

# Local Railway Items from Area Papers - 1918

*18/01/1918 Arnprior Watchman Beachburg Woodlawn*

An agent and operator are now in charge of the new Canadian Northern railway station at Woodlawn which makes it more convenient for residents of that district.

*25/01/1918 Eastern Ontario Review L'Orignal Clarence*

Owing to the bad storm a week ago the train service on the C.N.R. line was somewhat hindered for a day or so. The freight traffic just now is very heavy

*08/02/1918 Eastern Ontario Review Montreal and Ottawa Vankleek Hill*

On account of the very severe weather the main line C.P.R. trains were getting through with difficulty

*08/02/1918 Eastern Ontario Review Vankleek Vankleek Hill*

On account of the very severe weather. Trains on the G.T.R. Branch were cancelled on Tuesday and Wednesday

*01/03/1918 Eastern Ontario Review Montreal and Ottawa Alfred*

Long article about the development of the Alfred Peat Bog but no reference to railway,

*06/03/1918 Athens Reporter Westport*

Due to the scarcity of coal, the Brockville-Westport train will only make one trip a day for a while.

*15/03/1918 Eastern Ontario Review Maniwaki Farrelton*

The C.P.R. has succeeded in killing two or three more people on a level crossing at Farrelton near Ottawa.

This is almost a daily occurrence.

No doubt the C.P.R. legal department will try to prove "It was their own fault. They had no business on the earth anyway."

*08/05/1918 Ottawa Journal Alexandria St. Polycarpe*

The derailment of a couple of freight cars at St. Polycarpe Junction today caused a tie-up in traffic on the G.T.R. line, and the Ottawa-bound passenger train from Montreal was held up for over two hours, not arriving here until after 2 o'clock. So far as can be learned, no one was injured in the derailment of the freight cars.

*13/05/1918 Ottawa Journal Alexandria South Indian*

**TWELVE CARS OF WHEAT WRECKED AT SOUTH INDIAN**

Following closely upon a derailment of several freight cars at Alexandria, early in the week, the G.T.R. Montreal line was the scene of another mishap on Saturday afternoon, when twelve cars loaded with wheat, were derailed near South Indian.

No one was injured, but the cars were badly broken up. Passengers on the afternoon train from here to Montreal were compelled to walk from the point at which it was held up to another train on the other side of the scene of the derailment, and traffic was held up for some time. The line is now clear.

Grand Trunk officials scout the rumor that the two derailments in quick succession are due to the work of enemy agents. Although they occurred on the same line, they attribute them to natural causes and it is stated that no investigation other than the customary one in such cases is in progress. A broken axle is assigned as the cause of the accident.

*20/05/1918 Ottawa Journal Belleville Mud lake*

**COLLIDE HEAD ON RIGHT ON BRIDGE OVER MUD LAKE**

Accident C P. R. Near Smith's Falls With Two Deaths.

**THE ENGINES REMAINED ON TRACK ON BRIDGE**

Some Railway Men Claim Freight Train Should Not Have Left Glen Tay

**SMITH'S FALLS. Ont. May 20.**

On the bridge 30 feet over Mud Lake, 22 miles from here, on the C P R., the express train which left Toronto Saturday night just before midnight for Montreal, and a freight train bound from here for Trenton, met in a head-on collision at 4 05 Sunday morning, resulting in the death of Fireman K. Butland. Trenton, Trenton, of the express, and brakeman J. R. Martin, of the freight, whose home was at St. John, N.B. Both were young men and unmarried. Engines on Tracks.

There were three men in the cab of the freight and two in the cab of the express train. Both engines remained on the tracks, but the baggage car and three or four freight cars went rolling down the embankment. A baggageman went down with his car and had a thrilling escape, as did others of the two crews. None of the engineers or firemen, numbering five, jumped as they had only the choice of staying with their engines or jumping down into Mud Lake, fully eighty feet.

No Passengers Hurt.

Like the baggageman, the engineer of the express, William Burnett, of Smith's Falls, had a remarkable escape from death, as he was thrown down the embankment, getting off with a few scratches. Engineer N. Lebo, of the freight, was seriously burned and injured. There were eighty passengers on the express, but railway officials said that none had been hurt, owing to the solid steel construction of the train. The C.P.R. officials made up a special train, taking the passengers on to Montreal.

Blame the freight.

An investigation was begun yesterday afternoon by the railway officials to place the blame for the collision. An inquest has also been ordered by the crown attorney. One railway man said last night that the freight train should have let the express pass at Olen Tay. Why the freight did not stop at Glen Tay or wait for the passenger train was not explained

Brought Body Back.

The body of the late James Patrick Martin, brakeman on the freight train, who was killed, was brought here on Sunday evening. He had come here from St. John, N.B., a couple of weeks ago. He was 24 years of age and unmarried.

F. Butland, fireman on the passenger train, who ran out of Smith's Falls was also killed, but his body has not reached here. His home was formerly in Trenton but he lived here for the past year. He was unmarried. Two of the injured, fireman Simons of the freight train and Burnett of the passenger train, were brought here on Sunday afternoon. Simons has his face bruised and Burnett is suffering from a sprained knee and scalp wounds.

Blame the Freight.

C. P. R. officials at Smith's Falls today stated that the responsibility for the wreck rested upon the crew of the freight train who apparently forgot to allow for the fact that No.12 (the passenger train) was running. Instead of leaving a clear right of way, as they should have done, they proceeded along the line to the scene of the head-in collision.

Two are Killed in Christie Lake Wreck

Passenger and Freight Collide.

Several passengers hurt

A head-on collision occurred between a freight train going west and passenger train No. 22 from Toronto to Montreal, on the Canadian Pacific Railway at 4 o'clock yesterday a.m., near Christie Lake, Ont, which resulted in the deaths of Fireman Butland and Brakeman Martin of the freight train. The engineer of the freight escaped unhurt. The engineer and fireman of the passenger train were slightly injured, and many of the passengers, who were in their berths were considerably shaken up, but none was injured sufficiently to require medical care. The bodies of the two trainmen who were killed were removed to Christie Lake for the inquest.

Both engines were badly smashed, while the express and baggage cars on the passenger train were broken up, then destroyed by fire, which started from the gas tanks. The passenger train was not damaged. The tracks were badly torn up. The loss will be heavy, though it is stated that most of the contents of the express and baggage cars were removed before they were burned.

It was stated that the collision was due to the freight train overrunning its orders.

19/07/1918 *Eastern Ontario Review*

*Vankleek*

*Vankleek Hill*

Two G.T.R. detectives were here on Tuesday (16/7) looking for the parties who placed rocks on the tracks near the Station here. They have secured the names of several boys who have been on the track and as this offence is a very serious one these boys may be arrested any day.

19/07/1918 *Eastern Ontario Review*

*Montreal and Ottawa*

*McAlpine*

A C.P.R. freight train of some 90 cars left the track near McAlpine Station on Wednesday morning about 7 o'clock. No person was injured. Morning trains were all delayed while the wrecking crew cleared the tracks.

Disastrous Blaze wipes out Grand Trunk freight sheds; three persons are injured.

Damage to the extent of \$100,000 officially announced and in addition to the sheds twenty-eight cars have been destroyed. Several explosions. Follow the wake of the fire. Barrel of gasoline is hurled a long distance by the outburst.

Commencing with an explosion in a freight car, fire broke out at the G. T. R. freight sheds, near the Central Station early last evening and completely destroyed them along with 28 cars, 20 of which were loaded. The loss is estimated at from \$90,000 to \$100,000, practically all covered by Insurance.

It was a most spectacular blaze, the fire spreading with lightning rapidity, the shed and cars seeming to break into a mass of flames at once, the fire being attended with several explosions in addition to the primary one.

Three men were injured in the explosion. Though there were all kinds of rumours that some men were caught in the shed and lost their lives these reports fortunately proved to be unfounded. The injured men are not dangerously hurt.

Three Men Injured.

The injured men are:

Andrew Doherty, 120 Besserer street, caretaker, head cut and badly burned around the face and hands. In the Water street hospital.

Felix Bellefeuille, 182 Dalhousie street, porter, cut and burned on the face, cut over the right eye, hair burned. At his home.

Albert Renaud, 329 St. Andrew street, porter, face and hands slightly burned. Attended to at drug store.

Over In Forty Minutes.

The first explosion took place at 5.50 and within forty minutes the shed was flat and all the cars burned were beyond saving. Such a wide area was covered by the fire that various estimates were given of the loss, some estimating from a quarter to half a million dollars.

The railway officials, after reviewing the loss together, gave out the following losses:

28 cars burned, estimated loss on each, \$650, total, \$18,200.

Contents of twenty cars, estimated at \$1,000 each, \$20,000.

Frame freight sheds, 800 feet by 40 feet, \$15,000.

Contents of freight sheds, \$35,000.

Sundry other losses, say \$10,000

Loss Upon Company.

The loss on freight, except in the case of those who had accepted delivery, is borne by the company which has a blanket insurance policy covering everything.

The officials state that the exact loss and the individual shippers can -- not be given till the books and papers are checked up. The office part of the freight sheds was saved but as the books and papers were carried out these were considerably tossed and so it was impossible to get the contents of each of the cars figured out.

Cars Pulled to Safety

About forty other cars which were on the sidings were pulled out though there was some delay in doing this as the yard engines had gone to the roundhouse.

Among those cars pulled out was the Cornwall. The private car for His Excellency the Governor General. This was on a siding quite close to the fire.

Incidentally, the fire chief and one of the railway officials had a tiff owing to the official ordering a crew to pull out cars which were burning. The chief claimed that it would have been better to have left them where they were as the fire could have been more quickly extinguished than on the other tracks where they were brought to.

Fire Started in Car

Dynamite, gasoline, carbide and other chemicals are variously credited with being responsible for the first explosion. The railway officials, until a full investigation is made, would not express an opinion either as to the explosion in the car or the subsequent explosions the most severe of which were from the contents of the shed.

As far as could be learned last night the fire started in a car just opposite the second door from the office in the freight sheds. It was a terrific explosion, the roof of the car being lifted off and flames being thrown in all directions. In an instant the fire was inside the shed and to adjacent cars.

Shed All Ablaze.

Fire Chief Graham, who was at No. 2 fire station when the alarm came in, made a quick run in his auto but by the time he reached the fire he states that the shed for its entire length, as well as both tracks of cars were on fire.

Heaviest Explosion.

The heaviest explosion, following the two at the start of the fire, took place about twenty minutes after the beginning of the fire and was in the center of the burning building. There was a loud report and burning embers were hurled for long distances,

A few minutes later, a metal drum which had contained gasoline or some other explosive came hurtling through the air like an immense red ball and landed on the tracks a couple of hundred feet from the shed.

Splendid Work of Brigade.

But for the splendid work by Fire Chief Graham and his men, the loss would have been much more serious. The large coal sheds of J. J. Heney and other coal dealers took fire time and time again but the fire was not allowed to get a start and the damage to them is practically nil. These sheds are well filled with coal and a fire in them would have been disastrous as once a good start was secured it would be most difficult to get it under control.

The flying burning embers were also carried onto the roofs of houses on Nicholas but prompt work by the firemen prevented any appreciable loss to them.

Residence Damaged.

The only house seriously damaged was the residence of Mr. James Behan, 39 Mosgrove street, and his experience gives an excellent idea of how the fire spread.

He, his wife and four children were at home. Mr. Behan was standing outside when the explosion took place, the force of it hurling him against the side of his house which is located near the end of the freight shed office. He ran into the house as soon as he saw the fire and by the time he got his wife and children together his house had taken fire and it was impossible for them to get out the front door on account of the heat. They got out the side door but had no time to save any of their furniture. The firemen prevented the house burning down but there is considerable loss to the furniture and the building, which is owned by Mr.

W. D. Morris.

Oil Car Exploded.

Near the conclusion of the most serious part of the fire, there was a spectacular explosion of the contents of a car of oil, etc, standing on the track. The firemen from No. 7 station had just been pulled back by the deputy chief when the car blew up in a cloud of flame many feet high.

As might be expected the contents of the cars and sheds were most varied. The burned cars contained flour, dressed lumber, feed, bananas and fruit, paper, hardware, etc.. including a carload of underwear designed for the soldiers. The sheds contained all manner of merchandise. The officials state that the contents of cars and sheds were just about the normal amount. With few exceptions the contents of the cars were freight ready to be taken out on the night trains and for these the company must bear the loss.

Pressure Was Good.

On the first alarm the men from stations 2, 3, 4, 5 and 8 responded. The second alarm turned in immediately brought out stations 6 and 9. There was excellent pressure, the valves being opened to allow of the high pressure from the booster system being effective. Three pumpers also added to the pressure. The special pumping plant at the station was also in operation, supplying four or five streams with great pressure.

It was a wonderful fire to watch, though not as spectacular as it would have been had it occurred after dark. The people on the bridges got a great view. The sight from Laurier avenue bridge was particularly fine and the bridge was densely crowded with hundreds of people and automobiles. Traffic was completely blocked.

Big crowds also saw the fire from Connaught place, the canal bank, Nicholas street and other points of vantage.

Thought Train On Fire.

At the start of the fire the first explosion caused a rush of people in towards the fire along Mosgrove street. Then the second explosion came and word went along, that a munitions train was on fire. A big part of the crowd immediately found it more attractive to run in the opposite direction to that in which the fire

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lay.

There were some remarkably novel displays. Comment was made on the way huge clouds of smoke would break suddenly with the flames inside, with striking effect.

The fire came just before the majority of the firemen had supper. They therefore greatly appreciated the thoughtfulness of John Heney and Son in getting in a big supply of sandwiches and coffee, which was served to the men as long as they would take them.

Business As Usual.

The G.T.R. will be doing freight business as usual today. The office is intact and for the present freight cars will be used for receiving and delivering freight.

The burning of the freight sheds has again raised the question of the advisability of removing the freight and coal sheds to another part of the city.

The firemen did, good setvice in paying particular attention to the train wires which pass near where the fire was. In one place they go quite near to the roof of the Behan house, which was partly burned. By keeping water on the roof of this house, on the poles and wires, the firemen were able to keep them intact and so the train wire service for outside points was not interrupted.

The military police were again called on and did admirable work in assisting the local police handling the crowd.

Woman Fainted.

Railway employes worked like beavers. The work of the train crews in pulling out the cars was particularly plucky.

Officials of the railway are outspoken in their praise of the prompt response made by the firemen and the courageous way in which they stood up to the fire.

One woman fainted following an explosion and was taken to a drug store, where she soon revived.

The concussions of the explosions hurled many people who were near either to the ground or against buildings or poles. With the exception of the railway men, no one was injured.

Big Day For Firemen.

It was an exciting day for the firemen. In the morning they had a fire which they fought In imminent danger of an explosion from calcium carbonate. Later there was an alarm for the Victoria Museum, which fortunately was only from the automatic fire alarm going on a rampage. At three o'clock a run for a small fire on Victoria street was attended by the big motor truck colliding with a limousine, both going into the excavation for the government building at the corner of Albert and O'Connor streets. While the freight sheds fire was In progress an alarm came in from the corner of Nelson and St. Patrick streets. The chief and part of the apparatus responded but the fire was very slight, being caused from the electric wiring and gas stove connection. The damage being nil.

Albert Renaud's Injury.

According to Albert Renaud's story he was putting on his coat with some other man when an explosion occurred and fire shot through the building, burning their faces and hands. Barrels which were piled nearby were flying about, so he ran to the door and on his way was struck on the leg by a barrel. When he was outside he immediately went to the Standard Drug Store, where he had his burns dressed and then went home. He was only slightly burned and was out last night.

Near doors number two or three, some empty barrels, which had been brought in a short time before, and which were said to have contained spirits of alcohol, were piled.

Bellefeuille Bruised.

Felix Bellefeuille was standing behind Mr. Renaud when he was injured, but how, he does not know. He was also putting on his coat when the explosion occurred, burning his face and hands, and tearing the clothes from his body. He received a cut over his right eye and his back was bruised. He was taken to Dr. Ballantyne's office on Riddeau street, by a friend, Mr. Gauthier, of Water street.

Doherty Burned.

Andrew Doherty, night watchman for the past eight years, made it his custom to go to the shed every evening about five o'clock together (sic) up some ticket boxes which were placed at each door. Last evening he had just completed his task and was somewhere near the office end of the building, he does not remember where, when the explosion occurred. He received bad burns about the hands and face and his head was cut. Asked as to what happened or what caused the fire his mind was a blank, not knowing what happened till he found himself in the Water Street hospital. Nobody knows how he got out. Another man, Harry Daust, from Hintonburg, was unaccounted for for a while but later turned up none the worse for his experience.

*17/08/1918 Ottawa Citizen*

*Alexandria*

*Ottawa Union*

The three men who were injured during the fire, which destroyed the G. T. R. freight sheds on Bessemer Street, Thursday evening, are recovering from their injuries. Andrew Doherty, 120 Bessemer Street who was injured the most severe of the three and was taken to the Water Street hospital, was reported to be progressing favorably according to reports from the hospital last night.

Felix Bellefeuille, 182 Dalhousie Street, who is suffering from burns and cuts, is at his home, under the care of Dr. C. T. Balentine, and is also making favorable progress towards recovery. Albert Renaud, who was only slightly burned about the hands and face was out Thursday night visiting his injured comrades and was none the worse after his thrilling experience.

C.P.R. train No. 532  
Ottawa and Maniwaki Division

De Gatineau train she's come down de line,  
W'en she's reach Cascades she's runnin' fine.  
De engineer\* wit' his smilin' face,  
Han' on de t'rottle, is right in place,  
Conductor# too, (he's darn good fellow),  
Ax his trainmen@ to sweetly bellow;  
"Don't forget your parcels!"

It was den de rain come on, bien oui,  
An' dat Gorman man he sure can see,  
W'en he's look right out before dat train,  
Dat' dey certainly would get some rain -  
An' he hates dat hill on Mount Burnett-  
So he says to his ole bulljine, you bet,  
"Can you make it? Can you make it?"

For de long stiff grade she's right before,  
An de lightnin's flash - de t'under roar,  
De rain she splash on de window pane  
An' I can tell you it was some rain,  
De rails so dam' dat she's t'row some san',  
An' soon she's puffin' to beat de ban';  
"I can make it. I can make it."

She's puff an' she's grunt - she grunt encore,  
"I mis' buck old Mount Burnett once more  
(Tho' she's high enough to kill a man-  
"I-t'ink-I-can. I-t'ink-I-can. I-"  
So Gorman 'courage her all he dast  
An' he's t'row dat san' so hard an' so fast  
Dat his bulljine made de grade - at last,  
"I-knew-I-could. I-knew-I-could."

Dan she's lower her head an' she's hire her tail,  
An' she's sail right in for to buck de rail,  
An' jus' as she went over de grade.  
George Gorman said to himself, he said,  
(As he chortled wit' pride an' glee)-  
Dat's my ole bulljine - an' she an' me  
"We know we can. We know we can."  
"Kirk's ferry next."

\*Engineer George M. Gorman; #conductor Wm. Goodfellow; @trainman, George Stewart.

**19/09/1918 *Chesterville Record* *Winchester* *Chesterville***

The CPR in the process of widening all the cuts on this division intend, when removing the earth from the cut just west of the village to build up the lawn from the west end of the station out to Main Street. This will make a decided improvement in the appearance of the surroundings and the first impression given visitors will be a pleasurable one.  
So much is the business at the CPR station increasing that work is in progress for putting in an additional long siding on the south side of the main line from the freight shed east. The Maple Leaf Condensery has also applied for another siding to their factory to facilitate the loading and unloading of their cars.

**26/09/1918 *Chesterville Record* *Winchester* *Bedell***

The CPR is about to commence the erection of a new station at Kempton. It is to be built on the corner opposite to the former location of the Deegan House.

**06/12/1918 *Ottawa Journal* *Chalk River* *Castleford***

WON'T LOSE HIS LEG.  
William Virtue, an engineer, who was injured in a C.P.R. derailment at Castleford and sustained severe injuries to his right leg, will not lose the limb according to attending physicians who are attending the man at the Protestant General Hospital. He resides at Smlth'a Falls and following the accident was taken to the hospital at Renfrew. It was feared that amputation was necessary and the patient was brought to Ottawa last night. An X-ray examination of the injured member showed that there was a severs fracture, but it is expected that the bones will knit properly. Virtue, who is a brother of J. S. Virtue, 160 Spadina avenue, broke his leg in jumping from the engine when it was derailed

**19/12/1918 *Chesterville Record* *Winchester* *Chesterville***

A peculiar fire happened in the station yards yesterday morning about five o'clock, when all the wood work in the cab of engine No. 24 was destroyed. For the last couple of weeks the engine, which was on a work train, has been laid up here at night in charge of a watchman while the crew has slept at the hotel. Yesterday morning apparently after the watchman had put in the first fire to get the engine ready for the road, he must have left a hot poker where it set the wood work afire after he had left the engine as he was unable to account for it.

## INJURED ENGINEER DIES :

W. A. Virtue, of Smiths Falls Succumbs Here.

W. A. Virtue, of Smith's Falls, who was injured in a C. P. R. derailment at Castleford a short time ago, died in the Rideau Street General Hospital Saturday as a result of his injuries. The deceased was engineer on the wrecked train, and his leg was fractured in several places. It was amputated, and the shock of the operation and injuries proved fatal.

Deceased was born at Carleton Place 41 years ago. He had been employed on the C. P. R. for a number of years. The body was sent to Smiths Falls, from whence the funeral takes place Monday afternoon, interment being at Carleton Place.

He is survived by a widow and three children, residing at Smith's Falls, three brothers, Arthur, in France; Fred, at Carleton Place, and J.S. Virtue, of Murphy Gamble, Limited; two sisters, Mrs. A. Gerald, Beechburg, Ont., and Mrs. Robert Neil, Smiths Falls.