

Local Railway Items from Area Papers - 1923

29/01/1923 Ottawa Citizen Ottawa Electric

REVOLVING WINDOW FOR USE IN WINTER

The OER is trying out an invention by a local resident, a former motorman, which so far has proved very satisfactory, and which, it is expected, will prove of much value during the winter months.

The invention, which originates with Mr. Michael P. Cumerford, 74 Besserer Street, consists of a revolving center window for the front of the street cars, arranged by two pinions in the center. By means of a small knob, the motorman, when the window becomes covered with frost, can swing the window around, and dispose of the frost covering. At present when the window becomes frost glazed, the motorman has to stop his car, get out, climb upon the fender, and scrape the frost from the glass with an instrument provided for the purpose.

The new window is being tried on car 116 on the Preston Rockcliffe route, and Superintendent A. J. Tobin is impressed with its utility, while the motormen believe that it is a splendid thing.

"Apart from the feature mentioned, the window will prove an excellent medium for ventilating the street cars when necessary," said Assistant Superintendent C. W. Carson, for the company.

20/03/1923 Ottawa Citizen Montreal and Ottawa Hammond

Traffic Resumed.

C.P.R. traffic which was disorganised last evening because of a small C.P.R. wreck of a freight train near Hammond, between Ottawa and Montreal, resumed its normal state today. The train for Winnipeg, due here last night at 11.15, did not arrive till four o'clock, being brought into the city via Bedell. The Soo train due at 1.20 was also about four hours late. This morning's train from the Soo was also about three hours late, due, however, to bad running conditions, arriving here at nine-twenty this morning. Other trains arriving and leaving Ottawa were on time. The freight derailment was not serious, no one was injured and the line was cleared during the night.

02/04/1923 Ottawa Citizen Ottawa Electric

Sussex street car service was tied up for about an hour when car 538 jumped the rails at the corner of George and Sussex streets about nine o'clock last night. The cause of the derailment was when the car broke the switch. After the first truck of the car crossed the switch and before the second arrived there the switch opened, causing the rear truck to turn off the main track. The sudden lurch caused the car to jump the rails. No one but the crew was on the car at the time.

05/04/1923 Globe and Mail Kingston (CN) Rideau Station

Flier Strikes Worker With Fatal Results

Fellow-workman Steps From Track Instant Before Accident
(Canadian Press Despatch.)

Kingston, April 4.- Struck by a westbound train at Rideau Station, on the Grand Trunk Railway, at noon today, Thomas McMaster, sectionman, was almost instantly killed.

A fellow-worker, Norman Ballantyne, escaped only because he happened to step from the track just an instant before the train came along.

The men were working on the westbound track, picking up scrap-iron, and had taken their handcar off the eastbound track to allow the train on that track to go through.

They apparently were not looking for the train on the west track, and the sounding of the bell and whistle did not attract their attention. The late Mr. McMaster was 36 years of age, and leaves a wife and one small child.

14/06/1923 Chesterville Record Winchester Chesterville

The CPR has made considerable change at the station by the removal of the freight shed from the site it has occupied since the road was built to a new site on the north side of the tracks east almost to the stock pens. The convenience of the public does not seem to have entered into consideration when the removal was planned.

23/06/1923 Ottawa Citizen Renfrew Bayswater Avenue

TWO INJURED WHEN TRAIN STRUCK AUTO

R. Innis and R. B. Smith Hurt in Accident at Level Crossing.

Two men narrowly escaped death and are both suffering from injuries, one serious, following a collision between the motor car in which they were driving, and the Depot Harbour-Ottawa train, at the Canadian National Railway crossing at Bayswater avenue, which occurred at 7.30 o'clock last evening.

Robert Innis, 931 Wellington street, lies in the Protestant General hospital, Rideau street, in a serious condition suffering from numerous injuries, and Richard B. Smith, 82 Spadina avenue, is confined to his home suffering from fractured ribs and a severe shaking up.

The two men were on their way home, and were traveling north along Bayswater avenue. Mr. Smith owned and was driving the car, a McLaughlin touring car.

The front of the engine struck the auto broadside and carried it for -about 250 feet along the rails. Innis was thrown out of the auto and suffered a fractured left arm, severe scalp wound, injuries to both legs, and internal injuries, while Smith remained in the car and was assisted out by Philip Button, fireman on the engine.

No Signal Bell.

Apparently the men in the auto did not see the approaching train until running onto the rails and then attempted to clear the track in front of it. The car was swerved to the east side of the street as if in an attempt to clear the track ahead of the train.

Mr. Philius Roy, 9 Second avenue, was engineer on the train, and did not see the auto till it shot right in front of the train. The engine caught the car broadside and carried it for about three car lengths, in which distance the train was brought to a stop.

The railway crossing at Bayswater avenue is a level crossing, but there is no signal bell to warn of the approach of a train.

Injury Causes Death.

Robert H. Innes, 931 Wellington street, who with Richard Smith, of Spadina avenue, was injured when the Ottawa bound Depot Harbor-Ottawa train struck an auto in which they were crossing the Bayswater avenue railway crossing on Friday evening, passed away on Saturday night at a local hospital.

The deceased was quite popular in the city. For 13 years he had been employed in the militia department. In fraternal circles he was also well known, having been senior deacon of Chaudiere Lodge, A.F. and A.M., and was also a member of the Canadian Order of Foresters. He was 39 years of age, and was born in England, and came to Ottawa fifteen years ago. Besides his widow, he leaves two sons, Thomas and Norman, and one daughter. Irene. His mother resides in England.

Coroner W. W. Saultter, M.D., opened an inquest on Sunday afternoon. After the usual opening formalities the inquest was adjourned until Tuesday evening, July 3.

A Masonic funeral will be held from the late residence this afternoon at two o'clock. A funeral service will be held at 1.30 o'clock.

04/07/1923 *Ottawa Citizen**Renfrew**Bayswater Avenue*

HEDGE OBSTRUCTED VIEW OF CROSSING

Mr. R. H. Innes' Death Found Accidental. Jury Recommends .Warning Signal

A venJiet of accidental death with a rider to the effect that a hedge obstructing a clear view of the right of way should be clipped was returned by the coroner's jury, under Dr. W. W. Saultter which held an inquest at the police station last evening into the death of Robert H. Innes, 931 Wellington street, who died as the result of injuries received when the auto he was riding in was struck by a C.N.R. train on June 22nd at the crossing at Bayswater avenue.

Evidence elicited from a number of witnesses by Crown Attorney J. A. Ritchie was somewhat conflicting on the point as to whether or not the locomotive had blown the customary warning blast from its whistle, as it approached the crossing. One point, however, which was well established, was that a hedge which was described as about 30 feet long and about 7 feet high, which ran along at the side of the railway in the rear of Mrs. Alex Cambell's property, situated on the southwest corner of the crossing, obstructed the view of both the driver of the automobile and the engineer of the locomotive. The jury added a rider to its verdict that the hedge should be trimmed off where it encroached on the right of way, which extends for some 30 feet on each side of the tracks. The jury also advised that a warnins bell be installed at the crossing.

The Chief Witness.

The chief witness was Mr. Richard Smith, Spadina avenue, who was the driver of the car hit by the locomotive. Deceased was riding in the front seat with Mr. Smith. Mr. Smith deposed that he was travelling around eight miles an hour. He said he had looked to the west first and then to the east, as he approached the crossing, but had seen nothing. Shouts attracted his attention just as his front wheels touched the rail and looking quickly to the west again he saw the locomotive quite near him. Having no time to go forward or backward he attempted to turn his car to the east and was struck by the train as he did so.

Other witnesses heard were Mr. John Cotter, 163 Spadina avenue; Miss Marian Prudhomme, 163 Bayswater avenue; Dr. V. H. Craig, Somerset street; Miss Mary McCuaig, 117 Rochester street; Miss May Taylor, 130 Spadina avenue; Mr. P. E. Botten, fireman of the engine; Mr. Philip Roy, engineer of the locomotive, and Constable Herman Boehmer.

The engineer contended that he was driving his train at about 15 miles per hour and that he had sounded the customary warning blasts, two long and two short blasts, on his whistle when about one-quarter of a mile from the crossing.

04/07/1923 *Ottawa Citizen**Lachute**Hull*

KILLED BY A TRAIN AT WRIGHT'S SIDING

Man Thought to Be Theophile Lafrance round on C.P.R-Tracks.

At two o'clock this afternoon, a resident of Hull, after viewing the remains, expressed the belief that it was Theophile Lafrance, formerly of Hull, but who had been living at the Union Mission for some time.

At the Union Mission it was stated that a man by that name had been there, but not for the past three or four days. The authorities were unable to furnish a description of him.

The decapitated body of a man, believed to be possibly that of Mr. W. H. Murphy, formerly of Toronto, but whose recent address is unknown, was found at an early hour this morning lying on the C. P. R tracks near Wright's siding, a few hundred feet east of West Hull station.

The body was seen by Mr. M. Teterson, watchman for Wright and Company, Incorporated, who, when opening up the plant at 5.30, found the remains lying between the rails almost in front of the Wright siding. He communicated with Coroner T. B. Davies, who ordered the remains to be brought to Gauthier's undertaking parlors, Hull, where they now await definite identification.

There were no eyewitnesses to the accident, nor had anybody, as far as can be learned, seen the unfortunate man in the vicinity during the evening. Upon the clothes being searched by Mr. Gauthier, a tailor's tag was found stitched in an inner pocket of the coat, bearing the legend, "Trebilcock and Co., tailors, Toronto. W. H. Murphy, March 17th, 1920. D 2163."

Coroner Davies, who will open an inquest at the undertaking parlors this evening at 8 o'clock expressed the opinion that the man might have been a resident of Wrightville and was taking a short cut along the rail way tracks early this morning bound East, when struck by the C. P. R. Soo train which passes through Hull around 1.30 a.m.

Enquiries at the C. P. R. offices showed that no accident report had been filed this morning by any of the train crews.

The man is described as being between 45 and 50 years of age, of fair complexion, about 5 ft. 8 in. or 9 in. in height, weighing about 145 pounds, head bald on top, and fringe of brown hair. He was dressed in a coat of blue cloth with a dark stripe, blue serge trousers, and white shirt with blue stripe.. The body is apparently that of a workingman, as the clothes were in poor condition. There was absolutely nothing in the pockets.

Note the book mentioned is available at

<https://www.canadiana.ca/view/oocihm.76366/1?r=0&s=1>

CITY'S FIRST RAILWAY

The late Sir Richard Scott, in 1911, wrote a little book entitled "Recollections of Bytown," for distribution among his personal friends. Among the stories in this book was one about how the Bytown and Prescott Railway, the town's first came into being, and of the hard time the promoters had in financing it. Ottawa at that period - 1850 - had only a small population, about seven thousand, and but few of the residents were very well to do.

The start of the project, which was to mean so much to the isolated Bytown, came when in the early part of 1850 Edward McGillivray, one of the town's biggest general store owners, suggested to Sir Richard, then plain Mr. R. V. Scott, but a leading lawyer and public man (M.P.P.) that he (Mr. Scott) should take some steps towards getting Ottawa a railway outlet to the St. Lawrence. Mr. Scott acted promptly and soon a petition for a charter was ready. The petition was signed by the following prominent citizens, every one of whom, with the exception of Sir Richard, was dead when Sir Richard wrote in 1911.

Railway's Promoters.

Nicholas Sparks. W. H. Thompson, George Patterson, Agar Yielding, Wm. Torney, George B. Lyon, James Brough, Donald McArthur, George H. Baker, John L. Campbell, Richard Statham, Lyman Perkins, Peter N. Riel, John Durie, Richard W. Scott, John Bedard, Jos. Aumond, Thos. Corcoran, John Forgie, Robt. Lees, John McKinnon, Chas. Sparrow, Peter A. Egleson, Workman and Griffin, John Wade, Jos. B. Turgeon. John Scott, Ed. McGillivray. Andrew Main, Aug. Keefer, Edw. Masse, George R. Johnston,

Company Formed.

In August, 1850, the charter was granted and the Bytown and Prescott Railway came into existence. It was then that the troubles of the new company began. "It was a bold move, if not a rash one," wrote Sir Richard, "to undertake the building of the railway" - this owing to the meagre business of the town and the scarcity of money.

But rash or not, the undertaking started, and at a meeting of the promoters Robt. Bell was appointed secretary of the meeting, and later became secretary-treasurer of the company. John McKinnon became the first president and Walter Shanley [sic] was selected as engineer.

City Again Helped.

The search for stock-takers then began. The town subscribed fifteen thousand pounds (about \$75,000 then), but after a long canvass for funds in the town and villages along the proposed route, it was found that the necessary amount could not be raised. Carleton County refused to subscribe. Sir Richard relates in detail the financial ups and downs of the pioneer company. Sir Richard was mayor of Ottawa in 1852. In 1853 (through his influence, no doubt) the city took \$200,000 from the municipal loan fund and lent it to the company. This was the first substantial relief. But despite this special aid, it was April, 1855, before the first train crossed the bridge over the Rideau to the Sussex street station.

Sir Richard related that for a time he was the owner of a locomotive. It appears that things got so bad with the company that the bailiff seized various pieces of the rolling stock. A passenger locomotive was put up at sheriff's sale. Sir Richard bought it and leased it to the company till such time as they could redeem it.

01/08/1923 *Ottawa Citizen**Kingston (CN)**Cornwall*

Fatality at Cornwall.

(Special to The Citizen) CORNWALL, Ont., July 31. Sammy Miron, one of the best known characters in town, met a horrible death at the C.N.R. station here this afternoon, when he was struck by a freight train and instantly killed. Mr. Miron, who was about 78 years of age, had a bag and was gathering coal along the tracks. His eyesight is bad and his hearing none too good and it is thought he neither heard nor saw the approach of the train. When Engineer Black saw the man he was between the two tracks and had he remained there nothing would have happened to him, but when the engine was only a few feet away from him he stepped right in front of it and was cut completely in two and his legs were badly mangled when dragged to the depot by the engine. Dr. Hamilton, the railway physician was called to the scene, as was Dr. Munro, coroner. The body was taken to Bert Jardine's morgue, where an inquest will be opened Wednesday morning. The unfortunate man leaves a family of eight, six daughters and two sons, all grown up

13/08/1923 *Ottawa Citizen**Chalk River**Almonte*

KILLED BY TRAIN AT LEVEL CROSSING

ALMONTE, Ont., Aug. 12. Mr. John Young, an elderly man of this town, was struck and killed by a westbound through freight train at 7 o'clock last evening. The accident occurred at the level railway crossing on Main street at Wylie's grist mill. The deceased, who was about 82 year of age, was driving a horse and buggy and drove onto the track evidently not having heard or seen the train which was traveling at a fair rate of speed. The engine struck the horse broadside, severing it completely in two. The deceased was living when picked up and he was taken to Rosamond Memorial hospital here but he died within a few minutes. Several people are reported to have heard the train whistle before it reached the crossing. Dr. Metcalfe, the local coroner, will probably hold an inquest early in the week.

20/08/1923 *Ottawa Citizen**Lachute**Papineauville*

Passengers en route from Montreal to Ottawa on the North Shore line of the C.P.R. were delayed over two hours last evening, [sic] through a slight accident, which was fortunately unattended with any serious consequences. The train had just pulled [sic] into Papineauville station on time, when one of the trucks under the locomotive tender broke, and the train had to be held two hours and forty-five minutes.

13/09/1923 *Ottawa Citizen**Renfrew**Carling Avenue*

TRAIN KILLED HORSE

Jos. Aspect, of Westboro, Slightly Hurt in Crossing Accident.

Joseph Aspect, who resides at Westboro, had a narrow escape from death when his buggy and horse were hit-by C.N.R. train on the Carling Ave, crossing at an early hour this morning, near Bellevue Park. He was proceeding home and did not notice the train approaching until it was too late to avoid it. His buggy was smashed to pieces and the horse was killed outright, but Mr. Aspect was only slightly injured. He was removed to St. Luke's Hospital by Wdodburn's ambulance but his injuries were found to be only slight. He left the hospital for his home later.

REMINISCENCES OF OTTAWA-PRESCOTT RLY

Mr. J.E. Dolman, 78 Elm street send the O.T.S. an Ottawa and Prescott Railway time table of 1856 67 years ago. Mr. Dolman is an engineer on the Ottawa-Prescott branch of the C. P. R. and has been running on that road for the past twenty years. His father, John Dolman, was an engineer on the Ottawa-Prescott road for 49 years, being superannuated in 1917. He is now living at Keewatin, Ont., and is still hale and hearty. Mr. Robert Dolman takes a great interest in the history of the Bytown-Prescott road and has considerable literature on the subject. He has pictures of the original wood-burning engines, of which there were five. These were the "Oxford," the "Bytown," the "Ottawa," the "Prescott," and the "St. Lawrence." Mr. Dolman says the first engine to run on the road was the "Oxford," which was built at Portland, Me., and which was brought over from Ogdensburg to Prescott in a scow. The "Bytown" engine was afterwards changed to the "Colonel By." Mr. Dolman has also pictures of the first trains. One of these pictures may later be reproduced in the O. T. S.

Mr. Dolman says that as far as he can learn there are only two men living of the staff who ran the road prior to 1862. These are a Mr. Wardrop, of Brockville, and a Mr. Wilkinson, of Prescott. Mr. Ward-rop was superannuated in 1913. Of those who were on the road when the time-table of 1856 was issued by Benj. French, Jr., the then superintendent, none are alive.

The Clock at Prescott.

The outstanding feature of the 1856 time-table is the statement that the clock in the superintendents office at Prescott was to be taken as the standard time. The order continuing reads:

"Conductors will be particular to compare their time with it (the Prescott clock) before leaving. They will also compare time with each other at passing stations: and see that the clocks at other stations and the watches of conductors of construction or wood trains compare with the standard time."

It would appear from the above that at that period there was no telegraph service on the line, or that the conductors and not the station agents were the big noises in the matter of time.

According to the time-table the trains moving south from Ottawa left at 7. 15 a.m. and 1.10 p.m. The first was the mail train and the latter the "accommodation." The mail train reached Prescott at 10 a.m. and the accommodation train at 5.10 p.m. Regular stops were made at Gloucester, Osgoode, Kemptville, Spencerville, and Prescott Junction. The trains reached Ottawa at 11.10 a.m. (accommodation) and 5.15 p.m. Tho Ottawa and Prescott trains crossed a Kemptville.

Rules of the Road.

On the second page of the time table ts printed the rules of the road, which were largely as at the present day. It is evident that those days cattle must have got on to the tracks more than at present as rule 14 reads:

"Enginemen will be extremely careful to guard against the killing of cattle on tne tracks: a good reason will to required to justify any occurrence of this kind. Whenever animals are seen on or near the track, the speed of the train must be reduced immediately, the necessary signals given, and no risks run."

17/09/1923 *Kingston Daily British Whi* *Kingston (CP)**Sharbot Lake*

BOY OF NINETEEN SENT TO PENITENTIARY

Former Railway Call Boy Interfered With Signals on the C.P.R., Belleville Ontario.

Burning his way out of the Tweed lock up by means of a red-hot cell bar, John Edward Darby was caught at Sharbot Lake and taken back to Tweed. He was tried by magistrate Caseman, Madoc, and sentenced to one year in the penitentiary, this term to run concurrent with the one imposed at Belleville for interference with a signal on the Canadian Pacific Railway in Hungerford Township.

It was on August 18th.that Darby who is only 18 years of age, and a former call boy was riding on a C.P.R. freight through the township of Hungerford. He was discovered and was put off the train. Later a passenger train for Sharbot Lake passed near the point where he had been removed from the train and found a stop signal against the train. The engineer halted but so far as could be seen there was no reason for the signal.

The incident was reported and officers of the railroad set about investigating. They learned that Darby, who had been put off the the freight had reached Sharbot Lake an hour before the freight, and the inference was that Darby had turned the through signal against the passenger train and halted it and got on thus carrying him to his destination. He was later arrested at Sharbot Lake where he had a girlfriend.

Darby was sentenced by magistrate Casement at the Belleville police court to three years in the penitentiary at Portsmouth for interference with Railway signals. Darby has an unenviable record. In 1919 he was sent down for 7 years at the Mimico, broke prison in 1920, committed an offence which won him a term in an Eastern Ontario town. His offenses include playing poker on a track and theft of a boat.

Darby comes from Toronto. He was once a call boy on a railroad. That explains his knowledge of signals.

21/09/1923 *Ottawa Citizen* *Ottawa Electric*

CARS DERAILED ON , TEMPORARY TRACKS

The temporary tracks laid by the O.E.R. while the Bank street paving; is in progress, was responsible for several derailments of cars yesterday morning, and the consequent tying up of street car traffic for upwards of two hours.. The traffic was first disrupted when a . Bank street car failed to negotiate the new switch at Fifth avenue and was derailed. The wrecking car sent to help it met a similar fate at Second avenue, and thus caused a complete tie-up of traffic. In the evening around six o'clock two more Bank street cars were derailed at Pretoria avenue when turning from the regular to the temporary tracks, and much delay was caused.

22/09/1923 *Kingston Daily British Whi* *Brockville**Brockville*

To Repair Roundhouse

The building belonging to the Canadian Pacific Railway situated in the township of Elizabethtown on the second concession in the rear of Brockville and occupied for many years as a roundhouse is to be repaired shortly by the company. The turntable, which has been in a state of disuse for some years, is to be removed and new tracks installed, as well as repairs effected to the building proper.

28/09/1923 *Ottawa Journal* *Ottawa Electric*

Complain of Delays Due to Derailment

To Be Routed Over Temporary Tracks for Three Weeks

Track laying and paving on Bank street, which has been in progress for one week already, will take at least three weeks longer it was said last evening by officials, and street cars will continue to be routed over the temporary track while the new rails are being laid.

There has been considerable complaining about the number of delays due to derailments and about the difficulty experienced by passengers while essaying a descent from the steps of the trolleys down to the crossings at various street intersections. One has to be fairly agile in order to make this descent safely and it is difficult for elderly or inactive persons to alight with any degree of ease. Several narrow escapes from serious accidents have been reported.

The new west rail is now being put down and the east rail has yet to be laid. When the east rail is being laid the temporary track will be laid on the west side of the street.

A traffic officer was stationed at the foot of Roseberry avenue yesterday afternoon to prevent a repetition of the experience hundreds of motorists had the night before when they were allowed to go up Roseberry avenue which has no outlet. Bank street is closed from Roseberry avenue south and motorists have to be rerouted eastward on Pretoria avenue or westward on Chamberlain avenue to reach Ottawa South.

However, complaints reached The Journal last evening that the same thing was happening and that there was no notice posted by the city, or no traffic officer to keep motorists from going up Roseberry avenue with the result that many turned into Roseberry only to find themselves forced to turnaround and come back to Bank street again.

GIVES HER LIFE IN RUSHING TO AID OF GIRL GUIDES CAUGHT ON BRIDGE WHEN LOCOMOTIVE THUNDERS PAST

Mrs. Ellen Campbell. 190 Baywater Avenue. Falls to Death Off "White. Bridge" on the Rideau - Terrified Girls, on Instruction of Leader, Lie Down Beside Rails and Engine Roan by Beside Them - Fails to Stop.

Trapped on a railway structure known as the White Bridge, that crosses the Rideau River about a mile above Billing's Bridge, Mrs Ellen Margaret Living Campbell leaped off or fell 40 feet instant death on Saturday evening at 6 o'clock under circumstances singularly tragic and terrible.

The dread moments that marked the passing of the public - spirited kindly woman's soul from the finite to the infinite were inspiring in her disregard of self and the frantic concern which she manifested for the young lives of fourteen Girl Guides who were partly in her care and whose safety was imperilled by a great locomotive that appeared unexpectedly travelling southward and with headlight flashing on the twilight of early evening, sped inexorably around the curve and on to the bridge.

Miss Eunice Parker was in official charge of the children. The little girls were running this way on to that in futile terror, when Miss Parker, unperturbed in the emergency, ordered them to lie down on the ties. There was space, precious and sufficient, between the rails and the stringers, as the longitudinal beams are called, and the children, at Miss Parker's command, sank from the site of the terrified people on the banks of the river who were watching the appalling scene.

Demands one toll.

The engine speed by, the children arose pale, trembling, but alive and well. Then it was noted that Mrs. Camp Bell had vanished, and in the minds of Miss Parker and the little Girl Guides dawned the understanding that the death had demanded a total of one life as the price of the never-to-be-forgotten outing. In the gathering darkness search was made for Mrs. Campbell and soon an inanimate form was found lying on the rocky bed of the river under two feet of water. Her skull had been fractured, and there was no doubt that she had died instantly.

The troop of girls started out from their headquarters in hintonburg early in the afternoon taking a lunch with them.

Non -railway dertailomitted

Going out the party had followed the Prescott highway to hogsback, then crossed and came along the east side of the Rideau River to the White Bridge. Then they stopped for a rest and supper, after which they set out for home, deciding to cross the bridge to shorten the journey.

The troop had climbed to the track, and were scattered about the bridge in little groups when suddenly the headlight of the locomotive coming into the city swung into view around a curve before them. All was confusion at once, and the girls began running hither and thither, aimlessly. Mrs. Campbell who was in the lead and safely across, managed to get several of the smaller girls off the bridge. The others started running for the end of the trestle in an attempt to get clear of it. However it soon became evident they all could not do so and Miss Parker, who remained perfectly cool throughout the trying experience, called to them to fall flat upon the ties at the side of the rails.

Among those who were trapped on the trestle with Miss Parker were Alice Barker, Francis Burns, Jessie McIntyre, Thelma Lee, and three others whose names could not be obtained. All the girls were intensely excited and none could clearly remember the details of the experience. Several managed to reach the end of the bridge before the engine was upon them, but these eight girls less fortunate, dropped flat when they saw the hopelessness of their flight, and lay, frozen by suspense and dread while the locomotive thundered by.

Half Way Over

"I was just about half way over the bridge," said Miss Thelma Lee, one of those caught on the trestle, "when the headlight of the engine swung around a curve. I started with the other girls to run for the end, but when I saw I couldn't make it, I nearly died. But then Miss Parker cried, "All lie down flat." I fell down at the side of the track, and shut my eyes. I heard the engine go by, but I was so scared I hardly knew what I felt like. I wasn't hurt at all. None of the girls were, and none fainted, but we were pretty badly frightened."

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PRESENCE OF MIND AND OBEDIENCE OF GIRLS SAVED LIVES

Promptness of Miss Parker of Girl Guides Averted a Greater Loss. Engine Crew Saw Nothing.

That the promptness and presence of mind of Miss Eunice Parker, the heroic captain of the troop of Girl Guides which was trapped on the C.P.R. bridge, known as the White Bridge across the Rideau river, by a light engine, on Saturday evening, was what averted a worse disaster, becomes more clear as the details of the girls' story are better known. That the troop of girls of about twelve years old and upwards should have acted under direction so quickly, and done the only possible thing that would save their lives, without panic, and in the coolest of discipline, was a great tribute to the training they had received in the organization. If it had not been for their obedience and coolness the accident of Saturday evening would have been much more appalling.

Engine Crew Saw Nothing.

Mr. J. H. Hughes, acting superintendent. Ottawa Division, C.P.R., in the absence of Mr. H. B. Spencer, stated to The Citizen that engine No. 2213 left the Broad street shops for Union station and crossed White Bridge about 6.03 p.m. Saturday. Engineer J. Chisholm and Fireman Scharfe comprised the crew. These men left soon after for Montreal, but he had got into communication with them and they stated they saw nothing on the bridge on Saturday night where Mrs. E. W. Campbell met so sudden and tragic a death.

The men also report that there were no marks on the engine, which travelled head first, to indicate that anything had been struck.

The next engine to pass that way was No. 2611 in charge of Engineer McNeily and Fireman Richardson but it did not cross the bridge until 6.56 p.m. which is some time after the mishap.

Engineer Chisholm and Fireman Scharfe returned to Ottawa, on the train due 11.55 a.m., but had nothing further to report and simply confirmed what they had previously stated in reply to enquiries from Mr. Hughes. Engineer Chisholm lives at 203 Gloucester street.

Mr. Norman A. Irwin of the Collegiate Institute staff, was quite definite in his statement to The Citizen that it was shortly after six o'clock on Saturday night that the engine passed over the bridge and he heard a splash as of something falling into the river.

MacKenzie Bros, ambulance was called for shortly after six o'clock

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SPLENDID PRESENCE OF MIND OF GIRL GUIDE SAVES MANY LIVES IN MOMENT OF PERIL

Mrs. Ellen Margaret Campbell, 190 Bayswater Ave., Instantly Killed When Party Crossing C.P.R. Bridge Near Dow's Lake, Meets Locomotive, But Prompt Action of Troop Captain Miss Eunice Parker, 424 Gilmour Street, in Ordering Girls to Lie Down on Edge of Bridge, Saves Many Members of Fourth Ottawa Troop of Guides.

Mrs. Ellen Margaret Campbell, widow of the late Alexander Campbell, 190 Bayswater avenue, was instantly killed, and seventeen members of the Fourth Ottawa Troop Girl Guides had narrow escapes when the party suddenly met a light engine, about six o'clock Saturday evening, on the White Bridge, a C.P.R. bridge over the Rideau river to the south of the city. This bridge is a short distance south of the road bordering the south shore of Dow's Lake and the Rideau canal. That all members of the Girl Guides' troop escaped injury is due to the presence of mind of the troop captain, Miss Eunice Parker, and to the splendid obedience to orders of the members of the troop.

Miss Parker is badly upset over the fatal accident, more so because the bridge on which the accident happened is railway property and closed to the public. Took Short Cut.

The party set out about two o'clock on a hike to the vicinity of Hog's Back and were on their way home when the accident happened. It was then about six o'clock. They were on the south side of the Rideau river and to avoid having to go around either by Billings Bridge or by Hog's Back, Mrs. Campbell suggested that they cross the railway bridge and the others followed. The bridge is about 150 feet in length and is 34 feet in height.

Mrs. Campbell was in the lead with about half the girls and had got across the bridge, while Miss Eunice Parker, 424 Gilmour street, captain of the troop, followed with the rest. This last party was about the center of the bridge while the party which Mrs. Campbell was with had reached the north end, when a light engine appeared from the north, travelling from the C. P. roundhouse to Central station.

When the locomotive appeared, while the several girls were on the railway bridge, there wasn't the least panic among those on the bridge. With great presence of mind, Miss Parker, who was with these ordered them to lie flat along the side of the bridge beside the rails, and the girls with her, carried out her instructions to the letter. The bridge has no upright sides nor iron girders overhead.

Ran Back on Bridge.

Apparently Mrs. Campbell became worried for the safety of the girls who were still on the bridge and ran back on to the structure. She had got about a third of the way across when the locomotive drew near, when she dropped into the river 34 feet below. Whether she was struck by the engine or fell over the side of the bridge in attempting to lie down like the others just as the engine approached her, is not known.

From all appearances the crew of the engine did not notice any trouble for the engine was not brought to a stop but continued on. It was growing dark at the time. Mr. Donald M. Clark, 36 Ossington avenue, and Mr. Norman A. Irwin, 105 Cameron street, both teachers at the Ottawa Collegiate Institute, were down at the side of the river near the bridge with a boat. They did not see the accident but heard a splash in the water, and on investigating, found Mrs. Campbell's body in about a foot of water, almost directly below where she fell from the bridge. Judging from this, it is believed that she was not struck with any great force for she would have been thrown forward.

Inquest Is Opened.

Both Mr. Clark and Mr. Irwin set out with their boat to where the body fell in the water, found it and brought it to shore. The Rideau river in the vicinity of the bridge is quite shallow, very rocky and filled with boulders.

When the body was recovered and brought to shore by the two men, Miss Parker went to the lockhouse at Hartwell's for assistance, and Mackenzie Bros.' ambulance was called. Mrs. Campbell was to all appearances dead when taken from the water. Coroner W. W. Saulter, M.D., was notified, and visited the scene of the accident. The body was removed to Mackenzie Bros. undertaking parlors, 511 Bank street, where Coroner Saulter opened an inquest at noon yesterday. After having the body identified and the jury empanelled the inquest was adjourned until a week from tonight at the court house.

Members of Party.

There were eighteen persons in the party, and it is said that nine of these were under twelve years of age. The party consisted of Mrs. Campbell, who accompanied the troop. Miss Eunice Parker, 424 Gilmour street, captain of the troop; Alice Barker, 11 Spadina avenue; Muriel McKenny, 78 Rosemont avenue; Betty Simmons, Thelma Lee, 219 Armstrong street; Frances and Nelly Burns. Betty and Peggy Arnold, Woodroffe; Jessie McIntyre. Ida and Helen Williamson. Hazel Brown, Kathleen Sanders, Edna Wilson. Myrtle Latimer and Ada Cathcart.

According to the stories of some of the girls the party had gone by the railway bridge as a short cut, though some of them were not inclined to do so. When the engine was seen coming, Miss Parker ordered them to lie down, and Mrs. Campbell, who had crossed the bridge, started to run back towards those who were still on the bridge. As the engine neared them one of the girls called to her to lie down. After that, as she was on the opposite side of the bridge to them, they could not see her on account of the passing engine.

Miss K. Syms, officer commanding the Girl Guides in Ottawa, had not heard the particulars of the accident so that she could not give a statement concerning it. However, Miss Syms said that the party had no right to be on the bridge whatever, though it is often used by pedestrians. As most of the girls in the party lived in the west end, and were in a hurry to get home, they took the railway bridge, it being the shortest way, and to avoid having to go around by the bridge at Hog's Back or Billings Bridge.

Made No Report.

The girls were evidently not noticed by the engine crew as they lay upon the outer edge of the bridge. Officials at the C. P. R. station office say that no report was turned in from any engine and that the crew would certainly have reported if anything unusual in the way of an accident had been seen by them. It is probable that in the gloom at the time of the accident, Mrs. Campbell's falling from the bridge was not noticed, even if the engineer had seen the girls lying down beside

the track.

It is not known what engine it was that passed over the bridge at that time. Engine No. 2215 left Ellwood at 6.05 o'clock, according to the dispatcher's report, and came into the Central station, later leaving with the 6.55 train for Montreal. But whether this is the engine that passed the Girl Guides on the bridge cannot be ascertained, as no mention having seen them was made by the crew on its arrival in the station.

Railway officials state that the only possible chance for foot passengers on the bridge when a train was passing over it was to lay prostrate on the outer edge. They state that it is a most dangerous bridge to cross on foot at any time

Late Mrs. Campbell
More personal details

19/10/1923 Ottawa Citizen

Kingston (CN)

Brockville

INJURED ALIGHTING FROM MOVING TRAIN

BROCKVILLE, Ont., Oct. 19. Falling as he stepped from a moving freight train last night James Mephan, carpenter in the employ of the Canadian National Railways sustained concussion and a broken collar bone when he alighted heavily on his head and shoulder. He is in St. Vincent de Paul hospital.

22/10/1923 Ottawa Citizen

Maniwaki

WHISTLED TILL IT BECAME EXHAUSTED

An unusual incident happened to the Gatineau Valley train leaving Ottawa yesterday afternoon. A ? miles out of Ottawa at Bren? Hill, the engineer blew the whistle as usual. The valve of the whistle however, stuck, and the whistle continued blowing for several mile; in fact till the train reached Wakefield. So much steam was used in this that the train was no longer able to proceed and it was necessary to send up a fresh engine from Ottawa to take the train to the end of the line. In consequence residents of the Gatineau Valley at that point were somewhat over ? hours late in arriving home evening. Th [sic] sight of the train proceeding mile after mile with whistle blowing attracted a deal of attention through the ? try side and the newspapers ? others received many inquiries what the celebration was about

23/10/1923 Ottawa Journal

Prescott

White Bridge

ACCIDENTAL DEATH IS JURY'S VERDICT

Engineer On White Bridge Heard Shout But Saw No One

Skull Fractured.

Dr J. Kenton Argue said that he had examined Mrs Campbell's remains at Mackenzie's undertaking parlors. A two-inch fracture of the frontal bone in the skull caused Mrs. Campbell's death, which must have been instantaneous. The injury was probably due to her falling on some object like a rock There was no evidence of death being caused by drowning.

Coroner W. W. Saulter, in summing up the evidence of the various witnesses, felt that there was no discrepancy in their statements. He recalled the circumstances of the tragedy, and was of the opinion that the ill-fated party were guilty of trespassing and had no right in crossing the White Bridge. He said that the very one to lose her life was the one who had suggested crossing the bridge. Miss Parker had acted with commendable presence of mind in saving the children.

Coroner Saulter said that the evidence heard indicated that the engine had not struck Mrs. Campbell. Probably during the confusion and excitement and in the glimmer of the headlights of the engine Mrs. Campbell had either fallen or leaped off the bridge. Her death was by misadventure or misfortune.

NO BLAME PLACED ON ANY PERSON FOR BRIDGE FATALITY

Verdict of Accidental Death in Inquest Into Circumstance in Which Mrs. E. M. Campbell Lost Life.

The tragic story of the fate which befell Mrs. Ellen . Margaret Campbell, 190 Bayswater avenue, when, in endeavoring to look after the safety of a number of young Girl Guides, who were caught by a passing light engine of the C.P.R. on the White Bridge, across the Rideau river, on the evening of October 18 [sic], she fell to her death to the rocks below, was unfolded in the court house last evening, at the inquest conducted by Coroner W. W. Saultier. A verdict of accidental death was returned.

The evidence submitted by a number of the witnesses led to the assumption that Mrs. Campbell was not struck by the engine, but that she in some way fell, when, after reaching safety herself, she ventured back on the bridge, in the face of the approaching locomotive, fearing that some of the girls were in danger. Coroner Saultier, in summing up after the evidence had been submitted, said that the party of girls were undoubtedly trespassing, by crossing the bridge, and had no right to walk upon the C.P.R. tracks or right of way. It had been shown that Miss Eunice Parker, captain of the Girl Guides, and Mrs. Campbell, who were in charge of the party, had assumed responsibility for the girls being upon the railway bridge, and that both the deceased lady and Miss Parker had acted with commendable sagacity in endeavoring to secure the safety of the girls in their charge. While there was no evidence to show how Mrs. Campbell had left the bridge, the assumption was that she had, probably, in the confusion which arose, when the approach of the engine was noticed, ventured on to the bridge from which she fell to the rocks below causing injuries which resulted in instantaneous death.

Attach no Blame.

He was satisfied that the late Mrs. Campbell had come to her death through misadventure, and that no blame, could be attached to anyone, for it was clear that it was due to Mrs. Campbell's maternal instinct, that she had lost her life.

The chief witness was Miss Eunice Parker, 424 Gilmour street, captain of the Hintonburg troop of Girl Guides, who stated that on Saturday, October 18.[sic] at two o'clock, she, with Mrs. Campbell, who was an invited guest, had set out from the Y.W.C.A. with sixteen young girls on a hike to Hog's Back. They went out via the Experimental Farm and the Prescott Highway and returned along the south bank of the Rideau river to a point where they had supper and then Mrs. Campbell suggesting they go back over the railway bridge as a short cut, witness had concurred. She stated that Mrs. Campbell went ahead with a party of girls and witness followed with others, whom she took over to the north end of the bridge about four-fifths of the way, and then went back for others.

Saw Headlight.

Witness was standing on the bridge looking south when she heard someone call that a train was coming and looking to the north she saw the headlight rounding the curve at the approach of the bridge. Realizing the danger the girls were in. she called out to those who could, to make for the platform on the west side of the bridge where there was a water barrel. Seeing that all could not get there in time to avoid the engine she called to them to get off the track and lie down. She was certain that when the engine was approaching there was nobody on the track between it and her. She then sat down by the side of the track herself, but not before seeing that there was no one on the track at the south end of the bridge.

When the headlight of the engine came in sight she had seen Mrs. Campbell, standing on the embankment clear of the tracks with some girls with her, and thought she was safe. After the engine had passed and she had mustered the girls, Mrs. Campbell was found to be missing, and her body was later found on the rocks, about a third of the distance out from the north end of the bridge.

Before Engine Passed.

Mr. E. Clark, 36 Ossington avenue, who with his wife and friends were picnicing near the bridge, told of seeing the girls on the bridge, and the approach of the engine, which had whistled for the bridge. He saw the headlight approach the bridge, and then heard a splash in the water. He was of the opinion that the splash in the passed the spot directly above, and did not believe that the unfortunate woman was hit by the engine. He and Mr. Irwin, 105 Cameron Street, who was in his party, helped recover the body of Mrs. Campbell. She was dead when discovered.

Mr. J. P. Chisholm, 202 Gloucester street, engineer, and Mr. Albert Scarfe, 858 Somerset street, fireman on the engine, stated that they had not seen anyone on the bridge, but the former thought he heard someone shout, and the latter someone whistle. They were unaware that an accident had happened until they were telegraphed to that effect by the C.P.R. at Montreal.

Miss Ada Cathcart, 9 Melrose avenue; Miss Alice Barker, 11 Spadina avenue, and Miss Thelma Lee, 219 Armstrong street, who were caught on the bridge by the approach of the engine, told of their experience, but were unable to throw any light on how Mrs. Campbell came to leave the bridge. They stated that some of the girls wanted to go back the way they had gone out, fearing they might not be safe on the bridge. They told of hearing Miss Parker call to them when the engine came in sight, to lie down or make for the water barrel, and they had done so, and thus escaped injury.

Dr. J.F. Argue testified that death had been due to a fracture of the frontal bone, which in his opinion had been caused by Mrs. Campbell falling on a hard object such as a rock

The jury, after a brief deliberation returned a verdict of accidental death, declaring that the late Mrs. Campbell met her death by falling from the White railway bridge of the C.P.R., over the Rideau river, on the evening of October 18 [sic], a distance of thirty-five feet to the rocks below.

Mr. H.H. Hough, claims agent of the C.P.R., was present at the inquest

URGE PROTECTION LEVEL CROSSING

At the Board of Railway Commissioners on Tuesday next, there will come up the matter of protection at Bayswater avenue, Ottawa West, where same is crossed by the Canadian National Railway tracks.

A fatal accident occurred there on June 22nd last, in which Mr. Robert Innes lost his life and Mr. R. B. Smitn, the driver of the car, was badly hurt. At the inquest, it transpired that there was no warning bell to notify the approach of a train. A dangerous hedge which interrupted the view of both engine driver and those travelling on the road, was ordered clipped; but this precaution would not seem to be sufficient. The coroner's verdict contained a rider advising that a warning bell be placed at the crossing.

Mr. H. K. Carruthers, secretary of the Ottawa Board of Trade, considers that the only satisfactory safeguard would be a wig-wag system such as has recently been installed on the new Driveway between the Richmond road and the Ottawa river, and also on the continuation of this Driveway between the Richmond road and Carling avenue.

HULL LOOP TO COME UP ON MONDAY NEXT

The question of the construction by the Ottawa Electric Railway, at the Chaudiere terminus of its lines, of a loop whereby the company would be able to provide a better car service for the Ottawa-Hull traffic and the larger double truck cars, will likely be brought to a head at the meeting of the Hull city council on Monday night. (5/11)

Nothing stands in the way of the construction of the loop now except the sanction of the city council, to enable the company to go ahead with the work. The Hull Electric Company, with its exclusive franchise over the streets of Hull, has stated it will not oppose the loop, and the E. B. Eddy Company is prepared to permit the city to allow the company to use a small portion of the Eddy park fronting on Main street, necessary to complete the loop and for the erection of a waiting room. The loop has been passed upon favorably by the engineer of the Board of Railway Commissioners and plans for the construction of the loop have been submitted to the Hull city council.

The O. E. R., in return for the construction of the loop, which it is stated will cost several thousands of dollars, addition to the cost of the new cars which will have to be placed on the line, is asking for further a total exemption of taxed for a limited period or else a fixed assessment for thirty years. This is the only point upon which the company and the city have not yet agreed

09/11/1923 Kingston Daily British Whi Kingston (CP)

Large Contract Completed

A. Anderson, painter, decorator and general contractor, has completed his contract of painting C.P.R. stations on the Trenton Division. He has had most of the time thirty-seven men at the work from Kingston to Port McNicol as well as the main line, from Sharbot Lake to Toronto to Tichborne on the Shore line. Mr. Anderson's work has won for him the approval of the company as well as those in his employ. Mr. Anderson announces he will now be ready to receive orders for city work.

17/11/1923 Athens Reporter Westport Soperton

A train derailed on Saturday 17 November 1923. Not reported in either the Citizen or the Journal.

31/12/1923 Ottawa Citizen L'Orignal Rockland

Canadian National Railway Constable Alfred Proulx last evening arrested two boys, 11 and 12 years of age, at Rockland, and brought them to Ottawa on a charge of breaking and entering a C.N.R. freight car at Rockland. The boys were placed in the Detention home during the night and will be arraigned in Juvenile Court.