

Local Railway Items from Area Papers - 1922

09/01/1922 *Ottawa Citizen*

Hull Electric

Aylmer Road

TAXI DRIVER AND PASSENGERS HAD A NARROW ESCAPE

Automobile Was Run Down by Engine on Hull Electric J. A. Fortier, Chapel St., Injured.

J. A. Fortier, 285 Chapel street, chauffeur in the employ of the Major Hill Taxi Company, and five passengers he was driving in his taxicab had a most providential escape from serious injury, perhaps death, when on Saturday night, their automobile was struck and badly damaged by a Hull Electric freight train at a crossing on the Aylmer road.

The accident happened about 7.25, when Fortier, driving the auto, essayed to get across the crossing ahead of the Hull Electric engine, which was shunting a string of empty freight cars in towards the Hull C.P.R. station. He misjudged his distance, however, as when the auto was astride the railway tracks, it was struck by the engine, whose driver, E. Quesnel, of Aylmer, had seen the danger of a collision and applied the emergency brakes, so that it was barely moving at the time of the impact.

The automobile was carried side-ways into a ditch at the side of the road, and the left side of the car and running board was badly smashed. Fortier was struck in the forehead with glass from the windshield when it crumbled, but his passengers, three ladies and two gentlemen, managed to get clear of the auto and escaped with nothing more than a bad fright and severe shaking up. A passing automobile picked up Fortier, who was bleeding profusely from the cut in his head, and took him in to the Ottawa General Hospital, Water street, where after four stitches had been placed in the wound, he was able to proceed to his home. The passengers in the wrecked car, were so little upset over their narrow escape that they chartered another car and proceeded to their destination, the Royal Ottawa Golf Club.

Quesnel, the driver of the engine, stated that his train was only travelling about ten miles an hour and that he did not see the automobile until he was right on top of the crossing. When he saw the auto was not stopping he applied the emergency brakes, but the heavy train slid into the automobile before it could be brought to a standstill.

13/01/1922 *Eastern Ontario Review*

Renfrew

Eganville

Roderick Milroy, a farmer of Sebastopol, was instantly killed by a G.T.R. freight train at Perrault's crossing about a mile west of Eganville, on December 27.

16/01/1922 *Ottawa Journal*

Hull Electric

Ottawa

Fire destroys the Hull Electric Railway waiting room under the Chateau Laurier causing \$1,500 in damage. Firemen had an awful time getting their hoses down to the shelter.

21/01/1922 *Ottawa Journal*

Prescott

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

23/01/1922 *Ottawa Citizen*

Prescott

Ellwood

INQUEST OPENED ON ENGINEER'S DEATH

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

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

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

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

Local on Way from Prescott to Ottawa Derailed With Fatal Results

ENGINE AND FOUR CARS DITCHED NEARING CITY.

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

The following are among the casualties

Details omitted

Broken rail the cause

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

Official statement

The statement follows:

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

Mr. Price Discusses Causes

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

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

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

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

The Heroic Engineer

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

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

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

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

Brakeman saves One car

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

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

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

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

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

Came Suddenly

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

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

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

Suerintendent Spencer, who was early on the scene, made an investigation soon after arrival. Owing to darkness no positive conclusion could be reached, but the officials at that time were more concerned over comfort of the passengers.

30 Miles an Hour

As far as could be ascertained, the local was travelling at from 25 to 30 miles an hour, and as the train was on time, there was no need for exceeding the normal rate of speed. The part of the rail that was defective could be seen Saturday night. The pressure of weight from the heavy engine apparently caused it to

"buckle" and derail the engine and five cars. The train dashed along the ties for about 300 feet until it stopped, when the engine left the tracks and stopped at the bottom of the embankment turned upside down. The baggage car, immediately behind the tender, followed into the ditch, landing on one side. The front end of the mail car became foul of the rear of the baggage car, but did not fall on one side. The smoker remained on the ties, and the occupants, although somewhat shaken up, rushed out of the coach.

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

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

Died a Hero

Engineer White died a hero. When the defective rail broke under the weight of the engine, Mr. White sensed the danger and immediately endeavoured to stop the train and save the lives of the passengers. At the same time he shouted to his companion, Fireman George Elliott, of Prescott, "Jump for your life". Elliott followed his superior's instructions and saved his life. The engineer remained in the cab and when the heavy locomotive somersaulted down the incline, he was imprisoned at his post. The escaping live coal and steam instantly killed the heroic engineer.

While all the members of the crew did everything humanly possible to avert the disaster, the efforts of brakeman John Riordon, of Prescott were an outstanding value. He happened to be in the vestibule of the second class smoking coach when he felt the shock of the derailment. Riordon jammed on the emergency brakes and rapid action caused the second class coach to stay upright.

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

Hockey Teams Aboard

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

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

Relief Train

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

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

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

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

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

Working All Night

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

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

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

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

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

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

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

J.M. Flett, of Perth, secretary of the Rideau Hockey league, received slight injuries to his right hip, and after treatment at St. Luke's Hospital was able to attend the game between Perth and Munitions. To a Journal reporter he said that the accident was so sudden that no one knew where he was for a moment. He was seated in one of the rear coaches talking to two of his fellow hockey fans when the accident happened. First there were a few bumps, apparently caused by the coach riding the ties, then the coach lurched to the left and fell on its side. He was thrown violently against the forward seat and about six other passengers fell on top of him.

Everything quiet

One of the facts that impressed him most forcibly was the death-like stillness which followed. Everything was so quiet you could almost hear a pin drop in the coach, he said. The sound of escaping steam from the engine could be plainly heard. The tension was relieved when a woman cried out. Then cries, groans and

shouts filled the air.

The hockey players and fans who were in the second-class coach and smoker, which remained on the embankment, and who were not injured went to the rescue of their less fortunate brother passengers.

More on p 15

23/01/1922 Ottawa Citizen

Kingston (CN)

Riviere Baudette

Killed By Train.

BROCKVILLE, Jan. 23 The dead body of A. Lafroise, a Grand Trunk trackman, living at Riviere Bauudette, was found in a snowbank beside the track, the man having evidently been struck by a train when patrolling the tracks during a blizzard.

26/01/1922 Ottawa Citizen

Renfrew

REFUSE REQUEST FOR STATION AT BANKS SUBWAY

Hon. F. B. Carvell. in Judgment, Dismisses Application of Certain Citizens and Commercial Travelers

STATISTICS SHOW IT IS NOT NEEDED

Commissioner's Tribute to Street Railway and Other Civic Facilities.

There will be no railway station on Bank street at the G. T. Ry. crossing near the subway. The application of certain citizens of Ottawa for an order directing the Grand Trunk Railway through trains to stop at the Bank street Yard Office to take on and off passengers made last November to the board has now been refused, after certain statistics had been gathered by the board's officials.

The decision is very gratifying to those in Ottawa who are advocating the removal of the cross town tracks, as any decision for a station stop at this point, it was felt, would postpone the day when the G. T. Ry. a crosstown tracks would be removed. Incidentally the judgment has a word of high praise for the city's street car service.

The Judgment.

The decision, which was given by the Chief Commissioner, Hon. Frank B. Carvel), and concurred in by Commissioners Calvin Lawrence. Dr. Rutherford and Dr. S. J. McLean, is as follows:

"In my opinion, this application should be dismissed.

"At the hearing the company was ordered to take a census of the traffic for one month, which they have done between the 16th day of November and the 15th of December, both inclusive, the results being as follows:

Train 58 Commercial Travellers' tickets, 147; Other paying tickets, 1,044; Passes: 51

Train 52 Commercial Travellers tickets, 252; other paying tickets. 940:Passes, 173.

"The number of commercial travellers on the incoming train, which is the only one about which the application is made, is not very great and, while, no doubt, the stoppage of the train in question would be some convenience to this limited number, as well as to certain other persons living in that portion of the City of Ottawa who wish to use this particular railway, yet, on the other hand, it would be impossible to maintain the service as requested, because there would inevitably be a demand for the stoppage of outgoing trains by some person who wished to travel on the Parry Sound line, not a commercial traveller. It is quite evident that commercial men must go to the Central Station to buy their tickets in order to take advantage of the reduced rates. This would be followed very shortly by a demand for station, facilities, including an agent for baggage and express and all that goes with it, and, I do not think we are justified in imposing this burden upon the railway company at the present time

"Perhaps, however, I am influenced in this decision more by the general conditions in Ottawa than the special case referred to. Probably no city in Canada has a more up-to-date street car service than has the City of Ottawa: the Central Station, which now accommodates all passenger trains, is centrally located, and I think it would be a great mistake to establish stations elsewhere in the city, especially at such a short distance from the Central Station."

27/01/1922 Eastern Ontario Review

Prescott

Ellwood

CPR engineer dies in wreck near Ottawa ; Eighteen injured

Prescott Ottawa train runs off the track - Engineer H.E. White scalded to death in locomotive cab - Fireman saved his life by jumping

Ottawa, Jan 22 - engineer Holland Edward White of Prescott was instantly killed and 18 others injured when the Canadian Pacific passenger train from Prescott to Ottawa plunged over an embankment one mile south of Elwood station and 7 miles from Ottawa at 4:45 yesterday afternoon. Trapped in the cab of his locomotive when it overturned on the downward plunge, engineer White was scalded to death by escaping steam and water. Fireman George Elliot, Prescott, saved his life by jumping

List of the injured omitted

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

NO NEW LIGHT ON 'CAUSE FATAL WRECK

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

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

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

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

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

He testified he had sent the brakeman to secure assistance, and then started in on rescue work. A short time later, he met the fireman who informed him he could not find Engineer White, and who said he was afraid he was under the wreckage. Witness then told of having found Engineer White in the engine of his cab.

When discovered. White was dead. The conductor had examined the track, but had not noticed any broken rail, and he could see no cause why the train left the track. There were no switches at the point, and he did not know of any repairs at that point having been made for some time before the wreck.

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

Thrown to the Floor.

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

Found One Broken Rail.

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

Track Reported O. K.

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

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

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

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

Only a small number of persons were present.

03/02/1922 *Ottawa Journal**Ottawa Electric*

The St. Francis ratepayers association sent a petition to the Ottawa Board of Control to try to get the Ottawa Electric Railway to construct a new track, cutting off from the Somerset line at Bayswater, heading north along Bayview Road to Scott Street, and west to Westboro station along the CPR right-of-way.

This petition never went anywhere.

However, this is the first note indicating that Westboro station exists.

03/02/1922 *Eastern Ontario Review**New York Central**Embrun*

The New York Central Railway is erecting a new bridge over the Castor river at Embrun, to replace the present one which is considered unsafe. The report is current that the railway company intend placing a through train between Ottawa and New York during the coming summer.

03/02/1922 *Eastern Ontario Review**Prescott**Ellwood*

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

08/02/1922 *Ottawa Journal**Prescott**Ellwood*

JURY UNABLE TO FIND CAUSE OF DERAILMENT

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

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

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

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

08/02/1922

Ottawa Citizen

Prescott

Ellwood

UNABLE TO DETERMINE CAUSE DERAILMENT

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

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

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

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

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

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

10/02/1922

Eastern Ontario Review

L'Orignal

L'Orignal

The railway station at L'Orignal is in a disgraceful condition. The plaster is falling off every day on top of those waiting for trains. This ought not to be with a Government railway. We hope this state of affairs will not last much longer.

24/02/1922

Eastern Ontario Review

Kingston (CN)

Brockville

The Grand Trunk is importing ice from Island Pond, Vermont, for its car service department, the first car load arrived in Brockville. Surely there is plenty of ice in Canada.

24/02/1922

Eastern Ontario Review

L'Orignal

L'Orignal

L'Orignal. Our local co-operative appears to be doing a good business, as of recent date several cars of feeds, flour, salt, coal, tec., have been received by them at the station here.

03/03/1922

Eastern Ontario Review

Montreal and Ottawa

Vankleek Hill

On Monday morning, as the C.P.R. train was coming in. the two small ?? wheels of the engine jumped the track due to some ice in the ?? Fortunately the train was only going about six miles an hour ?? The bumping in the ties ?? the passengers considerably ?? few of those who were up making ready to get off were thrown off their feet.

03/03/1922

Eastern Ontario Review

Kingston (CN)

Brockville

Work has begun on the plant of the Eugene Phillips Electrical Works in Brockville, and sidings are being laid out by the engineer of the Canadian National Railway.

14/03/1922

Ottawa Citizen

Brockville

Brock Street

KINGSTON Howard Moulton, a driver for S. Anglin and Co., was badly injured this morning when his motor truck was struck by an incoming C.P.R. train at the Brock street crossing. He had a miraculous escape from instant death as his truck was carried a distance of twenty feet and hurled against a switch and Moulton was caught in the wreckage.

15/03/1922

Ottawa Journal

Prescott

WELLINGTON STREET VIADUCT NOT NEEDED

Stand of Railways on Bridge Over Their Tracks.

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

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

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

Bridge Unnecessary.

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

24/03/1922

Eastern Ontario Review

L'Orignal

L'Orignal

The C.N.R. station here is now presenting a very respectable appearance since it underwent the needed improvements referred to in these columns some weeks ago. Both the agent office and the waiting room are now a credit to our King government.

13/04/1922

Ottawa Citizen

Westport

Phillipsville

Passenger Train Derailed.

BROCKVILLE. April 13 The Canadian National passenger train from Westport was derailed at Phillipsville last night through a bad track. There were no casualties.

14/04/1922

Eastern Ontario Review

L'Orignal

L'Orignal

L'Orignal. The Can. North Ry. are continuing their improvements around the station here. They recently finished the much needed improvements to the interior of the station and now they are having their road from the street to the station macadamized for which two cars of gravel have arrived for this purpose. Besides a new sidewalk will be built along the road which will save our citizens from flunkawting in the mud on their way to and from the station.

RESTORE AUTO-CAB WESTPORT BRANCH

BROCKVILLE, April .11. Hon. F. B. Carvell, chairman of the Dominion Railway Commission, has ordered the gasoline motor car service to be restored on the Brockville and Westport branch of the C. N. R. with a larger type of car, according to an announcement by W. A. Lewis, president of the Board of Trade. In addition, the management, of the railroad has announced that there will be no alteration to the present train service before this motor car is placed in operation.

21/04/1922 *Ottawa Journal* *Carleton Place* *Britannia*

A washout of the CPR Carleton Place Subdivision occurred several hundred feet west of Britannia, due to the high spring runoff causing the Ottawa River to overflow its banks. All trains from Smiths Falls/Brockville and Western Canada were detoured via Bedell. On page 6, a similar story was printed, but the last sentence said "The villages of Ashton and Stittsville are now isolated!!" This lasted for a couple of days.

24/04/1922 *Ottawa Journal* *Prescott* *Osgoode*

SERIOUSLY INJURED FALLING OFF TRAIN

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

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

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

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

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

24/04/1922 *Ottawa Citizen* *Prescott*

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

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

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

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

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

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

26/04/1922 *Ottawa Citizen* *Prescott*

QUEBEC TAILOR DIES OF FALL FROM TRAIN

E- A. Anctil Succumbs to Injuries.

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

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

More but only repetition of original item

28/04/1922 *Eastern Ontario Review* *Vankleek* *Vankleek Hill*

The Main street crossing of the G.T.R. track is very bad and dangerous for automobile and carriage springs. Perhaps a simple request from our town council to the proper authorities would have the desired effect.

28/04/1922 *Eastern Ontario Review* *Carleton Place* *Carleton Place*

The new C.P.R. depot in Carleton Place is just about completed and will be opened about the first of May

04/05/1922 *Ottawa Journal* *Prescott* *Osgoode*

ACCIDENTAL DEATH IS VERDICT OF JURY

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

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

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

New timber bridge on Bowesville road
Action of C.P.R. Aims Prevent Accidents

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

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

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

05/05/1922 *Eastern Ontario Review**Vankleek**Vankleek Hill*

Mr. Jno. Lariviere, Hawkesbury has a brand new bus now going from the C.P.R. station here to Hawkesbury, capable of seating sixteen. It is a handsome outfit.

12/05/1922 *Eastern Ontario Review**Vankleek**Vankleek Hill*

Mr. John Lariviere this week received his new auto bus which will travel between Hawkesbury and Vankleek Hill station on the C.P.R. It is a magnificent Reo, very comfortable, and is being admired by all.

12/05/1922 *Eastern Ontario Review**Vankleek**Hawkesbury*

The C.N.R. Co. on Tuesday kept tab on the number of people and rigs passing on the crossing of McGill street. The council has requested better protection at that crossing and this is in reply to it.

22/05/1922 *Ottawa Journal**Smiths Falls*

CNR inaugurates a 'Stag' sleeping car on its overnight Ottawa-Toronto trains via Napanee.

This was added as the male passengers were complaining that the women's restrooms were often occupied by females for an extended period of time in the morning, meaning that the men had only one lavatory at the other end of the car, and there was often a waiting line to get in, resulting in people alighting from the overnight train at Toronto at a very late hour. And this hampered switching operations at Toronto Union as well. Now this extra sleeping car would have both ends of the car in use by only the male occupants of this 'stag' car.

23/05/1922 *Ottawa Citizen**Waltham*

Mr. C. Lalonde, residing on the Aylmer road, lost a valuable colt under peculiar circumstances yesterday afternoon, the unfortunate animal being drowned in the Ottawa river and its body was carried over the Chaudiere falls. Mr. Lalonde had let the colt out in a pasture on the Aylmer road bordering on the river on one side and the C.P.R. tracks on the other, it was its first outing, and when a C.P.R. train went snorting past the colt became terrified and racing for the river plunged in and getting outside the log booms was caught in the tug of the current in the main channel and went under, battling bravely for some time.

29/05/1922 *Ottawa Citizen**Renfrew**Nepean*

NOTICED BREAK AND PREVENTS ACCIDENT

The derailling of the G.T.R. express from Pembroke, on Saturday night, was narrowly averted through Mr E. Moore, 134 Cartier street, the fireman of the train, looking back from the window of the engine cab and noticing that an axle of one of the passenger coaches had broken. The train at the time was near the Nepean yards of the J. R. Booth Ltd. It was immediately brought to a standstill, and the passengers were transferred from the passenger coaches to the mail and baggage cars and brought to the city.

The spot where the broken axle was noticed is but a short distance from a sharp curve, near Holland avenue viaduct, and it is generally believed that had the train taken this curve one or more coaches would have become derailed. After the regular train had delivered its passengers at the Central Station, a crew was sent out to bring in the damaged passenger coach.

29/05/1922 *Ottawa Journal**Renfrew**Bank Street*

GTR TRAIN BREAKS AN AXLE IN YARDS

A broken axle on Grand Trunk train No. 52 occasioned some inconvenience to passengers on the train early Saturday evening, as a result of which they had to transfer to other coaches at the Bank street yards.

The break occurred at 6.40 o'clock standard time, Saturday evening, as the train was pulling into the Bank street yards. The axle broke low in the second class coach. There was no confusion, the passengers changing quietly over to the express and baggage cars.

The train which makes the run from Depot Harbor to Ottawa, was only about 10 minutes late as the result of the break. Conductor Tom J. Brachen, 38 College avenue, was in charge.

02/06/1922 *Eastern Ontario Review**Montreal and Ottawa*

Refrigerator cause for cheese to Montreal

The Department of Agriculture have requested the reinstatement June 5th to September 2nd, 1922, the Canadian Pacific Railway will place at the Vankleek Hill and McAlpin stations a refrigerator car to be loaded on Monday of each week with cheese. These refrigerators are picked up by fast freight same day and the cheese is delivered the following morning to the different consignees in Montreal.

Good team track facilities are provided leading to the Canadian Pacific Railway at Vankleek Hill.

The refrigeration received by the cheese from the time it is loaded here until it arrives in Montreal, leaves the cheese in excellent shape for the test the cheese receives there by the dealers. Shippers in this locality will do well to take full advantage of these shipping facilities.

02/06/1922 *Eastern Ontario Review**Vankleek*

Mr. I. Sauve, section foreman of the G.T.R. branch line here, has lately purchased a gasoline railroad track car to travel to and from his work.

23/06/1922 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The C.P.R. station yards here are undergoing very decided improvements. A gang has widened the gateway by removing the hedgeback ten feet, and re-cindered the yard. The popular agent, C.E. Armstrong, is always up to date when improvements are needed.

30/06/1922 *Eastern Ontario Review**Vankleek**Hawkesbury*

Mr. McCall, inspector for the Board of Railway Commissioners, was in town on Monday and inspected the railway crossing on McGill Street in company with Mayor F.J. Pattee, Coroner H.R. Kirby, Mr. W.A. McRae and Mr. J.R. Lauria, the latter two representing the Board of Trade. Mr. McCall suggested a subway as the real cure for our troubles. The town share in an undertaking of this kind would be in the neighborhood of \$1,500, and under the present financial condition of our town it is hardly feasible. The next suggestion was for a wagging signboard and bell. This was considered both annoying and undependable. The next suggestion was a watchman such as we had at the Main street crossing. We do not wish to prophesy but we believe the latter suggestion will be accepted.

URGENT IMPORTANCE PROPER LIGHTS AS PUBLIC SAFEGUARD

Judge Mulligan Awards Damages Against the Hull Electric Railway for Aylmer Road Collision.

Holding that the Hull Electric Railway Company did not carry proper running lights on the rear of its train, which was propelled by an electric engine and was backing across an Aylmer road crossing on the evening of January 27th, Judge Mulligan, late last night, gave substantial damages and costs to Mrs. Mina Campbell. Mrs. Campbell was given \$383 damages and her husband \$50, making the award \$433. of her \$500 claim.

The Major Hill Taxi Company, in whose car Mrs. Campbell, her husband, and a party of friends were travelling along the Aylmer road, was absolved from blame or negligence in connection with the smash. Owing to July and August being "long vacation", the judge allowed a stay of proceedings in entering final judgment until September 15th. up to which date the Hull Electric Company, if it cares to, has the right to appeal.

Evidence in the case, which began about ten days ago, and was adjourned until seven o'clock last night for the attendance of two witnesses who were unavoidably absent at the first sitting, showed the train crew had waved a lantern of light from the top of a freight car which formed the "front" of the backing train.

Stress was laid by Mr. A. E. Fripp, K.C., counsel for Mrs. Campbell, on the importance of railway regulations calling for the displaying of a light on either side of the end of a backing railway train.

To Protect Public.

The displaying of a light on the side instead of somewhere on the top of the last car, Mr. Fripp urged, was of great importance for the protection of the public when a train was crossing a public highway. Judge Mulligan, in his finding, took a similar view of the case, holding that the improper exhibition of lights constituted the negligence and want of care complained of.

The Major Hill Taxi Company car was running west on the Aylmer road, and the freight train was backing up from tracks crossing the road and coming from a southerly direction. The chauffeur and passengers in the car testified they had had no warning of the approach of the backing train until the smash took place. Time for Appeal. Mrs Campbell, in her evidence, said she had been placed in a highly nervous condition as a result of the accident, and further said that she could now enter a motor car only with considerable apprehension.

The action which was brought by Mrs. Campbell and her husband against the Hull Electric Railway Company and the Major Hill Taxi Company as co-defendants, was later followed by another action brought by the Taxi company against the Hull Electric Company for damages to the motor car. This action is in the Supreme Court of Ontario and has not yet come to trial.

Following the decision of Judge Mulligan last evening, Mr. W. L. Scott, counsel for the Hull Electric Company, was unable to state definitely whether or not an appeal would be taken, as he said he had not had time to make a complete survey of the entire evidence. Mr. W. C. McCarthy represented the Major Hill Taxi Company.

11/07/1922 Ottawa Journal Alexandria Bovesville Road

CAUSE OF WRECK. Investigation this morning showed that the derailment of two Canadian National Railway freight cars near the Bovesville Road crossing at 1.11 last evening was caused by a brake fitting becoming loose and catching in the cattle guards. The cars were replaced on the rails later in the evening and taken to the Ottawa yards.

04/08/1922 Eastern Ontario Review Brockville Brockville

A Russian named Michael Sandow was struck by an express train on the C.P.R. track near Brockville and died from his injuries.

04/08/1922 Eastern Ontario Review Kingston (CN) Lansdowne

Norman Meldrum, of Belleville, a G.T.R. brakeman. Slipped between cars near Lansdowne and was instantly killed.

11/08/1922 Eastern Ontario Review Kingston (CN) Brockville

Thos. Callaghan, a marine fireman belonging to Toronto, who was found riding the blind baggage on the G.T.R. by Constable Riepart of the railway force, was fined \$2 and costs of \$5.23 by Magistrate page in Brockville, and given two weeks to pay upon the understanding that he leave town immediately.

11/08/1922 Eastern Ontario Review Kingston (CN)

To economise coal Grand Trunk engines on passenger trains are now run through between Montreal and Belleville - 222 miles - instead of changing at Brockville as has been the custom.

11/08/1922 Eastern Ontario Review Montreal and Ottawa Pendleton

Montreal. - Not only does the Canadian Pacific Railway recognize acts of bravery by its own employees, but it acknowledges them when performed by those outside its service. This was shown when the Canadian Pacific recently applied to the Canadian Royal Humane Society for recognition of Samuel J. Dixon, of Pendleton, Ontario, for his gallantry in Saving Miss Amelia Boudreault, of St. Pauscal, Ontario from Serious injury or probable death.

At the suggestion of Mr. A.D. MacTier, vice-president, C.P.R., several affidavits from witnesses of the incident and others bearing on the courage and presence of mind displayed by Mr. Dixon was supplied to the Royal Humane Society, and as a result the society has decided to grant a medal for bravery to him. The incident happened at 6:30 p.m. on February 11th last, when Miss Boudreault, who was late for the train, ran after it as it was leaving Pendleton station, and in attempting to board it fell between the end of the platform and the train Wheels.

Affidavits of several witnesses pay a tribute to the pluck displayed by Mr. Dixon. They show that as he was walking on the platform he noticed the young lady clinging to the bars of a coach. Just as he reached her she released her hold and fell, her head striking the oil waste box of the car truck. This swung her around with her feet on the rail. Part of the train hit her, throwing her head and shoulders across the rail. At this instant Mr. Dixon grabbed her and pulled her clear of the moving train wheels. While holding her until the train passed out, Mr. Dixon his himself was hit on the head by a coach step. The injured woman was taken to the CPR agent's residence and attended by the local doctor. She recovered soon afterwards, and admitted there was no one to blame for the occurrence but herself.

18/08/1922 Eastern Ontario Review Kingston (CN)

When driving a freight train on the G.T.R. west of Prescott, Engineer P.W. Logan noticed a handbag a few feet from the track, and picking it up delivered it to the agent at Brockville. The bag belonged to a lady from Hamilton, who lost it from the International Limited four days previously, and with its contents, which were of considerable value, was restored by the company to its owner.

18/08/1922 Eganville Leader Eganville Eganville

Reduced Train Service

After this week the C.P.R. train service between Eganville and Renfrew will be reduced. The noon train will be taken off, leaving the morning and evening trains running on the same time schedule. The shortage of coal is the reason given by the company for the new arrangement.

24/08/1922 Ottawa Journal Renfrew Eganville

TRAIN LEAVES TRACK DELAYING PASSENGERS

Freight Derailment West Eganville.

A derailed truck of one of the cars of a western freight train a few miles west of Eganville, is holding up the local G.T.R. passenger train between Pembroke and Ottawa. At two o'clock the train was four hours late in reaching - reaching Ottawa and the obstruction had not yet been removed. The Pembroke train is due in Union Station at 11.35 and may not arrive until five or six o'clock. The derallment is not serious.

Stepping from one track to another to avoid a train, James Lavender, a farmer residing near Port Elmsley, a few miles west of Smiths Falls was struck and killed by a C.P.R. express train. Lavender had driven his cows to pasture and was walking home along the tracks when struck. He was 82 years old and partially deaf and is survived by four sons and two daughters.

About 75 harvesters left the C.P.R. station at Vankleek Hill on the 11th for Winnipeg. This is the largest number for a good many years.

TWO NOW DEAD RESULT HULL CROSSING

"Double Headed" Engine Collides With Truck Containing Five Hull Lads, and A. Bertrand, Chauffeur.

CONDITION TWO INJURED CONSIDERED DANGEROUS

Lucien Ouellette. Aged 12 Years, is Killed Instantly and younger Brother Dies Today.

Another victim of the fatal train and automobile collision which occurred at St. Florent street railway crossing, Hull, Thursday afternoon when one boy was killed outright and five others seriously injured, died at the Sacred Heart Hospital at six o'clock this morning. He was Hector Ouellette, aged 10. brother of Lucien Ouallatte aged 12. The latter wa instantly killed and his body terribly mangled when the train crashed into the car

Condition Dangerous

Of the four other occupants of the motor truck when the crash occurred, two, Maurice Bertrand and Alpee Bertrand, the latter the driver of the truck, were declared by the authorities at Sacred Heart Hospital this afternoon to be in a very dangerous condition, both suffering acute pain, with lapses into unconsciousness. Leopold Goulet, another victim, was stated to be resting easily with every possibility of recovery, the sixth occupant of the truck, was declared to be the one who had escaped with the least injury.

Non-railway details omitted

The accident occurred about five o'clock yesterday afternoon, when the automobile truck with its six passengers, and driven by Alpee Bertrand, was struck by C.P.R. engine number 2022 as the car was crossing the tracks at St. Florent street, two blocks south of Hull station. It was stated that the train was travelling slowly and that it whistled, but that Alpee Bertrand did not hear it until too late!

Carried 300 feet

When the truck was hit, it was carried for nearly 300 feet and most of the occupants were thrown out on both sides of the track. Thirteen-year-old Lucien Ouelette, who was sitting in the centre of the truck, was killed instantly and his body which was dragged for over 100 feet, was completely severed in seven pieces. The injured, except for young Royal Belanger, who was carried to his home nearby, were taken to Sacred Heart Hospital.

Alpee Belanger, of 57 Frontenac street, Hull, aged 29, was taking the truck out for a trial spin. He picked up his young brother and sister, Maurice, and Jeanette, also the two Ouelette boys, living nearby and Leopold Goulet and Royal Belanger, who were playing in the neighbourhood. The two Bertrand boys occupied the seat while young Belanger and Hector Ouelette were sitting with their feet dangling over the rear of the truck. Goulet was standing on the running board and Lucien Ouelette was sitting on the floor in the centre of the car.

Just as the truck was crossing the railway tracks on St. Laurent street, C.P.R. engine 2033 with engine number 504 attached, which had been hidden by trees, appeared almost on top of them. The driver of the truck, Alpee Bertrand, swerved to the right to clear the tracks. In doing so it is thought he ran off the graded crossing, and his wheels locked in the tracks. No one had time to jump before the engines, which were only travelling at 10 miles an hour, hit the truck squarely in the middle.

Non railway details omitted

According to eye witnesses of the accident, two large trees in Mr. Maurice's property deadened the sound of the bell of the approaching train. The trains whistle was also deadened, apparently misleading the driver of the truck as the the distance off of the approaching train. Mr. John Maurice, who was one of the first to assist the injured, stated that many near accidents had occurred at this crossing. Requests had been made for a level crossing but without avail. He had already pulled down a building on his property which concealed the approaching trains, but the trees still screened its approach from on-coming vehicles.

Allege Whistle Blown

According to C.P.R. officials. Engine 2022, in charge of Engineer Stan Stewart, and Engine 504 under Engineer Bottrell, were proceeding slowly. The bell was ringing and the whistle was blown at all three intersections, including St. Florent street. The accident caused the derailment of the tender of Engine Number 2022 and a wrecking crew was sent out from Ottawa.

The Brockville train was not delayed by the accident as engine number 2022 was replaced and the train detoured by way of Hurdman. Engine number 504 was held up for nearly 30 minutes before it could take out the Gatineau train.

Non railway details omitted

TWO KILLED, THREE INJURED. AUTO AND C.P.R. FLYER CRASH

American Auto Party On Way to Ottawa in Fatal Accident at Chesterville Crossing.

TRACKS AND ROAD RUN ON PARALLEL

Man Killed Instantly, Woman Dies on Train, Others in Smiths Falls Hospital.

Chesterville, Ont. Sept 6 - Two are dead and three others are more or less seriously injured following a collision between a Ford sedan and the C.P.R. Montreal-Chicago flier, about a mile and quarter west of here at noon today.

The Dead.

George Murray, aged 33 years South Bombay, N. Y. Mrs. Helen Reynolds, aged 40. South Bombay, N. Y.

The Injured.

Mrs. Charles Murray, South Bombay, N. Y., aged 65 years, left leg amputated and scalp wounds, condition serious.

Mrs. George Murray, South Bombay, N. Y., scalp wounds and shock, condition not serious.

Miss Annabelle Greenwood, South Bombay, N. Y., aged 17, collar bone broken.

The party were motoring from South Bombay, N. Y., to Ottawa. South Bombay is about five miles from Moira, N. Y. The accident happened at 11.45 o'clock am., standard time.

For about a mile, or most of the way from Chesterville to the railway crossing where the fatal accident happened, the railway and road run parallel, and the driver of the car had full view of any train travelling along this stretch. In the opinion of Dr. Locke, of Williamsburg, the coroner, the driver of the auto, which was travelling the same direction as the train, apparently did not notice that the road crossed the railway tracks at this point.

The Ford sedan in which the party were driving reached the crossing at the same time as the Montreal-Chicago flier No. 19, which was travelling at 45 miles per hour. The train was in charge of Engineer Thomas Martin, of Montreal. Fire man A. Jeffrey, Montreal, and Conductor William Chapman, of Toronto.

Carried Auto Alone.

The front of the locomotive struck the automobile opposite the engine and turned the car completely over, and throwing out all its occupants. After turning the car over, the loco motive carried it along about three pole lengths.

When George Murray was picked up he was dead, with some ribs broken over his heart. It is thought that death was due to an internal hemorrhage. The other four occupants of the car were taken on the train and brought to Smiths Falls. Mrs. Reynolds, who was terribly injured, died on the train while en route to Smiths Falls. Mrs. Charles Murray and Miss Greenwood were taken to the General hospital at Smiths Falls, where Mrs. Murray had her leg amputated. Mrs. George Murray, wife of the late Mr. Murray, was taken to St. Francis hospital. She is the least injured of the party.

Dr. Locke, of Williamsburg, the coroner for Chesterville district, was notified of the death of the late Mr. Murray and at once went to Chesterville to view the remains. An inquest was opened. After the usual swearing in of the jury, the inquest was adjourned until next Wednesday noon, at the Chesterville town hall. This inquest will also cover the death of the late Mrs. Reynolds.

The remains of the late Mrs. Reynolds are in the morgue at Smiths Falls awaiting arrangements for shipment to South Bombay.

BUGGY WAS STRUCK BY GTR TRAIN

Clement Davis Has Narrow Escape at Parkdale Avenue Crossing.

Clement Davis, residing at the corner of Bellevue and Carling avenues, had a hairbreath escape from at least serious injury, a few minutes before six o'clock last evening, when a buggy in which he was driving was struck by an east-bound G.T.R. freight train at the Parkdale avenue crossing. As it was he escaped with a few scratches, his horse uninjured and the buggy badly smashed.

Davis was driving in a southerly direction along Parkdale avenue, and for some reason did not heed the bell at the crossing, which rings as a warning of trains approaching. The bell rang, for just a few minutes after the accident happened a Citizen reporter who was passing, heard it ringing. The freight train, drawn by engine number 1645, and in charge of Engineer H. Legate and Conductor J. Conley, both of Ottawa, was travelling in an easterly direction at a moderately slow rate of speed.

Davis had almost crossed the tracks when the accident happened. The front of the engine caught the rear part of the buggy and swung it to the east side of the road. Davis himself was thrown clear of the rig and fell among some grass the side of the road. As the train along was travelling slowly, and thanks to the presence of mind of the engineer, it had almost come to a stop when the collision occurred.

To relieve the coal shortage cordwood has been shipped from Bainsville and other points to Brockville to be used in firing stationary boilers.

14 year old boy instantly killed

Four others injured when engines struck truck.

A dispatch from Ottawa, says Hector Ouelette, age 14 years, St. Jacques Street, Hull, was instantly killed, and four others were injured, two of them critically, at the St. Florent street railway level crossing in Hull, shortly after five o'clock Thursday, when a motor truck in which they were riding was struck by two C.P.R. engines traveling double headed towards Ottawa.

The engines struck the front part of the truck, turning it over and grinding the body and its wheels, so that the tender became derailed and tore up part of the right-of-way for a distance of over 50 feet before the engines came to a standstill. When the collision occurred the occupants of the truck were spilled onto the right-of-way, all clearing the engine with the exception of young Ouelette.

At the point where the accident occurred the view is somewhat obstructed by a short row of trees, and it is believed that the driver of the motor car did not hear the engine signal for the crossing. An inquest will be held.

What about the watchman at the McGill street crossing? The Railway Commission seems to have forgotten us. School reopened on Tuesday and the danger will be greater than ever.

CONTRACTOR KILLED AT LEVEL CROSSING

William Burro Was Building Road Between Perth and Port Elmsley.

PERTH, Ont., Sept. 25. William Burro, a contractor on the construction of good roads between Perth and Port Elmsley, was killed this afternoon when his auto was struck by the C.P.R. west bound passenger train due at Perth at 2.25 o'clock. The accident happened on the outskirts of Perth at the Catholic cemetery crossing. Deceased was driving towards Perth and had stopped his machine at the approach of an east bound passenger train and on its disappearance failed apparently to see the west bound train. The machine was hurled a considerable distance and was completely demolished. The man was picked up by a number of section men and taken to the station where he died shortly afterwards. His home was near Cornwall and he was forty-five years of age. Coroner A. W. Dwyre. M.L., empanelled a jury and an inquest was held tonight and adjourned until Wednesday. The unfortunate man leaves a wife and five children.

The value of Grand Trunk first aid training was demonstrated in a striking way at Coteau Junction when a telephone message was received by locomotive Foreman Maw, at the roundhouse, that the little son of J.D. Fletcher, Grand Trunk brake man, had swallowed poison. The parents of the child were unable to obtain medical assistance, the local doctor being absent and Foreman Maw promptly summoned one of the roundhouse men skilled in first-aid work. Mounting an engine, the foreman and his assistant reached the residence of Mr. Fletcher within a few minutes and first aid treatment was promptly rendered to the child, this resulting in saving the little boy's life, and he has now on his way to recovery.

Hawkesbury Man Killed on Bridge

Daniel Timmins, 32, met instant death

Daniel Timmins, age 32 years of Hawkesbury, while walking across the Canadian National Railway bridge, between Hawkesbury and Granville, was struck and instantly killed by an eastbound passenger train running between Ottawa and Montreal, about 6.50 o'clock Sunday night. The unfortunate man had been to Granville and had started to walk back to Hawkesbury over the railway bridge where he met with the accident. An inquest will be held. He is survived by three brothers.

The train was in charge of engineer F. White, of Montreal. It left Ottawa at 3:45 Sunday afternoon.

Our railway men as a rule are most modest in the discharge of their duties, and rarely appear in the limelight for valuable service rendered. A case in point was brought to notice a few days ago. Some children were playing about the C.P.R. cattle yards at Carleton Place, when one little fellow ventured out on the tracks unconsciously just as a freight train was coming along. The engineer and fireman saw the lad and acted at once. The driver applied the brakes whilst the fireman climbed out over the engine and caught the child and held him by the arm until the train came to a stop and saved his life. The modesty has seemingly sealed the mouths of the men who acted so promptly and the names are still unknown.

Electric power is about to replace man power in the operation of the Canadian National lift bridge on the Rideau at Smith Falls. One advantage will be a distinct saving in time.

A few days ago Grand Trunk passenger train No. 10 struck a herd of cattle on the tracks one and a half miles east of Morrisburg, and killed eight of them. There were ten animals in the herd.

CONDUCTOR IS KILLED WHEN CAR DERAILED

William Barnett Loses His Life in Smiths Falls Yard

SMITHS FALLS. Nov 8

William Barnett of Havelock a C.P.R. conductor, met with instant death in the west yard here today through the derailment of the van of his train.

The rear end of his train was struck by the locomotive of another train running slowly, and shoved a short distance ahead. When the slack came back the van was derailed and sent down an embankment. Conductor Barnett had just stepped into the van, thinking all danger over, when the van left the track and rolled down the hill. The ill-fated man leaves a wife and family at Havelock.

The Department of Railways and Canals is preparing to proceed with the construction of a new steel bridge over the canal at Smiths Falls. Concrete retaining walls are also to be built in the basin there during the winter

BOTTLED BEER LOST WHEN CAR BURNS

BROCKVILLE. Ont. Dec. 13 Four hundred cases of bottled beer consigned from London, Ont., to Montreal were destroyed when a refrigerator car in which they were being carried on an eastbound Grand Trunk freight train, caught fire from a heater at Morrisburg yesterday. After the train crew had made efforts to put out the fire by placing the car under the water crane, the Morrisburg volunteer fire brigade was called. About 100 cases of beer were saved, but the car was wrecked.

Three Injured when Freight is Derailed

Fireman Previously Injured painfully Burned in Accident

Fireman Robert A. Ellis of Renfrew, aged 23, had his right hand and wrist painfully burned and Conductor J.M. Drummey, 141 Eccles street and Brakeman H.J. Martin, 88 Bell street, were both bruised and cut when a Grand Trunk Railway freight train went off the tracks between Kinburn and Carp, Saturday midnight.

Ten cars with grain and the caboose went off the tracks into the ditch and the roadbed was torn up for a considerable distance. A broken wheel was the cause of the derailment. The injured men were brought to Ottawa Sunday morning at six o'clock. Ellis was taken to St. Luke's hospital, where Dr. F. W. McKinnon attended to him. The other injured men were able to proceed to their homes. While Mr. Ellis' home is in Renfrew, he has a room on Nicholas street.

Fireman Ellis had been unfortunate to slip off the icy step of the engine when the train was pulling out of Galetta a short time previous to the derailment. He injured his left back and hip and was incapacitated from further duty. He was taken to the caboose where he was lying down. When the caboose and the other cars left the track and fell on their side in the ditch, Ellis was shot forward against the stove and his right hand was pinned under the open mouth of the damper against the live coals.

Drummey and Martin were also thrown heavily to the floor when the car was upset. Drummey received injuries to his back and to the left shoulder blade and Martin to his left knee and ankle. Despite their injuries Drummey and Martin went to the assistance of their comrade, who was suffering excruciating pain with his hand pinned down by the stove, and released him. The freight engine was detached from the rest of the train and rushed the three injured men to Carp where they were attended to by Dr. W. G. Robertson an old schoolmate of Ellis.

As soon as news of the wreck was received in Ottawa, a relief train was despatched. The injured men were brought back to Ottawa and the repair gang started clearing the roadway. No passenger trains were operating yesterday, but a freight train following behind the wreck was held up for over 12 hours. The grain in the 10 derailed cars had to be transhipped into other cars. The wrecked train, which consisted of 33 freight cars and a caboose, had been made up at Madawaska, and was proceeding east from Depot Harbor with western grain.

Official report from the local headoffice of the railway last night stated that the line was repaired and cleared by 10 o'clock Sunday morning.

Also in the Ottawa Citizen same date