. There was a fairly large attendance of shareholders, about \$100,000 worth of stock being represented. The report of the officials and the directors was received. It was pointed out that it is hoped to start the construction of the road by next May. Most of the right-of-way is held outright by the company and the remainder is held under option. The engineering work on the main line and the branch lines has been completed and reports were also presented setting out the estimated earnings the road. It was stated that while the company had three years yet under its charter to complete the road, it would be better to go to the railway and municipal board to get an extension to five years in order to improve the financial status of the company when it came to sell bonds.

The officials for the coming year are: J.G. Kilt, president and managing director, directors. R. J. Biggar, W. C. Strader, J. B. Boggart, R. A. Bishop, secretary treasurer; George L. Blatch, auditor; George D. Kelley, solicitor.

A motion was passed authorizing the directors to call a special meeting of the shareholders to deal with delinquent subscribers who were not considered financially strong and it might perhaps be advisable to cancel their shares,

09/02/1916 *Ottawa Journal*

*Morrisburg and Ottawa Electric*

HOPE TO COMMENCE CONSTRUCTION IN MAY

Morrisburg and Ottawa Electric Ry. Co. May Apply For Extension of Time.

Construction work on the Morrisburg and Ottawa Electric Railway will, it is at present hoped, start next May! This was shown by reports of the directors and officials which were delivered at the annual meeting of the above company held in the Blackburn building yesterday.

There was a good representation of shareholders present, and officials for the following year were elected as follows: J. G. Kilt, president and managing director; directors Messrs. R. J. Biggar, W. C. Strader and J. B. Bogart; secretary-treasurer, R. A. Bishop; auditor. G.I. Blatch; solicitor. G. D. Kelley.

Most of the right-of-way for the proposed road, it was stated, is held by the company outright and the remainder under options. Engineering work on the main line and branch lines has been completed, and it was stated that while the company has yet three years under its charter in which to complete the road, it would be better to apply for an extension to five years in order to improve their bond sales.

The directors were authorised to call a special meeting of shareholders to deal with delinquent subscribers who may be considered financially weak, and the question of cancelling their shares will then be discussed.

10/02/1916 *Chesterville Record*

*New York Central*

*Newington*

One of the news boys on the ONY Railway, which runs through this village was arrested and taken off the train on Friday last. He is a German about 22 years old. He was arrested on the morning train going south by Chief Smith of Cornwall and taken to Ottawa again on the evening train.

19/02/1916 *The Equity, Shawville*

*Beachburg*

"Poincaire" is the name of the C.N.R. station down at Clarendon Front, and some people are kicking and wanting to know why it has been so named. Well, we can't furnish the information, and can only remark that it might have been called after a person of much less importance. Poincaire, as the president of the French nation is figuring pretty largely in the limelight just now,

10/03/1916 *Eastern Ontario Review*

*New York Central*

*Cornwall*

Cornwall, March nd(sic) - The inquest into the case of the death of Abraham Roundpoint, the Indian, who was killed at the O. & N.Y. bridge on Feb. 18, was held by Dr. a Ross Alguire, coroner, at the court house on Friday (3/3) evening. After hearing the evidence, the jury brought a verdict of accidental death and recommended that the fence on the sides of the bridge be built of stronger material, so as to better protect pedestrians,

24/03/1916 *Eastern Ontario Review*

*Vankleek*

*Hawkesbury*

Accident at Hawkesbury

Mr. Stanley Robertson, a brakeman on the G.T.R. and a brother of Mr. James Robertson, formerly a G.T.R. agent here, was killed instantly at Hawkesbury on Tuesday night last. He was standing on the rear of the engine when it was shunting in the yards. He was out over the edge, and was crushed between two cars. His chest was crushed in and nearly all his ribs were broken. Death resulted at once. The young man was very popular and his death will be greatly regretted. His home was in Glen Robertson.

13/04/1916 *Chesterville Record*

*New York Central*

*Berwick*

Mr. Chas. Thompson, our station agent, resigned his position on account of ill health. he went to his home in Newington last week. He made many friends while in Berwick and all hope for a speedy recovery

14/04/1916 *Arnprior Watchman*

*Gananoque & Arnprior*

*Gananoque & Arnprior*

Toronto. Despite the opposition of Sir Adam Beck, the railway committee of the legislature reported the Gananoque and Arnprior Railway Company bill. The bill, which was introduced by G.C. Hurdman of Ottawa, proposed to give the company an extension of its charter. It was bitterly opposed by Sir Adam, who held that the extension would close the way to Hydro radial extension. The matter was finally decided by the adoption of an amendment moved by Mr. Sinclair of Oxford and John Allan of Hamilton. Allowing the extension subject to the Lieutenant-Governor-in-Council. If the municipalities interested vote for Hydro radials the charter will not be extended. If not the company can go ahead.

04/05/1916 *Chesterville Record*

*New York Central*

*Newington*

The O&NY are employing a number of men again this season to work on the road and the company also intends to enlarge all the stations along the line and put the road bed in first class condition.

## THREE C.P.R. PULLMANS OVER 20-FT EMBANKMENT

Toronto People Slightly Injured in Wreck Near Sharbot Lake

ESCAPE OF SOME WAS MIRACULOUS

SLIGHTLY INJURED.

Mrs. W.J. Duncan, 75 Prince Arthur Avenue, Toronto, slightly bruised.

Dr. T.F. Graham, Hamilton, injured back and inside

J.M. McLaren, Ottawa, cheek bone and right hand cut

J.M. Levoie, Ottawa, head cut

Capt. Hutt, American legion, right arm sprained

The C.P.R. train leaving Ottawa last night at 11:10 o'clock and due to arrive in Toronto at 7:30 this morning, was wrecked about a mile east of Sharbot Lake (near Perth) at 2:15 this morning. Three Pullman coaches on which there were many Toronto and Ottawa passengers, left the track and rolled down a 20-foot embankment. A fourth coach was prevented from leaving the track by striking a rock projection in a rock cut about 100 yards west of the wrecked coaches. All the passengers on the wrecked Pullmans miraculously escaped injury, and the prompt assistance of conductor J.E. Elliott, conductor Angus Carmichael and the porters was the means of releasing the passengers from their positions of imprisonment in the wrecked coaches.

Rail Broke, Caused Wreck.

The cause of the wreck was a broken rail about a mile and a quarter mile east of Sharbot Lake. When the second Pullman coach jumped the track, it was fully a quarter of a mile east of where the engine was brought to a standstill. There were four Pullman coaches, one first class coach, a baggage car and a mail car on the train. The baggage and mail cars and the first-class coach with the engine did not leave the rails. The first Pullman coach would have left the rails if the rear end had not collided with a projecting rock just east of where the three rear Pullman coaches rolled down the embankment. The rear truck had left the rails before the cut was reached, and the front truck would also have left the rails if the car has not been thrown over on the roadbed by the collision with the rock. On this car there were several of the representatives of the Dominion Alliance, who were returning from a field Sunday's work in Ottawa and surrounding district. In the party were Joseph Gibson, Ingersoll, Rev. Ben. H. Spence, D.A. McDermid, J. Bailey, Thos. Yellowlees, Rev. Dr. John Ross, Rev. W.A. Campbell and Rev. P.M. McDonald, Toronto. As a car in which the temperance workers were traveling did not entirely leave the rails, none of them suffered more than a good shaking up.

Coaches Turned Over

The passengers in the three Pullman coaches are congratulating themselves upon their miraculous escape from death. Two of these coaches were turned completely over, while the third was standing and an angle of 50 degrees with the front-end at the foot of the embankment and the rear-end pointed towards

Continued on page three

3 C.P.R. PULLMANS OVER EMBANKMENT

(Continued from Page One.)

the rocks half way up the embankment.

When the second Pullman coach left the rails, the wheels kept about 10 inches to the south on the south side of the respective rails, and kept to the road bed for 300 or 400 yards when it swerved to the south, pulling the two following coaches with it over the embankment.

Ex-controller Thompson was on the first coach to leave the rails, and in describing the accident states that he was aroused from sleep by the bouncing of the car over the ties. He recognized at once that the car was off the rails. A few moments elapsed and he felt the car lean over on the south side. It had only gone a few more yards when suddenly it rolled over stopped at the foot of the embankment. There were no lights in the car. Passengers could heard be calling to each other.

Mr. Simpson's Story

"As the car rolled over I was expecting to be crushed but I merely slid to the side of the car and did not feel the slightest pressure from the berths that followed from to the other side of the car," said Mr. Simpson. "I was just beginning to grope for freedom when I heard a passenger moving above me. I asked him if he was hurt and he replied that he was alright. The passenger was J.H. McLaren, an electrical engineer of Ottawa. He immediately began to break the glass in the window above me, and as he was doing so I heard the groans of a passenger about two berths from where I was. This was Dr. T.F. Graham, of the 86th Machinegun Section, Hamilton, Ont. He had been pinned between the lower berth in which he was sleeping and the lower part of the upper berth. He called for help, but as he was calling he was making a desperate effort to relieve himself. He had sustained injury to his back and side, but with the assistance of one of his fellow passengers and Conductor Elliot, he was able to crawl along the upturned car to the entrance.

"To get out of the car, the passengers had either to climb through the windows above their heads or crawl along the passage that have been formed between the upper berths and the roof of the car, then along the narrow passage on the side of the smoking apartment until the entrance to the car was reached. In the wreck the swing door between the smoking apartment pending car had been jammed and it was great difficulty that it was forced open. The heavy door leading from the platform to the interior of the car had also been closed but it was forced upward and held by the clamp above it.

"Conductor Elliot had to urge the passengers to leave the upturned car as soon as they could get out. He had extinguished a small blaze at the end of one of the cars and was afraid that more serious fires might break out. After considerable urging, the passengers began leave the cars in their night robes, and wrapped up in blankets that could be released from the wreck. They were directed to the Pullman coach that was half on the rails and half on the roadbed."

A. Monro Grier, K.C., of Toronto, accepted the situation philosophically, and, wrapped in the car blankets, seated himself between the rails from which the Pullman coaches have been hurled down the embankment. Mr. Grier stayed in that position until his clothes were extracted from the wreck.

Mrs. Duncan was assisted from the upturned coach to the coach that had only partly left the tracks. She was provided with blankets from one of the coaches and, apart from the fright and only a few bruises, did not suffer seriously. Her clothes were soon found in the upturned car, and within half an hour after the wreck, she chatted freely with the passengers about her trying experience.

Ex-controller Simpson was able to get out of the car without assistance, and to protect his bare feet from the cinders on the track, walked on one of the rails from the wreck to the Pullman coach that he escaped the wreck. He was provided with a suit of clothes by one of the passengers, and returned to the wreck where he succeeded in finding all his belongings. He afterwards assisted the other passengers in their effort to find their missing clothes and valuables.

Those Slightly Injured

J.M. McLaren sustained a slight cut on the cheek-bone and a few cuts on his right hand in his successful effort to fight his way to freedom through one of the car windows.

J. Mederic Lavoie, of Ottawa, sustained a deep cut on the back of the head but was able to walk around and chat freely with the passengers.

Sergt. Rutherford, of the 2nd Field Company, first contingent, who lives in Brampton, was a passenger on one of the up-turned coaches. He just crossed the Atlantic on the steamer Corinthian and stated that he was on a leave of absence, following actual service in France. He was in the battles of Ypres, La Chapelle and Givenchy, and was injured with a waggon wheel in the battle of Ypres. Commenting on his experience, Sergt. Jim Rutherford said it would have been a strange fate if he had evaded German bullets to succumb to a railway accident in Canada on his way home on leave of absence. He said he would return to France June 1.

#### Two Slept Through

The passengers of the "turtled" Pullman cars could not refrain from laughter as they heard of the experience of C. Calvin, a law student of Kingston, who has just passed through the examinations at Osgoode Legal School. The jarring of the Pullman car as it pounded over the ties, the swerving and rolling of the car and the calls of the passengers did not arouse young Calvin from his slumbers, and it was only when he felt a fellow passenger walking over his feet that he aroused himself to the danger he was in. His slumber, however, saved him the experience of a fright as the upturned car had ceased its motion when he woke.

Sergt. Rutherford had a similar experience to that of young Calvin. He did not realize the danger he had encountered until it was all over.

Captain Hutt of the American Legion, was not quite as fortunate as some of his fellow-passengers. In the turning over of the coach in which he was sleeping his right arm was forced through one of the coach windows and sustained a sprain that was rather painful. This injury, however, was not serious. He was able to hold it up without the help of a sling.

Mrs. Duncan of Toronto who was the only lady passenger on the train, intended to stay a week longer in Ottawa but grew homesick for her two children and decided to return home last night. The change in plans almost led to a serious accident. She was congratulated by Conductor Elliot and the passengers upon the courageous manner in which she passed through her trying experience.

Mr. Thomas Yellowlees, the well-known Sunday school worker, was in one of the wrecked coaches. He had received a hurry call while addressing a meeting in the interests of the Dominion Alliance in the vicinity of Ottawa. News had reached home that his son, who was one of the administrators with the base hospital staff of the University of Toronto at Solaniki, had met with a "serious accident." (The son, Dr. Norman Yellowlees was announced drowned to-day). Mr. Yellowlees had engaged two motor cars in order that he might catch the 11.10 train at Ottawa. The wreck, however, delayed his arrival in Toronto, about five hours.

#### PASSENGERS IN WRECK

Mrs. W.J. Duncan 75 Prince Arthur avenue, Toronto.  
A. Munro Grier, K.C., Toronto.  
Ex-controller James Simpson, 129 Indian road, Toronto.  
D.H. Reynolds, traveling immigration inspector.  
Capt. C.M. Ingle, inspection staff of Paymaster-General, Ottawa.  
Arthur Gibson, Department of Agriculture, Ottawa.  
J.H. McLaren, electrical engineer, Ottawa.  
Milton E. Rous, of Lowe-Martin Co., Limited, Library Bureau Systems.  
J. Mederic Lavoie, cigar manufacturer, Ottawa.  
J.H. Hebert, commercial traveler, Ottawa.  
Dr. T.F. Graham, 86th Machine Gun Section, Hamilton, Ontario.  
C.H. Keeling, Ottawa.  
Dr. T.D. Higgerson, Ottawa.  
W.D. Matthews, Ottawa.  
D.A. McDermid, Toronto.  
J. Bailey, Toronto.  
Jos. Gibson, postmaster, Ingersoll, Ontario.  
Thomas Yellowlees, Toronto.  
Dr. John Ross, Presbyterian minister, Toronto.  
Rev. Ben H. Spence, Toronto.  
Rev. W. A. Campbell, Toronto.  
Rev. P.M. McDonald, Toronto.  
C. Calvin, law student, Kingston, Ontario.  
A. G. James, Ottawa.  
Captain W.M. Hutt, quartermaster-sergeant, 97th Battalion, Toronto.  
Sergt. Rutherford, Brampton.

*08/05/1916 Ottawa Journal*

*Belleville*

*Perth*

Five Ottawa Men Were In Train Derailed Near Perth

Details of the derailment on the C.P.R. near Perth last night show that among those in the train were James Simpson, former controller; Rev. Ben Spence. D.H. Reynolds of the immigration department, Ottawa; W.D. Matthews, Ottawa; Captain Hutt, 97th Battalion, whose left arm was hurt; T.D. Higgerson, Ottawa; ex-Ald. Lavoie, Ottawa, whose head was badly cut, and J. Pharand of Hull.

One passenger, Dr. T.F. Graham, of the 86th machine gun section of Hamilton, was injured, his back and side being crushed, but not seriously.

## FIVE OTTAWA MEN INJURED IN WRECK

C. P. R. Announces Names of Passengers Hurt When Train Ditched Near Sharbot Lake. Five Ottawans and four others were injured, though not seriously, when two day coaches and a sleeper of the west-bound C. P. R.. Montreal - Toronto train were. derailed at 2.30 yesterday morning near Sharbot Lake.

The sleeper after leaving the rails turned over on its side in a ditch, but the two day coaches, although they left the rails remained upright. The train was not travelling at a high rate of speed at the time and this is taken as one explanation as to why more serious consequences did not attend the derailment.

The official list of Ottawans injured. given out by the C.P.R. is as follows:

Mr. C. A: Connolly, 366 Waverly street, knee and ankle cut.

Mr. Arthur Gibson, Holbrooke Apartments, shoulder injured.

Mr. J. H. McLaren, room 310 Booth Building, shaken up.

Mr. J. Mederic Lavoie, 172 Rldenu street, cut on back of head.

Mr. E. H. Hebert, 38 Ottawa street, back injured.

Other who received' injuries are:

Joseph Gibson, Ingersoll, right hip injured.

Mrs. W. J. Duncan, Toronto, side and hip hurt.

Captain .Hutt, 97th Battalion, Toronto, and and leg hurt.

G.. F. Graham, 86th Battalion, Hamilton, back and side injured.

So far as could be ascertained today all of the Ottawans in the wreck continued on their journey. The first notification of .the accident was received In Ottawa from Mr. M. J. Lavoie, who was on his way to Goderich with Mr. Pharand of Hull. The notification was to the effect that Mr. Lavoie. was not badly injured and was continuing his journey.

Mrs. Arthur Gibson also received a telegraphic message from her husband who is chief. Dominion Assistant entomologist, to the effect that he had not been seriously injured in the derailment and was proceeding on his way to Strathroy.

When news of the accident reached Perth and Smith's Falls, doctors were sent out and rendered whatever medical aid was required.

*26/05/1916    Chesterville Record                      New York Central                      Berwick*

Chas Thompson of Newington is once again acting as station agent, much improved in health.

*26/05/1916    Eastern Ontario Review                      Kingston (CN)                      Morrisburg*

Terrible accident.

Brockville. - May 24 the Toronto mail train coming west today struck a buggy at the Morrisburg public crossing containing Clinton Casselman and his three daughters Olive Gladys and Christy. The last mentioned two were almost instantly killed by the impact. Casselman and his youngest daughter Olive were thrown clear of the express and on being brought to Brockville hospital for treatment it was found that Casselman besides having minor cuts and bruises suffered a fractured hip. His daughters jaw was broken and one leg fractured. The doctors hold out good hopes of recovery notwithstanding that the patients are badly shocked.

Casselman resides at Williamsburg and was going to Morrisburg to attend a holiday celebration he did not see the approaching train until too late to stop.

*01/06/1916    Chesterville Record                      New York Central                      Newington*

A number from here attended the celebration in Cornwall on May 24, the O&NY having reduced rates for two days.

*02/06/1916    Eastern Ontario Review                      Kingston (CN)                      Cornwall*

Cornwall May 26 - The second railway fatality in this district this week ccurred at Summerstown this morning, when James Brennan, the twelve-year-old son of Joseph Brennan, was instantly killed by the eastbound Moccasin train while endeavoring to cross the track. Dr. A. Ross Alguire, Cornwall, Coroner, and Chief of Police Smythe were notified and a jury visited the scene of the fatality and then adjourned until Friday, June 2, to meet at the court house here.

*08/06/1916    The Equity, Shawville                      Waltham*

The service on the Pontiac division of the C.P.R. has been much improved this week by the putting on of a second daily train, which is being run on faster time than formerly, thus leaving Ottawa at 7.30 a.m. the new train reaches Shawville at 9.28 and Waltham at 11.00. Returning leaves Waltham at 1.00 p.m., Shawville 2.15, arrives Ottawa 4.10 p.m.

*15/06/1916    The Equity, Shawville                      Beachburg                      Norway Bay*

The first C.N.R. summer special brought a goodly number of people to Norway Bay on Saturday.

*19/06/1916    Ottawa Journal                      Morrisburg and Ottawa Electric*

## ACTIONS TAKEN REGARDING AWARD MADE TO T. CLAREY

Applications brought by Chandler & Company and the Morrisburg and Ottawa Electric Railway, to garnishee the \$1,200 Judgment ex-Controller Tom Clarey secured from the Ottawa Electric Company, were adjourned by Judge MacTavish at the court house this morning pending the disposition of an appeal that the O.E. Ry has taken.

Mr. Clarey sued for \$10,000 and after Judgment had been, entered the amount of it was attached by the city for taxes. Chandler & Co. and the M. & O. Ry. however, brought orders this morning to have the Ottawa Electric Railway Company pay off their claims before paying the city.

Mr. Taylor McVelty, appearing for the O.E. Ry. told the court that an appeal against the decision was pending in the Court of Appeals. Judge MacTavish adjourned both motions until October 2nd. but, if a decision from the Court of Appeal is received before then, and the original damage award is upheld, the money will be paid into court.

The destruction of the House of Parliament has awakened reflections of its building in the mind of Peter Redmond, a retired locomotive engineer, who saw King Edward lay its foundation stone in 1860.

When construction work was first started Mr. Redmond was employed as a fireman on the Ottawa and St. Lawrence railroad, and he was promoted to engineer a few days before the first material for the structure was hauled to Ottawa. One train crew was employed for three summers, hauling sandstone and quarry rock from Prescott, where it was landed from streamers on the St. Lawrence river.

The train made a round trip each day. The first stone used in the building came from the quarries located where the main part of the city of Cleveland, Ohio, now stands. It was shipped to Prescott where it was loaded from the boats onto railway cars by large cranes.

Mr. Redmond's train did nothing else during three summers but haul the stone. "It required two cars and sometimes three for each piece of stone that was moved to Ottawa," Mr. Redmond said yesterday. "The smallest stone that was hauled by the railroad weights three tons, and the average weight was about five tons. We moved two stones which weighted nine tons each. I believe that they were the largest that were put into the building.

"Owing to the excessive weight on the cars, which were much lighter than the steel cars now in use on the railroads, it was necessary to run our engines slowly. We seldom went over eighteen miles an hour, and as a rule the fastest time we made was fifteen miles."

No iron or steel was used those days for the springs on the cars. Solid rubber was used for the most part, and the cars were loaded so heavy that at the end of each trip new springs had to be put in most of the cars.

Our train was given the right of way over all other trains. This was principally because of the heavy train we hauled. We were permitted to stop only in case of necessity. The necessity came frequently and was caused mostly by the excessive weight on the trucks, which caused many hot boxes.

My train brought out the first shipment of rock and stone and stone cutters' tools. The first part of the building erected was a massive wall over 500 feet long. It was on the end of the wall that the Prince of Wales laid the cornerstone. Thousands of people witnessed the laying of the stone and I had the opportunity to shake hands with the Prince as did many of the workmen."

More but no railway.

Owing to the threatening weather on Saturday last few from the town joined the merry makers in their picnic to Cornwall which was held under the auspices of the employees of the O&NY railroad.

Rockland. - The tramway at Mill No. 2, which was undermined by high water collapsed on Friday, and fell toward the river, while 25 men, one horse and three car-loads of lumber were on it. Four men were slightly injured. It will take three weeks to repair the damage done.

C.N.R. ACCESS TO BROAD ST. C P. R. STATION

Granted in Application Re Freight Matters Before the Board of Railway Commissioners.

In spite of the objection by the C.P.R. that the C.N.R. in asking the railway commission to sanction a change of location of interchange track at Ottawa to Chaudiere Junction, was seeking merely to obtain the advantages of the C.P.R.'s Broad street terminal, the railway commission has granted the C.N.R.'s application.

"The objection of the C.P.R. to the C.N.R. getting access to the Broad street terminal is entirely natural," says Chief Commissioner Sir Henry Drayton in his judgment, which is assented to by Commissioner D'Arcy Scott. "It is, however, an objection which from time to time has been overruled, and which must always be overruled when public interest requires it."

The chief commissioner points out that interswitching between the C.N.R. and the C.P.R. companies has been carried on in Ottawa by means of the physical connection authorized by the board in July, 1909. The connecting switch runs south from the C.N.R.'s line, forming a junction with the C.P.R.'s Prescott branch at a point north of Hurdman's road. The 1909 order was based on the C.N.R.'s application and the transfer track as authorized is shown on the plan as a transfer track.

Proposed Connections.

The present application was made by the C.N.R. for an order approving of a proposed connection with the C.P.R. near Chandlers junction, and for a rescission of that portion of the former order referring to the connection constituting the transfer track.

It was submitted by the C.N.R. that the connection was originally intended only as a means of getting construction material from the C.P.R.'s lines to the C.N.R.'s new line forming the Ottawa-Hawkesbury division.

The C. P. R. furnished figures to show the benefit to shippers of the present interswitches arrangements, and the C. N. R. submitted statistics in reply. The board's chief engineer also made a report on the situation.

The chief commissioner commenting on the fact that the figures were an apparent argument for the existing arrangements, nevertheless advocated the change, arguing as follows:

"The broad reason and grounds on which I am of the opinion that the present transfer track should be given is that, after a careful traffic review has been made of the whole situation, there is no doubt that the important industrial and commercial area lies in the Broad street district, which will be thrown within the four-mile interswitching zone by changing the transfer.

Natural Market.

"Hogs, hay, and other farm products are, as a matter of fact, produced along the line of the Canadian Northern between Ottawa and Pembroke. Ottawa is their natural market. The merchants in Ottawa's real Industrial centres will require the transfer at this point to a far greater extent than the transfer can be required for those using Sussex street yards, the business at such yards being limited in extent and having no comparison to the business in the neighborhood of Broad street.

"While in the past more deliveries have as a matter of fact taken place on Sussex street, this, in part, was owing to the fact that Broad street was outside the switching area, but much more to the fact that the Canadian Northern Pembroke to Ottawa line had not been operated.

"Perhaps it should be stated that transfer tracks are not ordered merely because some railway asks them. Neither railway is entitled to them as a right in itself.

The property and advantages of one railway should not be interfered with for the mere benefit of another. Public interest, economy of movement to the shipper and convenience must be established; and I am of the opinion that the present circumstances call for an order on these grounds."

Commissioner McLean dissents from the judgment.

St. Eugene - Mrs. L. Beaudin of maisonneuve, while walking along the C.P.R. track on Saturday was struck by a freight train, death resulted in about an hour. When the engineer sounded his whistle she got off but when the train was close upon her she attempted to cross to the other side. This accident occurred about two miles below the station at St. Eugene.

Since the O&NY begin Sunday passenger train service on June 23th they are carrying a large number of passengers. H.T. Bowman had a pet dog run over by the O&NY express last week.

Workmen worked something of a transformation on the C.P.R. station here this week. With a compressed air contrivance they cleaned the exterior of the building, stone and framework, and made the whole like new.

## Alexandria's New Station

That Alexandria is to have a new G.T.R. station in the near future is evident from the fact that during the past week the grounds have been cleared and the station cars removed so as to enable the contractor, Mr. Carrigan, of Montreal, to commence operations with least possible delay. This will be welcome news to all and everyone.

01/09/1916 *Eastern Ontario Review**Winchester**Apple Hill*

## Accident at Apple Hill

A through freight train ran into the way freight on the Main C.P.R. line at Apple Hill on Wednesday during a heavy fog. It is reported that three persons were killed and both trains badly wrecked. An engineer, fireman and a clerk on one of the trains are reported missing.

08/09/1916 *Arnprior Watchman**Chalk River**Arnprior*

The C.P.R. have this week commenced the construction of a larger culvert across their right of way to the east of Daniel street. A concrete arched culvert seven feet in diameter will be put in to replace the double stone waterway constructed at the time the road was built.

08/09/1916 *Eastern Ontario Review**Hammond**Rockland*

Rockland, August 30 - A search for train wreckers, after the six o'clock passenger train had come to a stop within a few feet of obstructions placed across the rails of the Grand Trunk Railway within a short distance of town on Friday evening resulted in the arrest of five young boys who wanted to see a train wreck, and to satisfy their wishes, placed a tie across the rails and then hid themselves behind the hill to watch the smash up.

The engineer of the train, H McCulloch, saw the obstruction in time and succeeded in bringing his train to stop within a few feet of the tie which was near the roundhouse and only a few hundred yards from the station here.

Detectives, who were aboard the train, found the five boys crouching behind the hill and as a result of their escapades the five will appear in court on Thursday. One of them confessed that they had committed the deed and said he would "do it again" as he wanted to see a wreck.

09/09/1916 *Ottawa Citizen**Renfrew**Bronson avenue*

## Commission order for Ry. Crossing

The board of Railway Commissioners has issued an order regarding the protection gates for the level crossing over the G. T. R. tracks at Bronson Avenue. The order directs that twenty per cent of the cost of the gates be paid out of the Railway Grade Crossing Fund, the balance to be divided equally between the city and the railway company. A day and a night watchman are to be employed and the cost of maintenance and operation is to be divided fifty - fifty between the city and the railway company.

22/09/1916 *Arnprior Watchman**Chalk River**Renfrew*

It is not certain if the C.P.R. will agree to the proposal of the workers at the munitions plant in Renfrew, to run a train for their convenience night and morning, to convey them to and from their homes along the line, as the price asked for fares is considered too high.

29/09/1916 *Glengarry News**Alexandria**Alexandria*

## Alexandria Station Under Construction

Work on the erection of the new station is well under way and it is evident that at last Alexandria will have a building more in character with the amount of business and adding an extra dignity to the town. It will occupy the old site with considerable extension, being much more spacious and modern in every respect. The construction is being carried on under the personal supervision of the contractor, Mr. E. Garrigan of Montreal, through whose courtesy we are enabled to give our readers some idea of the appearance of the building when completed together with some details of its increased accommodation.

That the station will be handsome may be gathered from the fact that the materials used will be principally red pressed brick in Flemish bond for the upper structure and cement work in the basement, with hardwood lining to the interior. The approach from the street will be paved with concrete finished in a brick hammered facing, while the extensive platform on the track side will be composed of medal paving blocks between two concrete curbs, with bush hammered facing. The length of this platform will no less than 420 feet, while its width throughout will measure 16 feet, the dark grey color of its material presenting a neat effect, while the substantial nature of its composition is unquestionable, and a vast improvement on the old wooden affair.

The station proper will consist of commodious baggage and express rooms at the east end and over a basement of reinforced concrete of fireproof construction with side walk lights on the street side and will contain the hot water boiler and furnace, the building being entirely heated by this method on the Taylor Forbes system; two spacious waiting rooms, separate lavatories, tiled floors and walls 6 feet high with marble partitions. The operator's room will be situated about the centre of the building and will have an upper storey with a gable roof, the men's waiting room being at the extreme west side of the station. The brickwork as mentioned above will be in Flemish bond with a dado outside three feet high of bricks on edge, reaching to the windows which are numerous and will provide plenty of light. The whole building covers a frontage of 96 feet, with an average width of 20 feet, the centre part will be one and a half storeys, the wings 14 feet high from the bottom of cornice. The roof, covered with asbestos shingles, will be absolutely fireproof as indeed will be the entire station so far as modern ingenuity can devise.

The work is scheduled to be completed by the 1st December, and it is satisfactory to know the contractor is employing all the local labor suitable, and so far as he can do so, is obtaining his material in the district.

06/10/1916 *Arnprior Watchman**Chalk River**Renfrew*

At a meeting held Tuesday evening in the Town Hall, it was decided to put on a train between Arnprior and Renfrew commencing Monday October 9th leaving here in the morning and returning at night. The low rate of 35c return fare has been arranged. This will enable the men from here, now working in Renfrew to live at home and at a less expense. We trust all the men will take advantage of this train. Tickets will in all probability be sold here this week.

13/10/1916 *Arnprior Watchman**Chalk River**Renfrew*

A meeting was held in the Town Hall on Monday afternoon Oct 9th 1916, for the purpose of discussing the Arnprior Renfrew train Service. It was learned that the Energite Company's plant at Renfrew was closing down for about two weeks. It was then decided not to put on a train at present. Should the plant reopen the train service will no doubt be reopened.

13/10/1916 *Arnprior Watchman**Chalk River**Pakenham*

The C.P.R. are making improvements to their premises here by repairs to the freight shed and painting the station.

03/11/1916 *Eastern Ontario Review**Vankleek**Breadalbane*

On Monday night lasr a freight train on ther G.T.R. left the tracks near the farm of Mr. Albert McLaurin, Breadalbane. Fourteen cars were ditched. Nobody was injured. It required some thirty six hours for the wrecking crew to clear the track.

After forty years of idleness, iron mines on the Scott estate, within three and a half miles of Hull, will again be worked owing to the present great demand and resulting high prices for iron and steel products of all kinds.

These mines have been taken over by the Hull Iron and Steel Company and the product will largely be used in the company's own foundry in Hull. Plans for a connecting railway between the mines and foundries are now being prepared and the company expect to have the mine in operation by next spring.

More

These are the mines from which Ironsides village gets its name. The smelter, which was used at this mine on the bank of the Gatineau was destroyed by fire 20 years ago.

There were three young and valuable horses killed on the O&NY railway just north of the village recently, and one badly injured. Two belonged to Korah Foster and also the one that was badly injured. The other was a valuable two year old colt belonging to Geo. Wyke which had been sold to W. Moak.

In next issue - the three colts which Korah Foster had killed on the O&NY last week were satisfactorily settled for by the company last week.

T. McAvoy son of John McAvoy of this village, who has been working in the station in this village for the last few years has accepted a position as agent at Black River.

**FIVE WERE INJURED IN STREET CAR ACCIDENT**

Four woman and one man were slightly hurt or bruised in the derailment of the hind truck of a Bank street car at the corner of Albert and Bank streets, Saturday evening Those injured were standing at the corner of Albert and Bank streets. A Bank street car crossed the switch with the front trucks, but the switch closed and the rear truck swung onto Albert street. Striking those waiting at the corner.

Mrs. Welsh, 559, Albert street, and Mrs. Bates, 17 Hill street, were badly bruised and taken to their homes in a cab, called by Inspector Reid of the Ottawa Electric Railway. Mrs. Gardner, 122 Wellington street, Mrs. McAllister, 198 O'Connor street and Mr. Walter Williams of the department of labor, sustained bruises. Mrs. McAllister lost her handbag containing \$12 in the accident. The prompt work of the motorman in the application of the-emergency brakes prevented a serious accident. The car was replaced on the tracks by the wrecking crew. .

Passengers traveling over the CPR lines to and from Vankleek Hill are warned to ask for their transfers in every case. The conductors have been instructed not to issue transfers up to the town unless the transfer check is ASKED FOR by the passenger.

If you do not get the transfer you will have to pay fifteen cents out of your own pocket. The CPR saves 15 cents on every passenger who neglects to ask for a transfer. It makes no difference whether you want to use the transfer or not. You have paid for it and are entitled to it. Ask for your transfer IN EVERY CASE and SEE THAT YOU GET IT.

You make a present of fifteen cents to the Company every time you fail to get the transfer.

Get it every time.

Serious accident at Saint Polycarpe.

Montreal December 27 - five men were killed and seven injured this evening in a rear end collision when the C.P.R. Toronto train for Montreal ran into the local train from Cornwall at St. Polycarpe. The local train was standing at the time and the switch had been turned, which automatically turn the semaphore signal some distance down the track. At the time of the accident there was a heavy fog with sleet, and it is supposed that the engineer of the train from Toronto either failed to see the signals or misread them.

The killed and injured set out in detail

The accident occurred at about 6:40 at St. Polycarpe Junction some two miles from St. Polycarpe about 40 miles west of Montreal. The local train from St. Polycarpe was stopped when the train from the west came along. It is stated that the signals were set and the semaphore apparently turned but for some unknown reason the Toronto train continued on its way, crashing into the rear of the standing train and smashing several of the rear cars.

Car smashed to Pieces.

Fortunately there were few passengers in the cars at the rear of the train, which kept the list of dead and injured down. The standing train was badly damaged, several of the cars being smashed to pieces, while many of the passengers had narrow escapes. The dead and injured passengers were immediately taken care of, physicians being sent from nearby places, while a relief train was sent as soon as possible from Montreal.

Little damage was done to the track, and the wreckage was cleared within a few hours. The train from Toronto was practically undamaged, the passengers only received a severe shock. As soon as the track was cleared the train from Toronto proceeded on its way, bringing with it the bodies of the dead and injured passengers and employees.

Details as to the identity of the dead and injured were hard to obtain and may be subject to correction owing to the fact that the accident took place several miles from a station, why the exigencies of railway work made it impossible to secure an official list of the casualties. The last reports received were that the train from Toronto was due to reach Montreal shortly before three o'clock and every possible arrangement had been made by the C.P.R. company to look after the injured and take care of the bodies of the dead.