

Local Railway Items from Area Papers - 1919

16/01/1919 Chesterville Record Winchester Chesterville

A practical joker tied up the CPR at Chesterville on Friday evening, about the time the season's first big storm was raging. Some one, whose identity is not revealed, announced at the station that Tom Valley had been run over down at the bridge. Of course every one was off like a shot to see if anything could be done for Tom. An engine was quickly cut off a train in the yard and sent east to render assistance and find out the circumstances of the accident. When the party reached the pump house, they were surprised to find the genial Tom sitting comfortably reading the paper. The joker had not taken time to announce that Tom was under the bridge when the train passed over him.

17/01/1919 Eastern Ontario Review L'Orignal Hawkesbury

The big passenger [sic] of Mr. J. Lariviere which ran into a train in Hawkesbury a few weeks ago, is now being overhauled and repaired in Tweeds Garage here. It was badly damaged.

07/02/1919 Arnprior Watchman Winchester Smiths Falls

Mr. G.T. Martin, Smiths Falls architect, has been commissioned by the C.P.R. to prepare plans for the erection of a new ice house, 50x150 feet, in Smiths Falls. The building is to be rushed to completion in time to be filled with ice this season.

27/02/1919 Kemptville Weekly Advance Kingston (CN) Maitland

MOCCASIN TRAIN IS DERAILED BUT PASSENGERS LUCKY

All Four Coaches and the Locomotive off Track Below Maitland

Brockville, February 24. To only a lucky break can be attributed the fact that no persons met serious injury or death when the G.T.R. express No. 26, known as the Moccasin train was derailed at 6:45 o'clock this morning, on a slight grade, two miles east of Maitland and a half mile west of the Blue Church road crossing. The accident was caused by spreading rails and before the train, driven by Engineer Charles Pettigrew of Brockville, with J. A. Beckstead of Montreal, as conductor, could be brought to a stop, fully a quarter of a mile of track had been torn up. Not one of the passengers, or an employee, suffered even a small scratch.

All the four coaches of the train and all the trucks of the locomotive with the exception of the pony trucks left the rails, the locomotive being the first to leave. The engine was travelling at fair speed when the accident occurred, having just got up speed after leaving Maitland. In addition there is a slight grade at the point where the train went off. That it was not ditched was due to the fact that the pony trucks kept the rails and that the run-off occurred on the inner side of the track. On the outer side, there is a drop of fully ten feet from the embankment and just a few rods west of the scene of the accident there is a 25-foot embankment.

All the coaches of the train remained upright and suffered injuries only to their trucks which will have to be replaced. At places the rails were bent and broken by the pressure to which they were subjected by the derailed trucks, and the roadbed and ties were cut up and otherwise damaged so that replacement will be necessary.

The local auxiliary proceeded to the scene of the wreck as soon as word was received here. Trainmaster. W. J. Nixon accompanied it. The Brockville and Prescott station gangs were also called to assist in repairing the tracks, and late this morning the Montreal derrick arrived to clear the westbound track which was blocked by the second class passenger coach.

Dr. T. F. Robertson, Grand Trunk surgeon at this point, was called to the scene of the wreck, at 8.30 o'clock but on arrival there found that his services were not required.

It is expected that trains will be able to proceed through by the westbound track at an early hour this afternoon. The baggage cars and the rear passenger coach retained almost the alignment of the track, but the second class coach has shifted its position so that it obstructs traffic.

21/03/1919 Eastern Ontario Review Central of Canada

The Dominion Railway Board has handed down a decision refusing to recommend for sanction of the Governor-in-Council, agreements between the Central Railway Company of Canada and the Ottawa Valley Railway Co., the Central Counties Railway Co., the Carillon and Grenville Railway Company and the Ottawa River Navigation Company. The various railway companies mentioned sought to transfer their assets, franchises, etc., to the Central Railway Company. The Central Railway Company sought to have the assets, franchises, etc., of the various railway companies mentioned transferred to it. The Railway Board held that the applicant had failed to make out a case for interference, and that, such a recommendation, as was sought. Would be manifestly against public interest and contrary to the spirit, if not the letter, of the Railway Act.

04/04/1919 Morrisburg Leader Morrisburg and Ottawa Electric

Application to Parliament

Notice is hereby given that the Morrisburg and Ottawa Electric Railway Company will make application at the present session of the Legislative Assembly for the Province of Ontario for an Act extending the time within which construction, completion and operation of the said Railway shall be carried out.

Ottawa, march 26th, 1919

GEO. D. KELLEY

Solicitor for the Applicant

Also in 18 April edition.

The Central Railway

The Affairs of the Central Railway known here as the McAlpine Riceville line, were before the House of Commons the past week.

Hon. J.D. Reid asked that the clause providing for the construction of the line from Hawkesbury to Ottawa and thence to Georgian Bay be struck out. He explained that the company is in the hands of a receiver and will be sold by the Exchequer court. Only 10 miles of the road he said, had been built and this had been leased to the Grand Trunk.

W.J. Scott, on behalf of British bond-holders, asked the committee to renew the charter as it stands as a matter of fairness to these bondholders.

Dr. Reid pointed out that the bondholders had not carried out the undertaking. The charter should not be renewed unless the committee receives an insurance that the road would be built.

Mr. Scott explained that \$3,500,000 had been raised and that the chief promoter of this line was Mr. C.N. Armstrong.

Dr. Reid thought it a terrible thing that a company having raised this sum there should be less than 15 miles in operation. Mr. Scott agreed that "this was a curious enterprise, undoubted". He said that Mr Armstrong had been opposing the proceedings in the Exchequer court designed to help the bondholders get back some of their money.

"That is what we would like to see, to see the Bill thrown out. If the charter is renewed it might result in another wildcat scheme worse than this one."

Mr. Morphie asked Mr. Scott what had become of the money.

"Was it stolen?" he asked.

"That is what we would like to know," Mr. Scott replied

He explained that if the charter be not renewed the proceedings in the Exchequer court will cease.

The committee deferred further consideration on off the bill until it could be shown just what work has been done.

17/04/1919 Winchester Press Morrisburg and Ottawa Electric

Recalling The Past

The application before the Ontario Legislature to renew the charter of the Morrisburg and Ottawa Electric Railway is like recalling a bad dream to a very large number in this section. The charter was renewed for three years, but for what purpose it would be hard to determine.

17/04/1919 Winchester Press Winchester Winchester

Smash In Eggs

Over a hundred dozen eggs were smashed to smithereens at the C.P.R. depot here on Tuesday. The cases of eggs were on a truck, and the truck was too near the edge of the platform, and when the express came along the truck was struck by one of the passing coaches and the eggs couldn't very well stand the jar, so they went smash.

17/04/1919 Kemptville Weekly Advance Winchester Bedell

ANKLE BROKEN A serious and painful accident befel [sic] Mr. James Gaw. of Kempton. on Sunday morning. Mr. Gaw has been filling the position of operator at Finch, for some time and on Sunday was returning to Kemptville to visit wife and parents. Instead of waiting until the train reached the station. at Kempton, he jumped off shortly after it had passed the bridge to the east of the station. It is supposed he stepped on a stone that turned under his weight, as he was thrown to the ground and was unable, to arise, from injuries to his left ankle. He was taken home and a doctor called in. when it was discovered that three fractures had been made in the ankle. These were set and he is confined to his bed. where it is likely he will be for some weeks. Mr. Gaw has many friends here who will be sorry to learn of his mishap

18/04/1919 Eastern Ontario Review New York Central Russell

The Ottawa Dairy Co. has bought two acres of land adjoining the railway station at Russell and will build a factory there for making powdered milk, butter and ice cream. The plant will cost about \$60,000. An ice house has already been erected and filled with ice.

18/04/1919 Eastern Ontario Review Kingston (CN) Brockville

Brockville, Ont. April 14. A car which reached here last night from the east over the Grand Trunk was discovered when the train reached Coteau to have been tampered with by thieves. An examination made here revealed that several raincoats and a large quantity of tobacco was missing

18/04/1919 Eastern Ontario Review L'Orignal L'Orignal

On Monday evening about 7:30 on the little daughter of mr. John Davidson was killed at the CPR Crossing on the Hawkesbury Road.

She and her little brother will playing beside the track and it is thought the child try to catch hold of one of the iron ladders on the freight train which was moving slowly at the time. She missed her hold and fell, her legs slipped under the wheels and was badly crushed. Dr. McDonald was horribly called and the child was removed to the hospital where the leg was amputated., but she died a short time after, having lost a great deal of blood.

She was about 7 years of age.

Neither of her parents were at home when the accident happened

Sir Thomas White And Party In Wreck
 Acting Premier And Gen. Mewburn In A Train Wreck
 Six Coaches on C.N.R. Train Derailed West of Ottawa Today.
 Cars Remained Upright and No One Is Injured
 Lady Drayton Was Somewhat Shaken But Not Seriously.
 Associated Press by Leased Wire.

Toronto, April 22. - The Canadian National Railways has issued the following statement:

"When the regular Canadian National passenger train which left Toronto at 10:55 last night was passing Elgin station, en route for Ottawa at 5.03 o'clock this morning, six of the eleven coaches making up the train were derailed from a cause at present unknown.
 "Cars remained upright in the station yard and no one was injured. Elgin is 64 miles west of Ottawa and the train was running on time.
 "Among the passengers were Mr. D.B. Hanna, president of the line, Sir Thos. White, and General Mewburn. An extra train was made up to which the passengers were transferred. This train left Elgin at 9.15 for the capital city."
 Some Shaken Up.

The C.N.R. train with the passengers in the wreck arrived in Ottawa about one o'clock. There were three private cars on the train, one for Sir Thomas White, one for Gen. Mewburn, and one for Mr. Hanna.

Sir Henry and Lady Drayton, who were travelling with Mr. Hanna, got a bad shaking up but were able to continue their journey. Mr. Hanna was also knocked about some. All were imprisoned in their car. The doors had to be pried open with crow bars.

Mr. Hanna's coach was nearly upset, and rested at a dangerous angle. The passengers in the sleeping cars and this in the other private cars were practically unaware that anything had happened except for the sudden application of the brakes.

Bumped Along Ties.

Mr. Hanna's car was third from the engine and was the first one to be derailed. The engine and the two baggage cars remained on the main line, but the six cars following were bumped along the ties and plowed great holes in the right of way. The rails were badly twisted.

Some passengers in the sleeping cars did not even awaken during the accident.

President Hanna, in an interview after an examination of the switch, said it looked as if the switch had been left unlocked by the crew of a way freight which passed through a few hours before.

He added, however, that an investigation would be held.

25/04/1919 *Eastern Ontario Review*

Montreal and Ottawa

Vankleek Hill

On Monday evening about 7.30 o'clock the little daughter of Mr. John Davidson was killed at the CPR Crossing on the Hawkesbury Road. She and her little brother were playing beside the track and it is thought the child tried to catch hold of one of the iron ladders on the freight train which was moving slowly at the time. She missed her hold and fell, her leg slipped under the wheels and was badly crushed. Dr. McDonald was hurriedly called and the child was removed to the hospital where the leg was amputated, but she died a short time after, having lost a great deal of blood.

She was about 7 years of age.

Neither of her parents were at home when the accident happened.

Editorial comment

Still another life has been snuffed out by the C.P.R. company at the crossing on the Hawkesbury road. This time it is a little child under eight years of age.

What will be done! - nothing - absolutely nothing. What does the Canadian Pacific Company care about the public, or for one, or for hundreds, of human lives?

Human blood is to them simply so much grease for the wheels

02/05/1919 *Eastern Ontario Review*

Montreal and Ottawa

Vankleek Hill

Gates recommended

The evidence presented before Corner Kirby and his jury concerning the accident at the C.P.R. Crossing last week, by which the little daughter of Mr. John Davidson lost her life, was very clear and conclusive.

All the crew in charge of the train was present. None of them had seen the little girl and her brother playing near the moving train on the Crossing. None of them saw the accident nor knew anything about it, until they found the child lying beside the track.

The evidence was quite clear that no individual was to blame for the accident.

The evidence was also clear that had there been gates and a watchman at the Crossing that the children would not have been playing close to the train and no accident would have occurred.

When Mrs. Hunter was killed at the same crossing a few years ago the jury strongly recommended gates and a Crossing but no attention was paid to the recommendation.

The jury now makes a demand that the Railway Commission compel the C.P.R. company to put gates and a watchman at this Crossing.

The jury found no individual to blame, but held that the life would have been spared if there had been gates and a watchman.

The jury also recommended that all the costs of the investigations, the funeral and medical expenses be paid by the company and that the gates and the watchman be arranged for at once.

Crown attorney Cote was present and ably assisted the jury in arriving at the Verdict

The jury was composed of E. Steele, foreman; D. Mooney, T. Sproule, W. Douglas, K. MacDonald, W. Desjardins, A. Paquette and S. Kirby.

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Editorial comment

The jury which investigated the circumstances attending the death of the little girl at the C.P.R. Crossing last week is deserving of congratulations for the very sensible verdict rendered.

It found that no person was individually responsible for the accident and that all the trainmen of the company had done their full duty.

It also was convinced that had the Canadian Pacific Railway company placed gates and a watchmen at the Crossing, as had been recommended more than once, that there, in all probability, would have been no accident.

The jury asked that the Railway Commission act at once and compel the company to provide gates and a watchmen.

The public will wait with interest to see how the recommendations will be carried out.

The jury also recommended that the Railway Company be called upon to pay all the costs in connection with the death and investigation.

There is no doubt the company ought to pay, and ought to pay without being asked.

We have our doubts, nevertheless, as to whether it will pay.

08/05/1919 Winchester Press Winchester Bedell

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

08/05/1919 Winchester Press Prescott Bedell

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

09/05/1919 Arnprior Watchman Waltham

Last week a large party of C.P.R. engineers arrived at Chapeau [sic] and it is understood will be engaged for a month or more locating the proposed extension of the P.P.J. line from Waltham to Chalk River. Just what route will be followed in making the extension of this line is not known but it is believed that Sheen, Chichester and Chapeau will be served, and the people of these communities are looking eagerly to the result of the survey.

09/05/1919 Eastern Ontario Review Montreal and Ottawa Alfred

Alfred
Workmen and machinery have been landed at Alcfred and are now busy getting out peat. The plant is operating and will be geatly increased during the summer. Peat will be placed on sale sometime this fall. It is located in the same place where the plant was formerly operated.

15/05/1919 Chesterville Record New York Central Berwick

On Friday morning last the Berwick O&NY section men were going to their work towards Crysler in their hand car at seven o'clock, opposite the outskirts of the village they found the dead body of a female infant lying across the rail. Owing to the early hour of the last train it is unlikely to have been thrown from a train and as there were no marks on the body it is believed to have been carefully placed on the rail in the hope that a train would pass over it before being found. It is hoped that the authorities will prove successful in locating the guilty party.

23/05/1919 Morrisburg Leader Kingston (CN) Iroquois

Jumped from a Train
When he jumped from a special Grand Trunk train carrying soldiers, at a crossing just east of Iroquois, Howard Fawcett, a soldier just returned from overseas, sustained severe injuries about the head and face which necessitates seven stitches. Fawcett, whose home is in Hulbert near Iroquois, boarded the special train by mistake at Cornwall. Being unwilling to proceed to Prescott or Brockville and then return he took a chance while the train waas travelling at full speed. The previous night, it is alleged, fawcett was robbed of \$70 while in a Cornwall hotel.

26/05/1919 Ottawa Citizen Chalk River Carleton Place

THREE KILLED IN AUTO ACCIDENT

Pembroke Local Hits Car at carleton place Crossing. Fourth Occupany Serously Injured.

(Special to the Evening Citizen.)

Carleton Place, May 26.- Three persons are dead and a fourth seriously injured as the result of an accident at noon today when a Ford car was struck by a C. P. R. Train.

The Pembroke local, bound for Ottawa, was travelling double-header at a fast speed and at the William Street crossing struck an automobile occupied by John Ryan and Mrs. Ryan, of Ramsey, and to Mr. and Mrs. Joseph Manion, of Huntley.

Mr. Manion and his wife and Mrs. Ryan were killed instantly but Mr Ryan, though seriously injured, is expected to recover.

The auto was completely demolished. Manion's body was picked up close to the track but the bodies of the women were carried about a block and a half on the engine. Ryan was also carried about half a block before he rolled off. The train stopped two blocks from the crossing where the accident took place.

Mr. Robert Young of Ottawa was the conductor in charge of the train.

27/05/1919 Ottawa Citizen Chalk River Carleton Place

LITTLE LIGHT ON FATAL AUTO SMASH

CARLETON PLACE, May 27 - The inquest into the death of Joseph Manion, his wife and Mrs. John Ryan who were killed here yesterday when an auto in which they were riding was struck by a train, was opened here by Coroner Metcalf, of Almonte, who, after viewing the remains, adjourned the inquest until June 13, to allow for the recovery of Mr. John Ryan. The bodies of the victims of the accident will be taken to the home of Mr. John Ryan, near Almonte. Mr. Ryan was taken to the hospital in Almonte and is reported to be doing nicely.

According to the stories of those who saw the car before the accident the auto was travelling at a high rate of speed. The street on which it was travelling runs alongside the tracks for some distance before it crosses, which makes it possible to see approaching trains for some distance.

29/05/1919 Ottawa Citizen Chalk River Carleton Place

Almonte was shocked to hear that as a result of their car being run down by the local train going to Ottawa, Mrs. John Ryan and Mr. and Mrs. Jos. Manion had been crushed to death and Mr. John Ryan seriously injured. Dr. Metcalf [sic], coroner, was called to the scene of the accident at William street crossing, Caleton Place. Mr Rvan was removed to the R.M. hospital Almonte, and hopes are entertained for his recovery though his head was badly crushed. The funeral of Mrs. Ryan took place today from her home on the 11th Line. Ramsay, to St. Mary's church, Almonte, and the 9th Line cemetary. The funerals of Mr. and Mrs. Manion also took place at the same time from Mr. John Ryan's residence to St. Michael's church and cemetery[sic], Huntley.

30/05/1919 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

No less than sixty passengers took the "Soo" train for Ottawa here on Sunday Evening. (25/5) They had been spending the week end here.

Terrible Auto Accident

Mr and Mrs. Jos. A Manion and Mrs. John Ryan Killed and Mr. Ryan Seriously Injured.

Not in the memory of the oldest inhabitant has such a tragedy been enacted in this community as that on Monday, when the automobile in which Mr. and Mrs. J. A. Manion of Huntley and Mrs. John J. Ryan of the 11th line of Ramsay, were killed instantly and Mr. Ryan was seriously, though not fatally injured. They were motoring to Carleton Place to catch the Perth train, the Ottawa local being late, and had just reached the William street crossing when the local with two locomotives came along and the automobile was caught on the crossing with the above terrible result. The car was caught in the centre and was carried across the river, the bodies of the unfortunate people being deposited at points along side of the track. Mr. Manion was thrown out; tossed quite a distance, and was instantly killed. One of the ladies was carried a whole block before she fell off and the second lady was carried over the river before she was released. All appeared to be killed instantaneously. The auto was smashed to atoms. Mr. Ryan was unconscious when picked up, but came to in a few minutes, his first inquiry being for the welfare of the ladies. He was removed to Dr. Downing's office, and later in the day take to the hospital at Almonte. Coroner Dr. Metcalfe, of Almonte, was notified, and he went over and impanelled a jury, who viewed the situation and adjourned for a fortnight. Meanwhile the bodies were taken in charge by the undertaker's, prepared for burial, and conveyed to the home of Mr. John J. Ryan from where the funerals took place on Wednesday, Mrs. Ryan's in the morning to St. Mary's Church, where the requiem mass was sung by Rev. Father Cavanagh and interment made in the ninth line cemetery, and that of Mr and Mrs. Manion in the afternoon to St. Michael's church and cemetery, the funeral service being conducted by Rev. Father Stanton. A sadder sight than that of the three bodies lying side by side in the stricken home could scarcely be conceived and the heartfelt sorrow and sympathy for the bereaved ones was shown by the continuous stream of friends and others who came and by their presence gave expression to their feelings.

06/06/1919 *Eastern Ontario Review**Kingston (CN)**Cardinal*

Mr. P. Jousse and Mr. P. Hewitt were visitors to Brockville this week. They were returning home on the G.T.R. last Tuesday afternoon when the train suddenly left the track and four coaches were overturned. Several persons were cut and bruised but only one seemed to be seriously injured. The accident occurred near cardinal about 3.30 o'clock on Tuesday afternoon.

13/06/1919 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The carriage horse of Mr. Dave Mooney, West Hawkesbury, took fright at the C.P.R. station last Friday night and ran away. As a result the poor brute broke a leg and had to be killed.

14/06/1919 *Ottawa Citizen**Chalk River**Carleton Place*

ADJOURN INQUEST CARLETON DEATHS

John Ryan Not Sufficiently Recovered to Give Evidence Re Fatalities.

(Special, to The Citizen.) CARLETON PLACE. June 13. The inquest into the deaths of Mr. and Mrs. Joseph Manion and Mrs. John Ryan, who were killed, when the auto in which they were driving was struck by the C. P. R. Pembroke local here on May 26, was adjourned again last night to July 4. The inquest was adjourned because Mr. John Ryan, the principal witness, who was driving the auto, at the time it was hit, was not sufficiently recovered from his injuries to give evidence.

Every one interested in the case had assembled, the jury, the coroner. Dr. A. A. Metcalfe, Almonte; Crown Attorney J. N. Balderson, of Perth; the train crew, and witnesses with the exception of Mr. Ryan. The railway was represented by Mr. Fraser of Ottawa, while Mr. W. H. Stafford of Almonte was to have represented Mr. Ryan.

On May 26 Mr. and Mrs. John Ryan, - in company with Mr. and Mrs. Joseph Manion, were crossing the C. P. R. tracks in an auto driven by Mr. John Ryan, when the auto was struck by the C. P. R. local train. Mrs. Ryan and Mr. and Mrs. Manion were instantly killed while Mr. Ryan was seriously injured and has not recovered sufficiently to give evidence at the inquest.

20/06/1919 *Eastern Ontario Review**Vankleek**Vankleek Hill*

A serious accident happened at the crossing of the G.T.R. tracks on Wednesday afternoon. Mr. Wm. Gruer, liveryman was taking Mr. P. McMaster and Mr. T.N. Barton out to Dalkeith to buy horses. They were chatting and did not notice a through freight coming. The engine struck the car right in the centre. Mr. McMaster jumped and was uninjured. Mr. Gruer was badly cut about the head, face, arms and legs and Mr. Barton had an arm broken. The car was completely wrecked. The injured men were taken to hospital here and are doing well. To look at the wrecked car it is hard to understand how any of them escaped.

22/06/1919 *Eganville Leader**Chalk River**Braeside*

Gillies Bros. Mills At Braeside Burned

ARNPRIOR, June 22. The lumber mill of Gillies Brothers Limited, at Braeside, three miles west of here, was destroyed by fire this afternoon, as well as the C. P. R. station and a harness shop belonging to Gillies Brothers. The mill was one of the most modern of its kind in the Ottawa Valley and the loss is estimated at \$150,000. The electric plant in the mill supplied light to the town of Braeside, which is in darkness tonight. Between 300 and 400 men were employed in the mill, which is the chief industry in the town.

Need to check date

24/06/1919 *Ottawa Citizen**Chalk River**Braeside*

GILLIES BROS.' MILLS AT BRAESIDE BURNED

Loss of \$150,000 Occurs When Fire Breaks Out in Big Plant.

ARNPRIOR. June 23. The lumber mill of Gillies Brothers. Limited, at Braeside, Ont., three miles west of here, was destroyed by fire this afternoon, as well as the C.P.R. station and a harness shop belonging to Gillies Brothers. The mill was one of the most modern of its kind in the Ottawa Valley and the loss is estimated at \$150,000, which is mostly covered by insurance. The electric plant in the mill supplied light to the town of Braeside, which is in darkness tonight. The fire started at 5.50 o'clock this afternoon, probably from the friction of one of the belts under the resaw. There was considerable oil on the floors and in a few moments the entire place was a mass of flames. The building was a two-storey structure and in a short time was burned to the ground. Fire fighting apparatus from here hurried to the scene, but was too late to save the mill or the station which was just across the C.P.R. tracks.

There was very little lumber in the mill, but the loss in machinery, sorting tables, etc., was heavy. Between 300 and 400 men were employed in the mill, which is the chief industry in the town. However, these will not be all thrown out of work, as the firm has a mill standing idle near by which will be used to cut timber to build a new plant.

Gillies Brothers had a fire about two years ago when a great deal of lumber was destroyed.

The tire held the trans-Canada train going west for two hours, and the Pembroke local was also delayed.

Two heavy draft horses gave the soldiers at Rockcliffe and Inspector Bowden of the Humane Society considerable trouble near the military camp this morning, when they wandered on to the Ottawa Electric Railway bridge and got their legs caught in the ties.

Some time around dawn, the horses, the owner of which is unknown, wandered onto the tracks leading from the park to the rifle ranges. They went onto the bridge near McKay's lake and got their feet down between the ties. It is about 40 feet to the bottom of the gully which the structure spans, and a few feet either way and the animals would have been dashed to pieces at the bottom. They were held tight however when discovered this morning.

It was necessary to cut the ties and rails to get the horses out. Under Lieut. J. J. Gates and Lieut. A. McCracken and the men of the Garrison Company, with Inspector Bowden, saved the animals from serious injury. Sgt. W.C. Coote tied the feet of the horses and they were canted onto a tent floor and drawn off the bridge by a truck driven by Pte. Hillman.

The horses which had got a considerable distance out on the bridge before becoming caught, are now held at the military camp. They had no harness but one had a slip pasted to its hip bearing the number 57. The are in charge of Inspector Bowden.

Had the animals got on at night and the cars been running a serious accident might have occurred.

08/07/1919 *Ottawa Citizen**Chalk River**Pembroke murder*

WALKING TRACKS, IS KILLED BY TRAIN

PEMBROKE, July 8. Michael Legge, a well known citizen of Pembroke, met a tragic death on the C.P.R. tracks here last night. His body was found this morning some distance from the freight shed, in a terribly mangled condition. The man apparently was on his way homeward between twelve and one o'clock and was caught on a siding by a freight train. The body was carried about 200 feet up the track. The late Michael Legge was born and lived all his life in Pembroke, in recent years conducting a successful tobacco business in town. He at about 54 years of age and is survived by a brother and three sisters. He made his home with a sister, Mrs. Albert Austin. An inquest has been opened by Coroner Dr. Delahey.

11/07/1919 *Almonte Gazette**Chalk River**Carleton Place*

The Railway Not to Blame

The inquest regarding the death of Mrs. Ryan and Mr. and Mrs. Jos. Manion, who were killed here in a collision between an auto and a C.P.R. express train on the 26th May, was concluded before Coroner Metcalfe last Friday night, Mr. Ryan being sufficiently recovered from his shock to testify. His evidence did not attach any blame to any person but himself, and the jury found accordingly. It was well after midnight before the inquest was concluded. Much sympathy is felt for Mr. Ryan, who is almost broken-hearted as a result of the calamity. - (Carleton Place) Herald.

22/07/1919 *Ottawa Citizen**Chalk River**Carleton Place*

CARLETON PLACE July 21. The regular monthly session of the town council was held last Monday evening in the council chamber.

Letters were read from the county clerk --- from the Board of Railway Commissioners, stating the finding of the jury in the verdict rendered at the coroner's inquest held recently.

26/07/1919 *Kingston Daily British Whi**Kingston (CP)**Clarendon*

From The Countryside Clarendon

July 23. - Mr. Martin, Smith's Falls, has a number of men here, building a new station.

01/08/1919 *Eastern Ontario Review**Alexandria**Casselman*

Big Fire in Casselman

Casselman July 30

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About 4 p.m. Mr. Damase Racine, member of the Legislative Assembly for the county of Russell, phoned for assistance to Ottawa and an engine and equipment from No. 4 fire station arrived on a Grand Trunk special at 5.20 p.m. The engine and crew did marvellous work and credit is due them for practically saving the town from being completely destroyed.

28/08/1919 *Chesterville Record**Winchester**Smiths Falls*

At 12:45 Monday morning the train bearing His Royal Highness the Prince of Wales arrived at the Smiths Falls CPR depot and after a stop of one hour to change engines and replenish the store of ice and water, continued on its way to Toronto via the Lake Shore Line.

Notwithstanding the lateness of the hour a large crowd had assembled at the station in the hope of catching a glimpse of the heir to the British throne. They were not disappointed in this, as he not only stepped from the train but addressed a few words to them from the platform of his car "Killarney".

Engine number 2225, flying two flags upon its buffer beam, upon which was inscribed the Royal coat of arms, drew the special train. When it came to a stand the big crowd pressed about the last coach "Killarney" in which they knew His Royal Highness was travelling. There was little hope that they would have an opportunity of seeing him as it was presumed that he would have retired.

It appears however that the Prince had left instructions with his attendants to inform him of his arrival in the province of Ontario and upon being apprised that his train was standing at the first CPR divisional point in the banner province, he arose and descended to the station platform amidst tremendous cheers from the loyal people who thronged about him.

He lit a cigarette and for ten minutes paced up and down the platform, accompanied by an attendant, smiling and shaking hands in a charmingly informal manner with the eager people who pressed about him in their endeavour to give him assurances of their attachment to his royal father and himself.

More.

At 1.45 his train moved out of the station.

09/09/1919 *Ottawa Citizen**Chalk River**Pembroke murder*

Two Men Held In Pembroke Murder

Pembroke, Ont., Sept 8 - Charged with murdering Michael Legge, formerly a well known tobacco merchant of this town, on the night of July 7th, Michael McMeil, a returned soldier, and John Calder, known as "Mexican Jack," appeared in the police court this morning and were remanded for a week. Their arrest was effected on Saturday by Constables Dixon and Jette on information of detectives who had been shadowing the two for some weeks. At the time of their arrest they were working in a lumber camp up the Ottawa river.

The body of Michael Legge was found on the morning of Tuesday, July 8, near the C.P.R. tracks, just east of the C.P.R. station here, after being run over by a train. A coroner's inquest a few days later brought in a verdict of accidental death. Suspicions arose, however, and centered on "Mexican Jack", who knew Legge well, was seen with him at

Cecile's hotel on the night of the murder and later disappeared from town. Legge was known to carry always a large sum of money in his pockets and it was thought that this might have been the motive for the murder, the theory being advanced that Legge was first killed and afterwards thrown on the tracks.

Both the accused have lived in Pembroke off and on for about five years, Calder working for a time for the Colonial Lumber Company. Neither of the prisoners resisted arrest, although it took place in a very remote part of the country on the Quebec side of the river. The prisoners were not represented by any counsel and made no plea. Crown Prosecutor Burritt appeared for the crown and the men appeared before Justice of the Peace W F. Fenton. They did not discuss anything relating to the crime with the constables who arrested them.

12/09/1919 Morrisburg Leader Kingston (CN) Morrisburg

The regular meeting of the town council for September was held at the town hall, Monday Sept. 8th.

Moved and seconded by Messrs. Fetterly and Gorrell respectively.

That the application by Mr. R.H. Ashton for permission to carry a railway siding from the north side of the Grand Trunk Railway, west of the Gravel Road to his premises be granted so far as this Council is concerned - Carried

04/10/1919 Ottawa Journal Ottawa Electric

Accident to streetcar 96.

10/10/1919 Eastern Ontario Review Montreal and Ottawa

Thursday night (9/10) when the C.P.R. Winnipeg train was coming up between St. Eugene and Stardale a large number of stones were thrown through the windows doing considerable damage. Fortunately no one was hurt. It is hoped the guilty parties will be caught and taught a lesson.

10/10/1919 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The Canadian pacific Railway have remodelled their local cattle yards on request of the shippers of this vicinity. Special features are more pens and two chutes for loading.

22/10/1919 Ottawa Journal New York Central Ottawa Union

Derailement of Engine

The cause of the derailment of the rear truck of the engine tender and the leading truck of the baggage car of New York Central train no 21 in the Central Station yards a few minutes after its departure for Cornwall and Moira, N.Y., at 8.24 yesterday morning, still remains a mystery.

A statement as to the cause of the accident which occurred almost beneath the Laurier avenue bridge and delayed the departure of a number of trains for a few minutes, will in all likelihood be made upon the return to the city of Mr. Lamplough the local superintendent of the Grand trunk Railway on whose tracks the derailment took place.

23/10/1919 Kemptville Weekly Advance Kingston (CN) Yonges Mills

TRAINMEN INJURED BY GRAND TRUNK COLLISION

Conductor Reynolds, of Brockville and Brakeman Kennedy of Belleville. Hurt

Brockville, October 18 - As a result of a rear end collision between two work train on the Grand Trunk, near Yonges Mills nine miles west of here, yesterday morning, Conductor William Reynolds, Brockville is in St. Vincent's hospital suffering from bruises and possibly internal injuries, while Brakeman Vincent Kennedy, Belleville, and L. E. Savage, Brockville, have left that institution after being treated for minor injuries The two work trains left Brockville shortly after six oclock enroute to the scene of track operations. When near Yonge Mills the second train, on rounding a curve, pitched into the first. A Belleville wrecking crew cleared the line.

24/10/1919 Globe and Mail Kingston (CN) Rideau Station

G.T.R. Train Derailed At Rideau Station

Going Fifty Miles An Hour, But No Car Overturned So Casualties Slight

(Canadian Press Despatch)

Kingston, Oct. 23.- No. 19, the westbound G.T.R. mail train, was derailed at 12.50 at Rideau Station, the first station east of Kingston Junction. The train, which does not stop there, was going at fifty miles an hour. The entire train, consisting of eleven cars, left the track, with the exception of the engine. The accident is thought to have been caused by a broken rail. None of the cars was overturned and as a consequence the casualty list is not serious.

Wm. Christie, Montreal, express messenger, was the only one sufficiently injured to be brought to hospital, with a broken rib, caused by a crate of automobile springs falling on him. Several persons were bruised or shaken up.

Two tracks were torn up for several yards, and two wrecking crews are busy clearing away the debris. A temporary track is being built around the wreck.

06/11/1919 Chesterville Record Winchester Chesterville

Quite a number of people gathered at the station on Sunday evening at eight o'clock on the chance that the Prince of Wales' train would stop and they would get a look at our future King but there was nothing doing.

20/11/1919 Kemptville Weekly Advance Winchester Dalhousie Mills

FREIGHT TRAIN DERAILED

Traffic was blocked at Dalhousie Mills on the C.P.R. Monday afternoon, when an eastbound, freight train left the rails and the engine plunged into the cars of the way freight which was standing on a siding. Eastbound trains from Smiths Falls were cancelled and it was ten o'clock before the line was cleared. The Perth local was over three hours late. The first afternoon train for Montreal was sent around by Ottawa and the second train did not reach Montreal until a late hour last night. Over twenty cars were thrown from the track when the big locomotive sideswiped the standing way-freight The accident occurred at 2:40 p.m.

22/11/1919 Ottawa Citizen Ottawa Electric Rideau and Dalhousie

STREET CAR SMASH: - BUT NO ONE INJURED

Big Somerset street Car Ran Into Smaller One at Corner of Rideau and Dalhousie Streets.

A serious streetcar, smash, which caused considerable excitement but fortunately did not result in the injury of passengers or the street car crews, occurred at the corner of Dalhousie and Rideau streets at 11.30 yesterday when a 30-ton Britannia line car, west bound on Rideau street, crashed into the side of a 12-ton car of the Hult-St. Patrick line, as it was rounding the curve to proceed north on Dalhousie street

Almost the entire side of the smaller car was caved in and smashed. Every window in its side was broken and the smaller car was shoved off the rails. The damage to the large car consisted of a bent fender and the ripping off of the front step. There were four passengers on the larger car and about half a dozen on the other. All escaped without injury, except for a shaking up.

Trolley Came Off.

Car No. 312 of the Britannia line was running west on Rideau street at a moderate rate of speed. The motorman, Mr. A. Cayer, noticed car No. 52 of the Hull-St. Patrick line running east on Rideau and begin to round the curve into Dalhousie street. When part way around the curve and broadside of the tracks, on the north side of Rideau street the trolley suddenly came off, causing the car to come to an unexpected dead stop.

The Somerset street car was only a short distance away and, though the motorman threw the power into full reverse, the momentum of the car, aided by a greasy rail, caused it to skid into the stationary car. The crash and the falling glass from the windows quickly attracted a large crowd and for a short time it was thought someone was injured.

Cars Tied Up.

Inspector. Tobin and other officials of the Ottawa Electric Railway were quickly on the scene, and directed the placing of the St. Patrick car back on the rails.

While this was being affected the cars north: and east on Rideau street began to line up and at one time the string on the north bound track extended almost halfway to Cumberland street.

Car No. 312 was in charge of Conductor Alexander Moore and Motorman A. Cayer. The crew of the smaller car was composed of Conductor Edward Beauchamp and Motorman Dan. Bigras. It is estimated that the damage to the smaller car will amount to about \$500.

Removal of Engine House of CPR Under Advisement

The turntable is now rusted and weakened so that it is unable to bear the weight of the heavier types of locomotives now in use. As all locos must cross the turntable to enter the engine, the doors of the later remain locked and it has been several years since it and the turntable have been used.

At night the CPR locomotive hauling the Ottawa train is parked in the open while the crew occupies a bunk room in one corner of the abandoned round house. The CPR is now fitting up a bunk house near Union Station. For some years the turning of locos and trains has been down on the CN wye at Church Street station.

Old freight yard at "The Field" north of town has been lifted.

Owing to the shortage of coal the C.P.R will discontinue its fast train from Montreal to Vancouver. It passes here in the afternoon at five o'clock.